

# Punctuality Statistics



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## Full and Summary Analysis

July 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 JULY 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	15 m to 16 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	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	50.0	16	22	
ANTWERP	VOLOTEA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	22	4	
<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>46.2</b>	<b>17</b>	<b>26</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>46.2</b>	<b>17</b>	<b>26</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	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	2	94.1	2	17	
<b>TOTAL BURGAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.8</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>94.1</b>	<b>2</b>	<b>17</b>	
<b>TOTAL BULGARIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.8</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>94.1</b>	<b>2</b>	<b>17</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	44	0	2	0.0	15.2	67.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	4.3	8	37.5	36	16	
<b>TOTAL COPENHAGEN</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.2</b>	<b>67.4</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>8</b>	<b>37.5</b>	<b>36</b>	<b>16</b>	
ESBJERG	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	95.5	3	44	
ESBJERG	DANISH AIR TRANSPORT	S	40	0	0	5.0	25.0	50.0	17.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	10	0.0	0	0	
ESBJERG	LOGANAIR LTD	S	54	0	0	3.7	50.0	18.5	5.6	7.4	14.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL ESBJERG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.4</b>	<b>31.9</b>	<b>10.6</b>	<b>4.3</b>	<b>8.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>95.5</b>	<b>3</b>	<b>44</b>	
<b>TOTAL DENMARK</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>31.4</b>	<b>43.6</b>	<b>10.0</b>	<b>4.3</b>	<b>5.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>80.0</b>	<b>12</b>	<b>60</b>	
<b>FINLAND</b>																					
ROVANIEMI	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	8	0.0	0	0	
<b>TOTAL ROVANIEMI</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BIARRITZ	MALETH AERO	C	2	0	2	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	48	0.0	0	0	
<b>TOTAL BIARRITZ</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	122	0	0	1.6	51.6	28.7	6.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	9	67.5	17	120	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>51.6</b>	<b>28.7</b>	<b>6.6</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.5</b>	<b>17</b>	<b>120</b>	
<b>TOTAL FRANCE</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>50.0</b>	<b>27.8</b>	<b>6.3</b>	<b>7.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>67.5</b>	<b>17</b>	<b>120</b>	
<b>GEORGIA</b>																					
TBILISI	MALETH AERO	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TBILISI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GEORGIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	75.0	7	8	
<b>TOTAL CORFU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>30</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	



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<b>RHODES</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL RHODES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.2</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>0.0</b>	<b>24</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																					
<b>DUBLIN</b>	AER LINGUS	S	88	0	0	6.8	34.1	40.9	10.2	4.5	3.4	0.0	0.0	0.0	0.0	0.0	9	76.7	10	90	
<b>TOTAL DUBLIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>40.9</b>	<b>10.2</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>9</b>	<b>76.7</b>	<b>10</b>	<b>90</b>	
<b>KERRY COUNTY</b>	LOGANAIR LTD	C	26	0	0	42.3	19.2	26.9	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL KERRY COUNTY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>19.2</b>	<b>26.9</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>30.7</b>	<b>37.7</b>	<b>9.6</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.7</b>	<b>10</b>	<b>90</b>	
<b>LATVIA</b>																					
<b>RIGA</b>	AIR BALTIC	S	18	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	88.9	5	18	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>MALTA</b>																					
<b>MALTA</b>	RYANAIR	S	18	0	0	5.6	16.7	33.3	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	50.0	21	18	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</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>21</b>	<b>50.0</b>	<b>21</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</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>21</b>	<b>50.0</b>	<b>21</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	KLM	S	122	0	1	0.8	39.0	52.0	5.7	1.6	0.0	0.0	0.0	0.0	0.0	0.8	4	91.2	4	114	
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	134	0	0	0.0	35.8	49.3	6.7	3.7	3.0	0.0	1.5	0.0	0.0	0.0	11	88.8	5	134	
<b>TOTAL AMSTERDAM</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>37.4</b>	<b>50.6</b>	<b>6.2</b>	<b>2.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>89.9</b>	<b>4</b>	<b>248</b>	
<b>TOTAL NETHERLANDS</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>37.4</b>	<b>50.6</b>	<b>6.2</b>	<b>2.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>89.9</b>	<b>4</b>	<b>248</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>BERGEN</b>	LOGANAIR LTD	S	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	0.0	26	1	
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	98	0	2	1.0	44.0	40.0	7.0	0.0	2.0	2.0	2.0	0.0	0.0	2.0	13	89.8	6	98	
<b>TOTAL BERGEN</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>42.7</b>	<b>39.8</b>	<b>7.8</b>	<b>0.0</b>	<b>2.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>89.0</b>	<b>7</b>	<b>100</b>	
<b>OSLO (GARDERMOEN)</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	19	34	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>19</b>	<b>34</b>	
<b>STAVANGER</b>	DANISH AIR TRANSPORT	S	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>STAVANGER</b>	SAS	S	98	0	2	0.0	47.0	33.0	11.0	3.0	4.0	0.0	0.0	0.0	0.0	2.0	9	59.2	18	93	
<b>STAVANGER</b>	WIDEROE FLYVESELSKAP A/S	S	58	0	4	0.0	30.6	45.2	16.1	1.6	0.0	0.0	0.0	0.0	0.0	6.5	7	77.8	9	52	
<b>TOTAL STAVANGER</b>			<b>160</b>	<b>0</b>	<b>6</b>	<b>0.6</b>	<b>40.4</b>	<b>37.3</b>	<b>12.7</b>	<b>2.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>9</b>	<b>65.8</b>	<b>15</b>	<b>145</b>	
<b>TOTAL NORWAY</b>			<b>261</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>41.3</b>	<b>38.3</b>	<b>10.8</b>	<b>1.5</b>	<b>2.6</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>11</b>	<b>75.2</b>	<b>12</b>	<b>279</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	26	0	0	11.5	38.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	22.2	34	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	than 360 m late							
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</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>2</b>	<b>22.2</b>	<b>34</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</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>2</b>	<b>22.2</b>	<b>34</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	18	0	0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	16	0	0	6.3	37.5	43.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	9	18	
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
BILBAO	MALETH AERO	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	54	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	29	8	
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>29</b>	<b>8</b>	
MALAGA	RYANAIR	S	16	0	0	6.3	43.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	31	18	
<b>TOTAL MALAGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>31</b>	<b>18</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	3.6	32.1	46.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	10	28	
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</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>82.1</b>	<b>10</b>	<b>28</b>	
REUS	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	10	
<b>TOTAL REUS</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>100.0</b>	<b>1</b>	<b>10</b>	
<b>TOTAL SPAIN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>36.3</b>	<b>43.8</b>	<b>6.3</b>	<b>8.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.4</b>	<b>15</b>	<b>82</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>3</b>	<b>10</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
<b>TURKEY</b>																					
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	5	8	
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	54	0	0	0.0	35.2	44.4	3.7	7.4	5.6	1.9	1.9	0.0	0.0	0.0	18	90.3	10	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.2</b>	<b>44.4</b>	<b>3.7</b>	<b>7.4</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.3</b>	<b>10</b>	<b>62</b>	
BIRMINGHAM	FLYBE LTD	S	158	0	4	0.6	37.7	31.5	11.1	9.3	4.9	2.5	0.0	0.0	0.0	2.5	17	79.5	15	160	
<b>TOTAL BIRMINGHAM</b>			<b>158</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>37.7</b>	<b>31.5</b>	<b>11.1</b>	<b>9.3</b>	<b>4.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>79.5</b>	<b>15</b>	<b>160</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	68.2	22	42	
BRISTOL	LOGANAIR LTD	S	54	0	0	9.3	46.3	20.4	7.4	9.3	5.6	1.9	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>46.3</b>	<b>20.4</b>	<b>7.4</b>	<b>9.3</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>14</b>	<b>68.2</b>	<b>22</b>	<b>42</b>	
CARDIFF WALES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	16	45	
<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>61.5</b>	<b>16</b>	<b>45</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	103	0	24	7.9	43.3	18.1	3.1	3.1	4.7	0.8	0.0	0.0	0.0	18.9	10	51.3	25	105	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>103</b>	<b>0</b>	<b>24</b>	<b>7.9</b>	<b>43.3</b>	<b>18.1</b>	<b>3.1</b>	<b>3.1</b>	<b>4.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.9</b>	<b>10</b>	<b>51.3</b>	<b>25</b>	<b>105</b>	
EDINBURGH	LOGANAIR 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	100.0	0	1	
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</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	56.3	34	16	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.2	27	60	
<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>53.8</b>	<b>29</b>	<b>76</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	360	0	6	3.6	43.7	29.2	10.1	6.0	3.8	1.6	0.3	0.0	0.0	1.6	13	77.5	14	397	
HEATHROW	FLYBE LTD	S	170	0	0	4.1	42.4	33.5	8.8	6.5	3.5	1.2	0.0	0.0	0.0	0.0	11	82.9	10	170	
<b>TOTAL HEATHROW</b>			<b>530</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>43.3</b>	<b>30.6</b>	<b>9.7</b>	<b>6.2</b>	<b>3.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>79.1</b>	<b>13</b>	<b>567</b>	
HUMBERSIDE	FLYBE LTD	S	111	0	22	21.1	35.3	12.8	4.5	6.8	3.0	0.0	0.0	0.0	0.0	16.5	9	67.2	18	120	
<b>TOTAL HUMBERSIDE</b>			<b>111</b>	<b>0</b>	<b>22</b>	<b>21.1</b>	<b>35.3</b>	<b>12.8</b>	<b>4.5</b>	<b>6.8</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.5</b>	<b>9</b>	<b>67.2</b>	<b>18</b>	<b>120</b>	
JERSEY	FLYBE LTD	S	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	44	62.5	14	8	
<b>TOTAL JERSEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>44</b>	<b>62.5</b>	<b>14</b>	<b>8</b>	
KIRKWALL	LOGANAIR 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	
KIRKWALL	LOGANAIR LTD	S	170	0	7	13.6	37.9	21.5	5.1	7.9	7.3	1.7	1.1	0.0	0.0	4.0	17	89.5	6	191	
<b>TOTAL KIRKWALL</b>			<b>170</b>	<b>0</b>	<b>8</b>	<b>13.5</b>	<b>37.6</b>	<b>21.3</b>	<b>5.1</b>	<b>7.9</b>	<b>7.3</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>17</b>	<b>89.5</b>	<b>6</b>	<b>191</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	62.9	16	93	
<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>62.9</b>	<b>16</b>	<b>93</b>	
LUTON	AVANTI AIR BEDARFSFLUGGES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
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	66.7	1	4	
LUTON	EASYJET UK LTD	S	44	0	0	2.3	18.2	52.3	13.6	11.4	2.3	0.0	0.0	0.0	0.0	0.0	13	59.5	20	37	
<b>TOTAL LUTON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>17.8</b>	<b>53.3</b>	<b>13.3</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.5</b>	<b>18</b>	<b>41</b>	
MANCHESTER	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	114	2	
MANCHESTER	FLYBE LTD	S	310	0	4	2.2	42.0	37.6	7.0	7.3	1.6	0.6	0.3	0.0	0.0	1.3	9	86.3	9	326	
MANCHESTER	LOGANAIR 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	33.3	24	2	
<b>TOTAL MANCHESTER</b>			<b>311</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>41.9</b>	<b>37.8</b>	<b>7.0</b>	<b>7.3</b>	<b>1.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>85.3</b>	<b>10</b>	<b>330</b>	
NEWCASTLE	FLYBE LTD	S	119	0	9	3.9	51.6	21.1	6.3	3.9	3.9	2.3	0.0	0.0	0.0	7.0	11	44.7	39	75	
<b>TOTAL NEWCASTLE</b>			<b>119</b>	<b>0</b>	<b>9</b>	<b>3.9</b>	<b>51.6</b>	<b>21.1</b>	<b>6.3</b>	<b>3.9</b>	<b>3.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>11</b>	<b>44.7</b>	<b>39</b>	<b>75</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
NEWQUAY	FLYBE LTD	S	8	0	0	0.0	0.0	50.0	12.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	42	62.5	13	8	
<b>TOTAL NEWQUAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>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>42</b>	<b>62.5</b>	<b>13</b>	<b>8</b>	
NORWICH	FLYBE LTD	S	145	0	0	6.9	56.6	23.4	5.5	5.5	2.1	0.0	0.0	0.0	0.0	0.0	7	82.9	8	138	
NORWICH	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	18	0.0	0	0	
<b>TOTAL NORWICH</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>56.2</b>	<b>23.3</b>	<b>6.2</b>	<b>5.5</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>82.9</b>	<b>8</b>	<b>138</b>	
SOUTHEND	LOGANAIR LTD	S	153	0	1	9.1	50.6	26.6	1.3	3.9	1.3	4.5	1.9	0.0	0.0	0.6	15	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>50.6</b>	<b>26.6</b>	<b>1.3</b>	<b>3.9</b>	<b>1.3</b>	<b>4.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</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	62.0	23	44	
<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>62.0</b>	<b>23</b>	<b>44</b>	
SUMBURGH	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	42.1	68	130	
SUMBURGH	LOGANAIR LTD	S	231	0	33	4.9	28.0	28.8	8.3	6.4	4.9	2.7	3.4	0.0	0.0	12.5	24	84.0	12	267	
<b>TOTAL SUMBURGH</b>			<b>231</b>	<b>0</b>	<b>33</b>	<b>4.9</b>	<b>28.0</b>	<b>28.8</b>	<b>8.3</b>	<b>6.4</b>	<b>4.9</b>	<b>2.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>24</b>	<b>68.5</b>	<b>30</b>	<b>397</b>	
WICK JOHN O GROATS	FLYBE LTD	S	63	0	17	1.3	38.8	30.0	6.3	0.0	1.3	1.3	0.0	0.0	0.0	21.3	7	57.0	26	70	
<b>TOTAL WICK JOHN O GROATS</b>			<b>63</b>	<b>0</b>	<b>17</b>	<b>1.3</b>	<b>38.8</b>	<b>30.0</b>	<b>6.3</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.3</b>	<b>7</b>	<b>57.0</b>	<b>26</b>	<b>70</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2264</b>	<b>0</b>	<b>130</b>	<b>5.8</b>	<b>40.8</b>	<b>28.4</b>	<b>7.1</b>	<b>6.3</b>	<b>3.8</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>14</b>	<b>73.1</b>	<b>17</b>	<b>2573</b>	
<b>TOTAL ABERDEEN</b>			<b>3372</b>	<b>0</b>	<b>143</b>	<b>5.0</b>	<b>39.8</b>	<b>32.5</b>	<b>7.6</b>	<b>5.5</b>	<b>3.6</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>12</b>	<b>74.5</b>	<b>15</b>	<b>3603</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>BULGARIA</b>																					
VARNA	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
<b>TOTAL VARNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>40</b>	<b>1</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>0.0</b>	<b>40</b>	<b>1</b>	
<b>CYPRUS</b>																					
PAPHOS	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	24	1	
<b>TOTAL PAPHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>TOTAL CYPRUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 CZECH 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>FRANCE</b>																					
LYON	AIR CONTRACTORS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<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>	
NICE	LUXAVIATION	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 NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR SERBIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>1</b>	
<b>TOTAL FRANCE</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>28</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANNON	AIR CONTRACTORS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1	
SHANNON	AIR SERBIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>73</b>	<b>2</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>73</b>	<b>2</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	62	0	0	0.0	16.1	59.7	9.7	12.9	0.0	0.0	1.6	0.0	0.0	0.0	14	96.7	2	61	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>59.7</b>	<b>9.7</b>	<b>12.9</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>14</b>	<b>96.7</b>	<b>2</b>	<b>61</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>59.7</b>	<b>9.7</b>	<b>12.9</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>14</b>	<b>96.7</b>	<b>2</b>	<b>61</b>	
<b>PORTUGAL(EXCLUDING SPAIN)</b>																					
FARO	AER LINGUS	S	60	0	2	29.0	46.8	14.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2	98.4	1	62	
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>29.0</b>	<b>46.8</b>	<b>14.5</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>3.2</b>	<b>2</b>	<b>98.4</b>	<b>1</b>	<b>62</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>29.0</b>	<b>46.8</b>	<b>14.5</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>3.2</b>	<b>2</b>	<b>98.4</b>	<b>1</b>	<b>62</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	AER LINGUS	S	61	0	1	14.5	41.9	38.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	1.6	3	83.9	6	62
<b>TOTAL MALAGA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>41.9</b>	<b>38.7</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>1.6</b>	<b>3</b>	<b>83.9</b>	<b>6</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>41.9</b>	<b>38.7</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>1.6</b>	<b>3</b>	<b>83.9</b>	<b>6</b>	<b>62</b>
SWITZERLAND																				
BALE MULHOUSE	TAG AVIATION SA	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL BALE MULHOUSE</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
UNITED KINGDOM																				
ABERDEEN	FLYBE LTD	S	54	0	0	9.3	29.6	37.0	7.4	7.4	5.6	1.9	1.9	0.0	0.0	0.0	18	90.3	9	62
<b>TOTAL ABERDEEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>29.6</b>	<b>37.0</b>	<b>7.4</b>	<b>7.4</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.3</b>	<b>9</b>	<b>62</b>
BIGGIN HILL	AIR ALLIANCE EXPRESS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
BIRMINGHAM	FLYBE LTD	S	391	0	4	1.0	24.8	40.0	15.7	9.9	5.8	1.5	0.3	0.0	0.0	1.0	17	72.4	15	382
BIRMINGHAM	SPRINTAIR	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>393</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>24.7</b>	<b>39.8</b>	<b>15.6</b>	<b>9.8</b>	<b>6.0</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>72.4</b>	<b>15</b>	<b>382</b>
CARDIFF WALES	FLYBE LTD	S	94	0	5	0.0	32.3	47.5	7.1	6.1	2.0	0.0	0.0	0.0	0.0	5.1	9	87.8	6	98
<b>TOTAL CARDIFF WALES</b>			<b>94</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>32.3</b>	<b>47.5</b>	<b>7.1</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>9</b>	<b>87.8</b>	<b>6</b>	<b>98</b>
CARLISLE	LOGANAIR LTD	S	40	0	0	12.5	52.5	27.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL CARLISLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>52.5</b>	<b>27.5</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DONCASTER SHEFFIELD	FLYBE LTD	S	50	0	4	0.0	22.2	53.7	7.4	7.4	1.9	0.0	0.0	0.0	0.0	7.4	9	81.8	7	42
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>22.2</b>	<b>53.7</b>	<b>7.4</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>7.4</b>	<b>9</b>	<b>81.8</b>	<b>7</b>	<b>42</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	200	0	6	0.0	20.4	52.4	7.8	6.8	6.8	2.4	0.5	0.0	0.0	2.9	18	85.6	8	218
EAST MIDLANDS INTERNATIONAL	SPRINTAIR	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	66	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>202</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>20.2</b>	<b>51.9</b>	<b>7.7</b>	<b>7.2</b>	<b>7.2</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>85.6</b>	<b>8</b>	<b>218</b>
EDINBURGH	FLYBE LTD	S	231	0	1	1.3	26.7	41.4	13.4	9.1	6.0	1.7	0.0	0.0	0.0	0.4	16	81.5	10	230
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	89	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>26.6</b>	<b>41.2</b>	<b>13.3</b>	<b>9.0</b>	<b>6.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>81.5</b>	<b>10</b>	<b>230</b>
EXETER	FLYBE LTD	S	63	0	0	3.2	31.7	42.9	12.7	7.9	1.6	0.0	0.0	0.0	0.0	0.0	10	87.5	12	64
<b>TOTAL EXETER</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>31.7</b>	<b>42.9</b>	<b>12.7</b>	<b>7.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>12</b>	<b>64</b>
FARNBOROUGH	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
GLASGOW	FLYBE LTD	S	240	0	4	0.4	21.3	52.0	10.2	8.2	5.3	0.8	0.0	0.0	0.0	1.6	14	86.9	8	218
<b>TOTAL GLASGOW</b>			<b>240</b>	<b>0</b>	<b>4</b>	<b>0.4</b>	<b>21.3</b>	<b>52.0</b>	<b>10.2</b>	<b>8.2</b>	<b>5.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>86.9</b>	<b>8</b>	<b>218</b>
HEATHROW	AER LINGUS	S	221	0	1	4.5	51.4	29.7	6.8	5.9	0.9	0.0	0.5	0.0	0.0	0.5	7	89.1	6	183

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
HEATHROW	BRITISH AIRWAYS PLC	S	274	0	2	1.8	44.6	31.9	8.0	9.1	3.6	0.4	0.0	0.0	0.0	0.7	11	76.0	11	258	
<b>TOTAL HEATHROW</b>			<b>495</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>47.6</b>	<b>30.9</b>	<b>7.4</b>	<b>7.6</b>	<b>2.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>81.4</b>	<b>9</b>	<b>441</b>	
HUMBERSIDE	NETJETS TRANSPORTES AEREOS	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	48	0.0	0	0	
<b>TOTAL HUMBERSIDE</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>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	FLYBE LTD	S	60	0	0	0.0	26.7	50.0	8.3	8.3	6.7	0.0	0.0	0.0	0.0	0.0	14	87.1	9	62	
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>50.0</b>	<b>8.3</b>	<b>8.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.1</b>	<b>9</b>	<b>62</b>	
LEEDS BRADFORD	FLYBE LTD	S	220	0	4	0.9	28.1	34.4	9.4	16.1	5.4	3.1	0.9	0.0	0.0	1.8	22	91.2	5	246	
LEEDS BRADFORD	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	5	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>220</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>28.1</b>	<b>34.4</b>	<b>9.4</b>	<b>16.1</b>	<b>5.4</b>	<b>3.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>91.2</b>	<b>5</b>	<b>247</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	74.1	13	51	
<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>74.1</b>	<b>13</b>	<b>51</b>	
LONDON CITY	FLYBE LTD	S	306	0	3	4.2	27.2	36.9	13.3	10.4	6.8	0.3	0.0	0.0	0.0	1.0	15	76.8	11	295	
<b>TOTAL LONDON CITY</b>			<b>306</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>27.2</b>	<b>36.9</b>	<b>13.3</b>	<b>10.4</b>	<b>6.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>76.8</b>	<b>11</b>	<b>295</b>	
MANCHESTER	FLYBE LTD	S	398	0	13	0.2	27.0	38.2	11.4	10.9	7.3	1.0	0.7	0.0	0.0	3.2	18	81.0	11	396	
<b>TOTAL MANCHESTER</b>			<b>398</b>	<b>0</b>	<b>13</b>	<b>0.2</b>	<b>27.0</b>	<b>38.2</b>	<b>11.4</b>	<b>10.9</b>	<b>7.3</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>81.0</b>	<b>11</b>	<b>396</b>	
NEWQUAY	FLYBE LTD	S	18	0	0	0.0	33.3	16.7	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	81.3	7	16	
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</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>28</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
SOUTHAMPTON	FLYBE LTD	S	164	0	2	1.8	36.1	42.2	11.4	4.8	1.2	1.2	0.0	0.0	0.0	1.2	9	85.0	8	187	
<b>TOTAL SOUTHAMPTON</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>36.1</b>	<b>42.2</b>	<b>11.4</b>	<b>4.8</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>85.0</b>	<b>8</b>	<b>187</b>	
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	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>43</b>	<b>1</b>	
WICK JOHN O GROATS	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3032</b>	<b>0</b>	<b>49</b>	<b>1.8</b>	<b>30.2</b>	<b>39.9</b>	<b>10.7</b>	<b>9.2</b>	<b>5.2</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>81.9</b>	<b>10</b>	<b>3013</b>	
USA																					
BANGOR	LUXAVIATION	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 BANGOR</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELFAST CITY</b>			<b>3218</b>	<b>1</b>	<b>52</b>	<b>2.5</b>	<b>30.5</b>	<b>39.7</b>	<b>10.5</b>	<b>9.0</b>	<b>4.9</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>82.5</b>	<b>9</b>	<b>3205</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>BULGARIA</b>																					
BURGAS	BH AIR	C	23	0	0	0.0	26.1	52.2	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13	88.0	11	25	
BURGAS	JET2.COM LTD	S	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	0.0	0	0	
BURGAS	LUXAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10	
BURGAS	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	31	100.0	3	10	
<b>TOTAL BURGAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>42.9</b>	<b>9.5</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.1</b>	<b>8</b>	<b>45</b>	
VARNA	BULGARIA AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
VARNA	BULGARIAN AIR 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	100.0	0	1	
<b>TOTAL VARNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>42.9</b>	<b>9.5</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.5</b>	<b>8</b>	<b>47</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
DUBROVNIK	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	50.0	22	14	
DUBROVNIK	JET2.COM LTD	S	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	15	10	
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>34.6</b>	<b>26.9</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.3</b>	<b>19</b>	<b>28</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	3	
SPLIT	EASYJET UK LTD	S	18	0	0	5.6	27.8	33.3	16.7	0.0	11.1	0.0	5.6	0.0	0.0	0.0	27	75.0	112	16	
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</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>27</b>	<b>73.7</b>	<b>97</b>	<b>19</b>	
<b>TOTAL CROATIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>34.1</b>	<b>22.7</b>	<b>11.4</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>22</b>	<b>68.1</b>	<b>50</b>	<b>47</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	9	0	0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	47.1	112	17	
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</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>47.1</b>	<b>112</b>	<b>17</b>	
PAPHOS	JET2.COM LTD	S	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	8	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>9</b>	<b>8</b>	
<b>TOTAL CYPRUS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>26.3</b>	<b>36.8</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>60.0</b>	<b>79</b>	<b>25</b>	
<b>DENMARK</b>																					
COPENHAGEN	AIR ALSIE	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 COPENHAGEN</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>	
ROSKILDE	AIR ALSIE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL ROSKILDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 DENMARK</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>2</b>	<b>2</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	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	20	0.0	0	0	
VAGAR	TRADE AIR	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL VAGAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN													Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can					
<b>FRANCE</b>																					
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	100.0	1	2	
BORDEAUX	EASYJET UK LTD	S	18	0	0	0.0	55.6	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	17	14	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</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>4</b>	<b>68.8</b>	<b>15</b>	<b>16</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	100.0	7	2		
NICE	EASYJET UK LTD	S	26	0	0	0.0	26.9	30.8	19.2	11.5	7.7	3.8	0.0	0.0	0.0	0.0	21	54.2	25	24	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>30.8</b>	<b>19.2</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>21</b>	<b>57.7</b>	<b>24</b>	<b>26</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	62.5	27	8		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	52	0	0	0.0	9.6	40.4	13.5	23.1	9.6	3.8	0.0	0.0	0.0	0.0	27	67.4	16	46	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>40.4</b>	<b>13.5</b>	<b>23.1</b>	<b>9.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.7</b>	<b>17</b>	<b>54</b>	
TARBES-LOURDES INTERNATIONAL	AIR ALSIE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1		
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	18	0	0	0.0	22.2	33.3	16.7	5.6	22.2	0.0	0.0	0.0	0.0	0.0	25	35.7	34	14	
TARBES-LOURDES INTERNATIONAL	CITY AIRLINE	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	3		
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>5.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>38.9</b>	<b>33</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>22.4</b>	<b>34.5</b>	<b>16.4</b>	<b>13.8</b>	<b>9.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>60.5</b>	<b>21</b>	<b>114</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	16	0	0	0.0	62.5	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	88.9	7	18	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>31.3</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>31.3</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>GREECE</b>																					
CORFU	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	34	62.5	13	8	
<b>TOTAL CORFU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>0.0</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>34</b>	<b>62.5</b>	<b>13</b>	<b>8</b>	
HERAKLION	JET2.COM LTD	S	10	0	0	10.0	10.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	20.0	39	10	
<b>TOTAL HERAKLION</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</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>10</b>	<b>20.0</b>	<b>39</b>	<b>10</b>	
RHODES	JET2.COM LTD	S	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	22	8	
RHODES	TUI AIRWAYS LTD	C	10	0	0	10.0	0.0	10.0	20.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	70	75.0	9	8	
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>75.0</b>	<b>16</b>	<b>16</b>	
ZAKINTHOS	JET2.COM LTD	S	10	0	0	10.0	0.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	10	8	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>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>13</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 GREECE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>2.2</b>	<b>43.5</b>	<b>19.6</b>	<b>15.2</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>30</b>	<b>61.9</b>	<b>19</b>	<b>42</b>
<b>IRISH REPUBLIC</b>																				
<b>SHANNON</b>	VISTAJET LUFTFAHRTUNTERNEHMEN	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 SHANNON</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 IRISH REPUBLIC</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>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	18	0	0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	22	16
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>22</b>	<b>16</b>
<b>NAPLES</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	1	2
<b>NAPLES</b>	EASYJET UK LTD	S	18	0	0	22.2	61.1	5.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	81.3	6	14
<b>NAPLES</b>	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	87.5	11	8
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>57.7</b>	<b>11.5</b>	<b>3.8</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>13</b>	<b>84.6</b>	<b>7</b>	<b>24</b>
<b>ROME (FIUMICINO)</b>	BLUE PANORAMA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	4
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>48</b>	<b>4</b>
<b>VENICE</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>VENICE</b>	EASYJET UK LTD	S	16	0	0	0.0	56.3	12.5	12.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	18	81.3	18	16
<b>VENICE</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	50.0	244	2
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>12.5</b>	<b>12.5</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>18</b>	<b>80.0</b>	<b>38</b>	<b>20</b>
<b>VERONA VILAFRANCA</b>	ERNEST AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	47	8
<b>TOTAL VERONA VILAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>47</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>51.7</b>	<b>20.0</b>	<b>8.3</b>	<b>3.3</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>12</b>	<b>71.6</b>	<b>26</b>	<b>72</b>
<b>LITHUANIA</b>																				
<b>VILNIUS</b>	WIZZ AIR	S	16	0	0	31.3	18.8	31.3	6.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	18	72.2	8	18
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.2</b>	<b>8</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.2</b>	<b>8</b>	<b>18</b>
<b>MALTA</b>																				
<b>MALTA</b>	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	12	8
<b>MALTA</b>	RYANAIR	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	1	66.7	15	18
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>38.5</b>	<b>30.8</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>5</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>38.5</b>	<b>30.8</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>5</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	63	75.0	12	4
<b>TOTAL CANCUN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>63</b>	<b>75.0</b>	<b>12</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>63</b>	<b>75.0</b>	<b>12</b>	<b>4</b>
<b>NETHERLANDS</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	10	
AMSTERDAM	EASYJET UK LTD	S	80	0	0	0.0	22.5	40.0	21.3	10.0	1.3	5.0	0.0	0.0	0.0	0.0	20	77.1	11	70	
<b>TOTAL AMSTERDAM</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.5</b>	<b>40.0</b>	<b>21.3</b>	<b>10.0</b>	<b>1.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.8</b>	<b>12</b>	<b>80</b>	
<b>TOTAL NETHERLANDS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.5</b>	<b>40.0</b>	<b>21.3</b>	<b>10.0</b>	<b>1.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.8</b>	<b>12</b>	<b>80</b>	
<b>NORWAY</b>																					
HAUGESUND	AERO4M	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	62	0.0	0	0	
HAUGESUND	WIDEROE FLYVESELSKAP A/S	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	7	0.0	0	0	
<b>TOTAL HAUGESUND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TRONDHEIM (VAERNES)	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.8	16	16	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.8</b>	<b>16</b>	<b>16</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	75.0	14	4	
KRAKOW	EASYJET UK LTD	S	26	0	0	7.7	61.5	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	87.5	6	24	
KRAKOW	RYANAIR	S	26	0	0	7.7	46.2	30.8	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	82.1	14	28	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</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>15</b>	<b>83.9</b>	<b>10</b>	<b>56</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	14	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.8</b>	<b>14</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>54.7</b>	<b>31.1</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.0</b>	<b>12</b>	<b>108</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</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	2	14	
FARO	EASYJET UK LTD	S	106	0	0	6.6	42.5	27.4	10.4	7.5	1.9	1.9	1.9	0.0	0.0	0.0	14	75.0	30	90	
FARO	JET2.COM LTD	S	52	0	0	42.3	44.2	11.5	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	3	92.6	6	54	
FARO	RYANAIR	S	18	0	0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	46	18	
<b>TOTAL FARO</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>44.9</b>	<b>21.0</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.3</b>	<b>22</b>	<b>176</b>	
<b>TOTAL PORTUGAL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>44.9</b>	<b>21.0</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.3</b>	<b>22</b>	<b>176</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	10	0	0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	34	10	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>80.0</b>	<b>34</b>	<b>10</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>80.0</b>	<b>34</b>	<b>10</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 2018			
			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							
<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	77.8	10	9
ALICANTE	EASYJET UK LTD	S	78	0	0	5.1	35.9	25.6	14.1	12.8	3.8	2.6	0.0	0.0	0.0	0.0	17	80.3	52	71
ALICANTE	JET2.COM LTD	S	52	0	0	5.8	53.8	26.9	9.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	32	54
ALICANTE	RYANAIR	S	46	0	0	0.0	37.0	43.5	8.7	10.9	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	12	44
<b>TOTAL ALICANTE</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>41.5</b>	<b>30.7</b>	<b>11.4</b>	<b>9.7</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>11</b>	<b>82.6</b>	<b>34</b>	<b>178</b>
ALMERIA	JET2.COM LTD	S	10	0	0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	34	18
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>83.3</b>	<b>34</b>	<b>18</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	66.7	16	6
BARCELONA	EASYJET EUROPE	S	18	0	0	0.0	50.0	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BARCELONA	EASYJET UK LTD	S	26	0	0	0.0	38.5	42.3	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	9	71.1	24	38
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>36.4</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.5</b>	<b>23</b>	<b>44</b>
GIRONA	JET2.COM LTD	S	18	0	0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	3	18
GIRONA	RYANAIR	S	18	0	0	11.1	44.4	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	33	14
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>63.9</b>	<b>16</b>	<b>32</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
IBIZA	EASYJET UK LTD	S	18	0	0	5.6	38.9	33.3	5.6	5.6	0.0	5.6	5.6	0.0	0.0	0.0	23	53.3	44	15
IBIZA	JET2.COM LTD	S	34	0	0	29.4	32.4	23.5	2.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	91.7	4	36
IBIZA	TUI AIRWAYS LTD	C	10	0	0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	4	10
<b>TOTAL IBIZA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>37.1</b>	<b>25.8</b>	<b>3.2</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.6</b>	<b>14</b>	<b>62</b>
MAHON	JET2.COM LTD	S	18	0	0	5.6	50.0	27.8	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	13	18
MAHON	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	10.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	63	75.0	11	8
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>21.4</b>	<b>0.0</b>	<b>17.9</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>29</b>	<b>73.1</b>	<b>13</b>	<b>26</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	63.6	24	11
MALAGA	EASYJET UK LTD	S	88	0	0	8.0	37.5	35.2	8.0	4.5	4.5	1.1	1.1	0.0	0.0	0.0	13	68.8	14	77
MALAGA	JET2.COM LTD	S	26	0	0	23.1	46.2	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.4	2	28
MALAGA	RYANAIR	S	36	0	0	11.1	38.9	36.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	67.4	26	46
MALAGA	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	10
<b>TOTAL MALAGA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>39.2</b>	<b>34.2</b>	<b>8.9</b>	<b>2.5</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>9</b>	<b>74.4</b>	<b>15</b>	<b>172</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	41.7	26	12
PALMA DE MALLORCA	EASYJET EUROPE	S	62	0	0	0.0	19.4	25.8	17.7	22.6	9.7	4.8	0.0	0.0	0.0	0.0	30	0.0	0	0
PALMA DE MALLORCA	EASYJET UK LTD	S	36	0	0	0.0	22.2	47.2	13.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	22	59.5	34	84
PALMA DE MALLORCA	JET2.COM LTD	S	52	0	0	7.7	38.5	40.4	5.8	0.0	1.9	3.8	1.9	0.0	0.0	0.0	17	92.3	9	52
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	34	0	0	11.8	23.5	35.3	8.8	5.9	8.8	5.9	0.0	0.0	0.0	0.0	22	94.3	5	35	
<b>TOTAL PALMA DE MALLORCA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>26.1</b>	<b>35.9</b>	<b>12.0</b>	<b>9.8</b>	<b>6.5</b>	<b>4.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.4</b>	<b>19</b>	<b>199</b>	
REUS	JET2.COM LTD	S	34	0	0	17.6	47.1	26.5	2.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	73.0	14	36	
REUS	THOMAS COOK AIRLINES LTD	C	26	0	0	11.5	38.5	38.5	3.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	78.6	11	28	
REUS	TUI AIRWAYS LTD	C	18	0	0	11.1	22.2	50.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	42	77.8	9	18	
<b>TOTAL REUS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>38.5</b>	<b>35.9</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</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>75.9</b>	<b>12</b>	<b>82</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
VALENCIA	EASYJET UK LTD	S	18	0	0	22.2	50.0	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	87.5	21	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>19</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>794</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>37.8</b>	<b>31.7</b>	<b>8.7</b>	<b>6.7</b>	<b>3.3</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.0</b>	<b>21</b>	<b>831</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	17	0	0	35.3	41.2	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.5	170	17	
ARRECIFE	RYANAIR	S	18	0	0	0.0	55.6	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	6	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	7	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	37.5	12.5	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	18	100.0	3	8	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>27.5</b>	<b>3.9</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.9</b>	<b>52</b>	<b>61</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	16.7	38.9	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	8	18	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>16.7</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
LAS PALMAS	JET2.COM LTD	S	17	0	0	23.5	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	113	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	45	50.0	30	8	
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>48.0</b>	<b>20.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.1</b>	<b>88</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	18	0	0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	21	17	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	6.3	50.0	31.3	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	28	88.9	5	18	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	16	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	137	11	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>41.0</b>	<b>36.1</b>	<b>1.6</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.0</b>	<b>35</b>	<b>64</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>41.3</b>	<b>31.0</b>	<b>4.5</b>	<b>1.3</b>	<b>2.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>46</b>	<b>169</b>	
MALMO	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	20	0.0	0	0	
MALMO	REGIONAL JET OU	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	25	0.0	0	0	
<b>TOTAL MALMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</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>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	38.9	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	8	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	8	
ANTALYA	THOMAS COOK AIRLINES 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	90.0	4	10	
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>50.0</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
DALAMAN	JET2.COM LTD	S	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	12	88.9	7	9	
DALAMAN	THOMAS COOK AIRLINES LTD	C	26	0	0	3.8	38.5	26.9	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	13	66.7	69	18	
<b>TOTAL DALAMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>36.1</b>	<b>16.7</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.1</b>	<b>48</b>	<b>27</b>	
<b>TOTAL TURKEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>41.9</b>	<b>11.3</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.0</b>	<b>31</b>	<b>45</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	65.0	16	20	
BIRMINGHAM	EASYJET UK LTD	S	149	0	1	6.0	44.7	28.0	13.3	2.0	4.0	1.3	0.0	0.0	0.0	0.7	11	68.9	16	130	
BIRMINGHAM	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	1	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>151</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>44.7</b>	<b>28.3</b>	<b>13.2</b>	<b>2.0</b>	<b>3.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>68.4</b>	<b>16</b>	<b>150</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	55.0	27	20	
BRISTOL	EASYJET UK LTD	S	176	0	0	1.7	35.8	33.0	11.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	17	65.9	16	132	
<b>TOTAL BRISTOL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>35.8</b>	<b>33.0</b>	<b>11.4</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.5</b>	<b>17</b>	<b>152</b>	
CRANFIELD	COMLUX AVIATION (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 CRANFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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	EASYJET AIRLINE COMPANY LTD	S	0	0	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	25	26	
EDINBURGH	EASYJET UK LTD	S	198	0	0	2.5	44.4	20.7	12.1	12.1	5.6	2.5	0.0	0.0	0.0	0.0	18	61.2	21	178	
<b>TOTAL EDINBURGH</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>44.4</b>	<b>20.7</b>	<b>12.1</b>	<b>12.1</b>	<b>5.6</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.8</b>	<b>22</b>	<b>204</b>	
FARNBOROUGH	VISTAJET LUFTFAHRTUNTERNEHMEN	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</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	58.0	23	50	
GATWICK	EASYJET UK LTD	S	290	0	0	1.7	16.6	22.8	21.7	18.6	11.7	5.5	1.4	0.0	0.0	0.0	35	47.3	26	271	
<b>TOTAL GATWICK</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>16.6</b>	<b>22.8</b>	<b>21.7</b>	<b>18.6</b>	<b>11.7</b>	<b>5.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>48.9</b>	<b>26</b>	<b>321</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	80.0	16	20	
GLASGOW	EASYJET UK LTD	S	150	0	0	8.0	54.7	18.7	10.0	6.0	2.0	0.7	0.0	0.0	0.0	0.0	9	79.5	9	128	
<b>TOTAL GLASGOW</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>54.7</b>	<b>18.7</b>	<b>10.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.6</b>	<b>10</b>	<b>148</b>	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
HEATHROW	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	9	0.0	0	0
<b>TOTAL HEATHROW</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>
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	100.0	3	2
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	11.1	61.1	16.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	50.0	33	15
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>16.7</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>16</b>	<b>55.6</b>	<b>30</b>	<b>17</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	33.3	12	3
JERSEY	EASYJET UK LTD	S	36	0	0	8.3	55.6	22.2	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	56.7	53	30
JERSEY	VISTAJET LUFTFAHRTUNTERNEHMEN	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 JERSEY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.1</b>	<b>21.6</b>	<b>10.8</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>7</b>	<b>54.5</b>	<b>49</b>	<b>33</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	97.2	2	36
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	274	0	0	4.4	64.2	17.9	5.1	2.6	4.7	0.7	0.4	0.0	0.0	0.0	9	86.7	8	229
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>64.2</b>	<b>17.9</b>	<b>5.1</b>	<b>2.6</b>	<b>4.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.1</b>	<b>7</b>	<b>265</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	67.9	19	24
LUTON	EASYJET UK LTD	S	210	0	0	4.3	36.7	34.8	10.0	5.7	7.1	0.5	1.0	0.0	0.0	0.0	16	60.0	24	181
<b>TOTAL LUTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>36.7</b>	<b>34.8</b>	<b>10.0</b>	<b>5.7</b>	<b>7.1</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.0</b>	<b>24</b>	<b>205</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	50.0	32	20
MANCHESTER	EASYJET UK LTD	S	184	0	0	4.3	46.7	21.7	7.6	8.7	7.1	2.7	1.1	0.0	0.0	0.0	19	58.9	28	122
MANCHESTER	RYANAIR	S	96	0	0	6.3	63.5	27.1	1.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2	75.8	19	62
<b>TOTAL MANCHESTER</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>52.5</b>	<b>23.6</b>	<b>5.4</b>	<b>6.4</b>	<b>4.6</b>	<b>1.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.1</b>	<b>25</b>	<b>204</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	77.3	13	22
NEWCASTLE	EASYJET UK LTD	S	166	0	0	1.8	43.4	30.7	8.4	7.2	7.8	0.6	0.0	0.0	0.0	0.0	14	70.3	31	144
<b>TOTAL NEWCASTLE</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>43.4</b>	<b>30.7</b>	<b>8.4</b>	<b>7.2</b>	<b>7.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.2</b>	<b>29</b>	<b>166</b>
NORWICH	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	16	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>16</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	44.1	39	34
STANSTED	EASYJET UK LTD	S	240	0	0	2.5	39.2	24.6	12.1	10.8	9.6	0.8	0.4	0.0	0.0	0.0	19	54.3	26	206
STANSTED	RYANAIR	S	16	0	0	6.3	43.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	69.7	25	174
<b>TOTAL STANSTED</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>39.5</b>	<b>24.2</b>	<b>12.5</b>	<b>10.9</b>	<b>9.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.0</b>	<b>26</b>	<b>414</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2208</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>43.1</b>	<b>24.9</b>	<b>11.0</b>	<b>8.4</b>	<b>6.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>65.0</b>	<b>21</b>	<b>2281</b>
USA																				
BANGOR	COMLUX AVIATION (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

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<b>TOTAL BANGOR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>MEMPHIS</b>	ATLAS AIR INC	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0
<b>TOTAL MEMPHIS</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>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MOLINE (QUAD CITY)</b>	ATLAS AIR INC	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 MOLINE (QUAD CITY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	62.5	53	16
<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>62.5</b>	<b>53</b>	<b>16</b>
<b>ORLANDO</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	65	50.0	40	4
<b>ORLANDO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	14	0	0	0.0	14.3	42.9	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	26	56.3	20	16
<b>TOTAL ORLANDO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>55.0</b>	<b>24</b>	<b>20</b>
<b>PROVIDENCE</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	72.2	15	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>72.2</b>	<b>15</b>	<b>18</b>
<b>WASHINGTON (DULLES)</b>	UNITED AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>38.1</b>	<b>9.5</b>	<b>19.0</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>34</b>	<b>63.6</b>	<b>29</b>	<b>55</b>
<b>TOTAL BELFAST</b>			<b>4035</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>39.9</b>	<b>27.9</b>	<b>10.3</b>	<b>7.7</b>	<b>5.3</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.8</b>	<b>22</b>	<b>4170</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GRAZ	MERIDIANA AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL GRAZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
INNSBRUCK	FLYBE LTD	C	7	0	0	0.0	0.0	28.6	28.6	0.0	14.3	0.0	28.6	0.0	0.0	0.0	94	12.5	189	8
INNSBRUCK	FLYBE LTD	S	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	31	0.0	0	0
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>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>75</b>	<b>12.5</b>	<b>189</b>	<b>8</b>
SALZBURG	FLYBE LTD	C	17	0	0	0.0	5.9	5.9	23.5	23.5	23.5	5.9	5.9	5.9	0.0	0.0	114	12.5	79	16
SALZBURG	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	130	0.0	0	0
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>115</b>	<b>12.5</b>	<b>79</b>	<b>16</b>
VIENNA	EUROWINGS LUFTVERKEHRS	S	34	0	2	0.0	33.3	25.0	19.4	11.1	2.8	2.8	0.0	0.0	0.0	5.6	18	67.4	14	46
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>25.0</b>	<b>19.4</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>18</b>	<b>67.4</b>	<b>14</b>	<b>46</b>
<b>TOTAL AUSTRIA</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>21.9</b>	<b>18.8</b>	<b>20.3</b>	<b>12.5</b>	<b>10.9</b>	<b>4.7</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>3.1</b>	<b>55</b>	<b>50.0</b>	<b>47</b>	<b>72</b>
<b>BELGIUM</b>																				
ANTWERP	VLM (BELGIUM)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	5	48
<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>84.0</b>	<b>5</b>	<b>48</b>
BRUSSELS	BRUSSELS AIRLINES	S	142	0	4	0.7	23.3	50.7	13.7	2.7	6.2	0.0	0.0	0.0	0.0	2.7	13	44.4	36	115
BRUSSELS	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	164	2
BRUSSELS	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	284	1
<b>TOTAL BRUSSELS</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>23.3</b>	<b>50.7</b>	<b>13.7</b>	<b>2.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>43.4</b>	<b>41</b>	<b>118</b>
<b>TOTAL BELGIUM</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>23.3</b>	<b>50.7</b>	<b>13.7</b>	<b>2.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>54.7</b>	<b>30</b>	<b>166</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	10	0	0	0.0	10.0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	70.0	16	10
BURGAS	JET2.COM LTD	S	18	0	0	0.0	5.6	50.0	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	12	18
BURGAS	TUI AIRWAYS LTD	C	26	0	0	7.7	19.2	46.2	11.5	0.0	7.7	3.8	3.8	0.0	0.0	0.0	26	34.6	30	26
<b>TOTAL BURGAS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>11.1</b>	<b>48.6</b>	<b>16.7</b>	<b>13.9</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>21</b>	<b>55.6</b>	<b>21</b>	<b>54</b>
SOFIA	RYANAIR	S	26	0	0	0.0	7.7	19.2	34.6	30.8	3.8	0.0	3.8	0.0	0.0	0.0	32	42.3	26	26
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2
<b>TOTAL SOFIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>19.2</b>	<b>34.6</b>	<b>30.8</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>32</b>	<b>42.9</b>	<b>25</b>	<b>28</b>
VARNA	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	80.0	7	10
<b>TOTAL VARNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>10.2</b>	<b>40.8</b>	<b>21.4</b>	<b>18.4</b>	<b>4.1</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>54.3</b>	<b>21</b>	<b>92</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	33.3	11.1	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	37.5	29	8
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>37.5</b>	<b>29</b>	<b>8</b>
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	50.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	21	9

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.6</b>	<b>21</b>	<b>9</b>
<b>TOTAL CAPE VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</b>	<b>7.7</b>	<b>38.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>47.1</b>	<b>24</b>	<b>17</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	8	18
DUBROVNIK	TUI AIRWAYS LTD	S	16	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	66.7	16	18
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>23.5</b>	<b>44.1</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>36</b>
PULA	JET2.COM LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
PULA	TUI AIRWAYS LTD	C	18	0	0	16.7	44.4	27.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	94.4	5	18
<b>TOTAL PULA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>30.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
SPLIT	JET2.COM LTD	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	21	18
<b>TOTAL SPLIT</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>7</b>	<b>50.0</b>	<b>21</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>32.9</b>	<b>38.6</b>	<b>8.6</b>	<b>8.6</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>12</b>	<b>69.4</b>	<b>13</b>	<b>72</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	44	0	0	15.9	22.7	25.0	15.9	18.2	2.3	0.0	0.0	0.0	0.0	0.0	15	38.9	30	36
LARNACA	JET2.COM LTD	S	27	0	0	3.7	7.4	33.3	29.6	18.5	7.4	0.0	0.0	0.0	0.0	0.0	22	58.8	26	17
LARNACA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	16.7	27.8	22.2	5.6	11.1	0.0	5.6	0.0	0.0	98	27.8	28	18
LARNACA	TUI AIRWAYS LTD	C	25	0	0	0.0	0.0	40.0	24.0	16.0	4.0	8.0	0.0	8.0	0.0	0.0	96	19.2	37	26
<b>TOTAL LARNACA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>12.3</b>	<b>28.9</b>	<b>22.8</b>	<b>18.4</b>	<b>4.4</b>	<b>3.5</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>35.1</b>	<b>31</b>	<b>97</b>
PAPHOS	EASYJET UK LTD	S	0	0	0	0.0	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
PAPHOS	JET2.COM LTD	S	36	0	0	5.6	19.4	27.8	16.7	30.6	0.0	0.0	0.0	0.0	0.0	0.0	18	53.8	26	26
PAPHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
PAPHOS	TUI AIRWAYS LTD	C	34	0	0	0.0	14.7	26.5	32.4	17.6	5.9	2.9	0.0	0.0	0.0	0.0	26	41.2	28	34
PAPHOS	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL PAPHOS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>16.9</b>	<b>28.2</b>	<b>23.9</b>	<b>23.9</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>21</b>	<b>51.4</b>	<b>25</b>	<b>70</b>
<b>TOTAL CYPRUS</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>14.1</b>	<b>28.6</b>	<b>23.2</b>	<b>20.5</b>	<b>3.8</b>	<b>2.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>41.9</b>	<b>28</b>	<b>167</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	CSA CZECH AIRLINES	S	60	0	0	0.0	3.3	26.7	18.3	21.7	20.0	10.0	0.0	0.0	0.0	0.0	47	33.9	43	62
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	22.2	22.2	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>25.6</b>	<b>20.5</b>	<b>21.8</b>	<b>16.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.9</b>	<b>43</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>25.6</b>	<b>20.5</b>	<b>21.8</b>	<b>16.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.9</b>	<b>43</b>	<b>62</b>
<b>DENMARK</b>																				
BILLUND	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<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>1</b>	<b>2</b>
COPENHAGEN	EASYJET UK LTD	S	0	0	0	0.0	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
COPENHAGEN	SAS	S	100	0	0	0.0	18.0	50.0	18.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	15	55.6	24	72
<b>TOTAL COPENHAGEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.0</b>	<b>50.0</b>	<b>18.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.2</b>	<b>24</b>	<b>73</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		16 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>TOTAL DENMARK</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.0</b>	<b>50.0</b>	<b>18.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.3</b>	<b>23</b>	<b>75</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	13	18
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>TOTAL DOMINICAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	26	0	0	23.1	26.9	23.1	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	44.4	27	27
HURGHADA	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	22.2	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	33.3	21	18
<b>TOTAL HURGHADA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>22.7</b>	<b>22.7</b>	<b>27.3</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>40.0</b>	<b>25</b>	<b>45</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	13	10
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.0</b>	<b>13</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>25.9</b>	<b>24.1</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>12</b>	<b>45.5</b>	<b>23</b>	<b>55</b>
<b>FALKLAND ISLANDS</b>																				
MOUNT PLEASANT	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	6	1
<b>TOTAL MOUNT PLEASANT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 FALKLAND ISLANDS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
<b>FRANCE</b>																				
AVIGNON	FLYBE LTD	S	8	0	0	12.5	0.0	12.5	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	30	62.5	14	8
<b>TOTAL AVIGNON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</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>30</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
BASTIA	FLYBE LTD	S	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	38	50.0	52	10
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>52</b>	<b>10</b>
BERGERAC	FLYBE LTD	S	41	0	3	4.5	13.6	31.8	13.6	15.9	13.6	0.0	0.0	0.0	0.0	6.8	26	63.0	20	46
BERGERAC	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	3	0.0	0	0
<b>TOTAL BERGERAC</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>5.8</b>	<b>19.2</b>	<b>32.7</b>	<b>11.5</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>5.8</b>	<b>22</b>	<b>63.0</b>	<b>20</b>	<b>46</b>
BIARRITZ	FLYBE LTD	S	26	0	0	0.0	11.5	42.3	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	20	48.1	37	26
<b>TOTAL BIARRITZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>23.1</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>48.1</b>	<b>37</b>	<b>26</b>
BORDEAUX	FLYBE LTD	S	44	0	0	6.8	9.1	29.5	22.7	18.2	4.5	9.1	0.0	0.0	0.0	0.0	31	84.1	17	44
<b>TOTAL BORDEAUX</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>9.1</b>	<b>29.5</b>	<b>22.7</b>	<b>18.2</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>84.1</b>	<b>17</b>	<b>44</b>
BREST	FLYBE LTD	S	8	0	0	25.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	44	25.0	24	8
<b>TOTAL BREST</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>25.0</b>	<b>24</b>	<b>8</b>
LA ROCHELLE	FLYBE LTD	S	18	0	0	11.1	22.2	33.3	0.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	19	68.8	11	16
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</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>19</b>	<b>68.8</b>	<b>11</b>	<b>16</b>
LYON	FLYBE LTD	S	60	0	2	0.0	11.3	29.0	16.1	19.4	8.1	8.1	4.8	0.0	0.0	3.2	44	41.9	38	62
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.3</b>	<b>29.0</b>	<b>16.1</b>	<b>19.4</b>	<b>8.1</b>	<b>8.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>44</b>	<b>41.9</b>	<b>38</b>	<b>62</b>
NANTES	FLYBE LTD	S	36	0	0	2.8	13.9	33.3	27.8	5.6	5.6	0.0	11.1	0.0	0.0	0.0	50	58.3	20	36
<b>TOTAL NANTES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>33.3</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>58.3</b>	<b>20</b>	<b>36</b>
NICE	GAINJET AVIATION	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 NICE</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>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	173	0	2	2.9	21.7	47.4	13.1	9.7	3.4	0.6	0.0	0.0	0.0	1.1	15	56.2	20	176	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	177	0	1	0.0	12.4	31.5	27.5	13.5	8.4	4.5	1.7	0.0	0.0	0.6	32	64.6	23	178	
PARIS (CHARLES DE GAULLE)	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>352</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>16.9</b>	<b>39.7</b>	<b>20.3</b>	<b>11.5</b>	<b>5.9</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>60.6</b>	<b>21</b>	<b>356</b>	
PARIS (ORLY)	AIR FRANCE	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 PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN	RYANAIR	S	18	0	0	5.6	27.8	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	22	18	
<b>TOTAL PERPIGNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>22</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>629</b>	<b>0</b>	<b>8</b>	<b>2.8</b>	<b>15.4</b>	<b>36.4</b>	<b>19.0</b>	<b>13.5</b>	<b>7.2</b>	<b>2.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>27</b>	<b>59.7</b>	<b>23</b>	<b>630</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	62	0	0	0.0	8.1	22.6	11.3	29.0	19.4	9.7	0.0	0.0	0.0	0.0	46	46.9	32	62	
<b>TOTAL BERLIN (TEGEL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.1</b>	<b>22.6</b>	<b>11.3</b>	<b>29.0</b>	<b>19.4</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>46.9</b>	<b>32</b>	<b>62</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	142	0	0	1.4	23.2	43.0	18.3	11.3	2.8	0.0	0.0	0.0	0.0	0.0	14	62.9	15	134	
DUSSELDORF	FLYBE LTD	S	152	0	7	1.3	15.1	35.8	19.5	13.2	7.5	1.9	1.3	0.0	0.0	4.4	25	66.8	19	200	
<b>TOTAL DUSSELDORF</b>			<b>294</b>	<b>0</b>	<b>7</b>	<b>1.3</b>	<b>18.9</b>	<b>39.2</b>	<b>18.9</b>	<b>12.3</b>	<b>5.3</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>65.2</b>	<b>17</b>	<b>334</b>	
FRANKFURT MAIN	LUFTHANSA	S	240	0	2	0.0	24.0	53.3	14.9	5.0	2.1	0.0	0.0	0.0	0.0	0.8	10	61.4	17	230	
<b>TOTAL FRANKFURT MAIN</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>24.0</b>	<b>53.3</b>	<b>14.9</b>	<b>5.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>61.4</b>	<b>17</b>	<b>230</b>	
HAMBURG	FLYBE LTD	S	44	0	0	0.0	18.2	34.1	34.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	17	57.4	20	50	
<b>TOTAL HAMBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>34.1</b>	<b>34.1</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>17</b>	<b>57.4</b>	<b>20</b>	<b>50</b>	
HANOVER	FLYBE LTD	S	32	0	2	0.0	2.9	23.5	26.5	26.5	14.7	0.0	0.0	0.0	0.0	5.9	33	24.1	37	52	
<b>TOTAL HANOVER</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>2.9</b>	<b>23.5</b>	<b>26.5</b>	<b>26.5</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>33</b>	<b>24.1</b>	<b>37</b>	<b>52</b>	
MUNICH	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	57	0.0	0	0	
MUNICH	LUFTHANSA	S	168	0	2	0.0	15.3	41.8	27.1	11.2	3.5	0.0	0.0	0.0	0.0	1.2	16	72.6	17	168	
<b>TOTAL MUNICH</b>			<b>169</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.2</b>	<b>41.5</b>	<b>26.9</b>	<b>11.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>72.6</b>	<b>17</b>	<b>168</b>	
STUTT GART	FLYBE LTD	S	98	0	4	4.9	17.6	34.3	14.7	11.8	10.8	1.0	1.0	0.0	0.0	3.9	25	50.0	34	94	
<b>TOTAL STUTT GART</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>17.6</b>	<b>34.3</b>	<b>14.7</b>	<b>11.8</b>	<b>10.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>25</b>	<b>50.0</b>	<b>34</b>	<b>94</b>	
<b>TOTAL GERMANY</b>			<b>939</b>	<b>0</b>	<b>17</b>	<b>0.9</b>	<b>18.1</b>	<b>40.8</b>	<b>19.4</b>	<b>11.7</b>	<b>6.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>60.4</b>	<b>21</b>	<b>990</b>	
<b>GREECE</b>																					
ATHENS	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	38	0.0	0	0	
ATHENS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	1892	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>965</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA	JET2.COM LTD	S	10	0	0	20.0	20.0	50.0	0.0	10.0	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 JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
CHANIA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
CHANIA	RYANAIR	S	18	0	0	0.0	11.1	16.7	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	34	11.8	76	17	
CHANIA	TUI AIRWAYS LTD	C	18	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	34	10	
<b>TOTAL CHANIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>13.0</b>	<b>39.1</b>	<b>17.4</b>	<b>17.4</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>19</b>	<b>7.1</b>	<b>59</b>	<b>28</b>	
CORFU	JET2.COM LTD	S	18	0	0	0.0	5.6	50.0	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	47	75.0	10	8	
CORFU	RYANAIR	S	18	0	0	0.0	16.7	66.7	11.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	102	55.6	33	18	
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	25.0	25.0	25.0	12.5	6.3	0.0	6.3	0.0	0.0	0.0	28	33.3	51	18	
CORFU	TUI AIRWAYS LTD	C	45	0	0	11.1	33.3	33.3	11.1	6.7	2.2	2.2	0.0	0.0	0.0	0.0	11	63.6	13	44	
<b>TOTAL CORFU</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>23.7</b>	<b>41.2</b>	<b>13.4</b>	<b>7.2</b>	<b>4.1</b>	<b>1.0</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>56.8</b>	<b>25</b>	<b>88</b>	
HERAKLION	JET2.COM LTD	S	38	0	0	5.3	13.2	34.2	23.7	10.5	13.2	0.0	0.0	0.0	0.0	0.0	24	19.4	38	31	
HERAKLION	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	17	18	
HERAKLION	TUI AIRWAYS LTD	C	26	0	0	0.0	26.9	46.2	15.4	3.8	0.0	0.0	7.7	0.0	0.0	0.0	27	28.6	27	28	
<b>TOTAL HERAKLION</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>17.1</b>	<b>43.9</b>	<b>18.3</b>	<b>8.5</b>	<b>6.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>28.6</b>	<b>29</b>	<b>77</b>	
KALAMATA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	40.0	69	10	
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>40.0</b>	<b>69</b>	<b>10</b>	
KAVALA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	66	50.0	21	10	
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>50.0</b>	<b>21</b>	<b>10</b>	
KEFALLINIA	FLYBE LTD	C	7	0	0	0.0	0.0	0.0	14.3	0.0	28.6	28.6	28.6	0.0	0.0	0.0	146	0.0	89	8	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	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	3	50.0	41	10	
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	31.3	18.8	6.3	0.0	6.3	6.3	0.0	0.0	0.0	29	38.9	24	18	
<b>TOTAL KEFALLINIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>18.2</b>	<b>36.4</b>	<b>12.1</b>	<b>3.0</b>	<b>6.1</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>33.3</b>	<b>43</b>	<b>36</b>	
KOS	JET2.COM LTD	S	18	0	0	16.7	16.7	50.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	55.6	25	18	
KOS	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	12.5	25.0	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	25	50.0	22	18	
KOS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	23	35.3	38	17	
<b>TOTAL KOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>13.5</b>	<b>40.4</b>	<b>21.2</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>47.2</b>	<b>28</b>	<b>53</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	44	37.5	39	8	
<b>TOTAL MYTILINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>44</b>	<b>37.5</b>	<b>39</b>	<b>8</b>	
PREVEZA	FLYBE 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	12	60.0	47	10	
<b>TOTAL PREVEZA</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>12</b>	<b>60.0</b>	<b>47</b>	<b>10</b>	
RHODES	JET2.COM LTD	S	28	0	0	0.0	3.6	21.4	28.6	25.0	14.3	7.1	0.0	0.0	0.0	0.0	39	30.8	42	26	
RHODES	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	33.3	16.7	22.2	27.8	0.0	0.0	0.0	0.0	0.0	37	23.5	32	17	
RHODES	TUI AIRWAYS LTD	C	36	0	0	0.0	16.7	19.4	22.2	30.6	8.3	2.8	0.0	0.0	0.0	0.0	29	54.5	22	33	
<b>TOTAL RHODES</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.5</b>	<b>23.2</b>	<b>23.2</b>	<b>26.8</b>	<b>14.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>39.5</b>	<b>31</b>	<b>76</b>	
SALONIKA	JET2.COM LTD	S	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	32	62.5	21	8	
SALONIKA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10	
SALONIKA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>11.1</b>	<b>27.8</b>	<b>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>16</b>	<b>18</b>
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	55.6	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	55.6	15	18
<b>TOTAL SKIATHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>16.7</b>	<b>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>15</b>	<b>55.6</b>	<b>15</b>	<b>18</b>
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	9	5
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	10	0	0	40.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	11	10
<b>TOTAL THIRA (SANTORINI)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>35.0</b>	<b>30.0</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>11</b>	<b>73.3</b>	<b>10</b>	<b>15</b>
ZAKINTHOS	JET2.COM LTD	S	28	0	0	3.6	25.0	28.6	14.3	17.9	10.7	0.0	0.0	0.0	0.0	0.0	24	40.0	27	20
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	8.3	44.4	22.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	25	56.8	17	44
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	3.8	7.7	30.8	26.9	30.8	0.0	0.0	0.0	0.0	0.0	0.0	21	42.9	35	28
<b>TOTAL ZAKINTHOS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>13.3</b>	<b>35.6</b>	<b>21.1</b>	<b>21.1</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>48.9</b>	<b>24</b>	<b>92</b>
<b>TOTAL GREECE</b>			<b>572</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>14.3</b>	<b>38.5</b>	<b>18.9</b>	<b>13.6</b>	<b>7.2</b>	<b>1.2</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>44.0</b>	<b>30</b>	<b>539</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	26	0	0	0.0	26.9	38.5	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	53.8	21	26
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>38.5</b>	<b>19.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.8</b>	<b>21</b>	<b>26</b>
DEBRECEN	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	2
<b>TOTAL DEBRECEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>38.5</b>	<b>19.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>20</b>	<b>28</b>
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	15	0	0	6.7	13.3	26.7	13.3	13.3	26.7	0.0	0.0	0.0	0.0	0.0	32	71.0	21	31
<b>TOTAL AMRITSAR</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>13.3</b>	<b>26.7</b>	<b>13.3</b>	<b>13.3</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>71.0</b>	<b>21</b>	<b>31</b>
DELHI	AIR INDIA	S	14	0	0	14.3	21.4	14.3	7.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	44	67.7	27	31
<b>TOTAL DELHI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>67.7</b>	<b>27</b>	<b>31</b>
MUMBAI	AIR INDIA	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 MUMBAI</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 INDIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>16.7</b>	<b>20.0</b>	<b>10.0</b>	<b>16.7</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>69.4</b>	<b>24</b>	<b>62</b>
<b>IRISH REPUBLIC</b>																				
CORK	STOBART AIR	S	166	0	0	13.9	47.6	27.1	6.0	1.8	3.6	0.0	0.0	0.0	0.0	0.0	6	85.5	9	124
<b>TOTAL CORK</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>47.6</b>	<b>27.1</b>	<b>6.0</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>6</b>	<b>85.5</b>	<b>9</b>	<b>124</b>
DUBLIN	AER LINGUS	S	174	0	4	2.2	29.2	35.4	12.4	9.0	6.2	3.4	0.0	0.0	0.0	2.2	20	68.0	14	178
DUBLIN	RYANAIR	S	328	0	0	5.5	23.5	34.5	16.5	14.3	4.6	0.9	0.0	0.3	0.0	0.0	18	63.0	19	318
DUBLIN	STOBART AIR	S	78	0	0	0.0	30.8	39.7	11.5	11.5	3.8	2.6	0.0	0.0	0.0	0.0	17	78.2	10	78
DUBLIN	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	2
<b>TOTAL DUBLIN</b>			<b>580</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>26.2</b>	<b>35.4</b>	<b>14.6</b>	<b>12.3</b>	<b>5.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>66.7</b>	<b>16</b>	<b>576</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	52	0	0	5.8	21.2	32.7	11.5	13.5	15.4	0.0	0.0	0.0	0.0	0.0	24	77.4	19	62
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>21.2</b>	<b>32.7</b>	<b>11.5</b>	<b>13.5</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>24</b>	<b>77.4</b>	<b>19</b>	<b>62</b>
SHANNON	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
SHANNON	STOBART AIR	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	82.3	8	62	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>38.7</b>	<b>24.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.0</b>	<b>8</b>	<b>63</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>860</b>	<b>0</b>	<b>4</b>	<b>7.8</b>	<b>30.9</b>	<b>32.9</b>	<b>12.0</b>	<b>9.6</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>71.3</b>	<b>15</b>	<b>825</b>	
ITALY																					
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	38	25.0	57	8	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>25.0</b>	<b>57</b>	<b>8</b>	
BOLOGNA	ALITALIA (CAI)	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BOLOGNA</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>	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	30.0	54	10	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>30.0</b>	<b>54</b>	<b>10</b>	
COMISO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
<b>TOTAL COMISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
FLORENCE	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	25.0	27	6	
<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>25.0</b>	<b>27</b>	<b>6</b>	
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	0.0	4.8	19.4	17.7	29.0	19.4	6.5	3.2	0.0	0.0	0.0	51	56.3	22	64	
<b>TOTAL MILAN (MALPENSA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>19.4</b>	<b>17.7</b>	<b>29.0</b>	<b>19.4</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>56.3</b>	<b>22</b>	<b>64</b>	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	44.4	22	18	
NAPLES	TUI AIRWAYS LTD	C	27	0	0	0.0	3.7	40.7	25.9	18.5	3.7	0.0	7.4	0.0	0.0	0.0	36	27.8	37	18	
<b>TOTAL NAPLES</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>37.8</b>	<b>28.9</b>	<b>11.1</b>	<b>6.7</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>36.1</b>	<b>29</b>	<b>36</b>	
PISA	BRITISH AIRWAYS PLC	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	
PISA	JET2.COM LTD	S	18	0	0	5.6	27.8	44.4	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	18	38.9	41	18	
<b>TOTAL PISA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>42.1</b>	<b>10.5</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>17</b>	<b>38.9</b>	<b>41</b>	<b>18</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	34	0	0	0.0	20.6	47.1	26.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	34	36	
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>47.1</b>	<b>26.5</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>11</b>	<b>55.6</b>	<b>34</b>	<b>36</b>	
VENICE	JET2.COM LTD	S	18	0	0	0.0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	17	18	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>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>66.7</b>	<b>17</b>	<b>18</b>	
VERONA VILLAFRANCA	FLYBE LTD	C	8	0	0	0.0	0.0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	80	0.0	143	8	
VERONA VILLAFRANCA	JET2.COM 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	13	0.0	0	0	
VERONA VILLAFRANCA	RYANAIR	S	18	0	0	0.0	11.1	61.1	5.6	5.6	11.1	5.6	0.0	0.0	0.0	0.0	24	72.2	14	18	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	16	16	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>44.2</b>	<b>11.5</b>	<b>7.7</b>	<b>9.6</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.1</b>	<b>39</b>	<b>42</b>	
<b>TOTAL ITALY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>15.7</b>	<b>36.3</b>	<b>19.0</b>	<b>14.9</b>	<b>8.5</b>	<b>2.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>51.6</b>	<b>30</b>	<b>248</b>	
JAMAICA																					
MONTEGO BAY	TUI AIRWAYS LTD	C	12	0	0	8.3	8.3	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	24	11	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 MONTEGO BAY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>45.5</b>	<b>24</b>	<b>11</b>
<b>TOTAL JAMAICA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>45.5</b>	<b>24</b>	<b>11</b>	
<b>LITHUANIA</b>																					
VILNIUS	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	61.1	60	18	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>60</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>60</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	10	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	28	0.0	77	10	
MALTA	JET2.COM 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	3	70.0	17	10	
MALTA	RYANAIR	S	26	0	0	3.8	15.4	46.2	7.7	11.5	15.4	0.0	0.0	0.0	0.0	0.0	22	50.0	25	28	
MALTA	THOMAS COOK AIRLINES LTD	S	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	50.0	16	8	
MALTA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	8	
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>14.5</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</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>19</b>	<b>48.4</b>	<b>29</b>	<b>64</b>	
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>14.5</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</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>19</b>	<b>48.4</b>	<b>29</b>	<b>64</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	18	0	0	11.1	38.9	27.8	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	90.0	5	10	
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>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>19</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>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>19</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	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	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARRAKESH	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	39	87.5	7	8	
<b>TOTAL MARRAKESH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>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>39</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>6.3</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>20</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	134	0.0	0	0	
AMSTERDAM	FLYBE LTD	S	267	0	12	1.1	15.8	37.6	16.1	12.9	8.6	3.2	0.4	0.0	0.0	4.3	26	52.9	27	291	
AMSTERDAM	KLM	S	290	0	5	0.3	29.5	43.7	12.2	9.5	2.4	0.0	0.7	0.0	0.0	1.7	13	84.1	6	296	
<b>TOTAL AMSTERDAM</b>			<b>558</b>	<b>0</b>	<b>17</b>	<b>0.7</b>	<b>22.8</b>	<b>40.7</b>	<b>14.1</b>	<b>11.1</b>	<b>5.4</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>68.7</b>	<b>17</b>	<b>587</b>	
<b>TOTAL NETHERLANDS</b>			<b>558</b>	<b>0</b>	<b>17</b>	<b>0.7</b>	<b>22.8</b>	<b>40.7</b>	<b>14.1</b>	<b>11.1</b>	<b>5.4</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>68.7</b>	<b>17</b>	<b>587</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL MUSCAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 OMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	11	22	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 BENAZIR BHUTTO 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</b>	<b>77.3</b>	<b>11</b>	<b>22</b>	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	26	0	0	15.4	11.5	50.0	19.2	3.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>11.5</b>	<b>50.0</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>11.5</b>	<b>50.0</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>9</b>	<b>77.3</b>	<b>11</b>	<b>22</b>	
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	26	0	0	0.0	50.0	38.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	6	84.0	5	24	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.0</b>	<b>5</b>	<b>24</b>	
GDANSK	RYANAIR	S	18	0	0	5.6	38.9	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	2	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
KATOWICE	RYANAIR	S	18	0	0	0.0	27.8	44.4	16.7	5.6	0.0	0.0	5.6	0.0	0.0	21	55.6	27	18	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>27</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	16.7	22.2	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	8	18	
KRAKOW	RYANAIR	S	28	0	0	0.0	17.9	39.3	14.3	7.1	14.3	0.0	7.1	0.0	0.0	41	38.9	32	18	
<b>TOTAL KRAKOW</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.6</b>	<b>34.8</b>	<b>17.4</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>29</b>	<b>63.9</b>	<b>20</b>	<b>36</b>	
POZNAN	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5.6	60	18	
<b>TOTAL POZNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>5.6</b>	<b>60</b>	<b>18</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	26	0	0	11.5	50.0	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	16	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</b>	<b>26.9</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>69.2</b>	<b>16</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	15.4	30.8	38.5	0.0	11.5	0.0	3.8	0.0	0.0	0.0	14	96.4	4	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>30.8</b>	<b>38.5</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>96.4</b>	<b>4</b>	<b>28</b>	
WROCLAW	WIZZ AIR	S	18	0	0	11.1	27.8	38.9	0.0	22.2	0.0	0.0	0.0	0.0	0.0	13	44.4	36	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>22.2</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>44.4</b>	<b>36</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>33.7</b>	<b>37.1</b>	<b>9.6</b>	<b>7.9</b>	<b>2.2</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>19</b>	<b>186</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
FARO	JET2.COM LTD	S	114	0	0	18.4	37.7	33.3	5.3	4.4	0.9	0.0	0.0	0.0	0.0	5	88.8	8	98	
FARO	RYANAIR	S	78	0	0	0.0	25.6	39.7	14.1	15.4	5.1	0.0	0.0	0.0	0.0	17	71.0	21	60	
FARO	THOMAS COOK AIRLINES 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	13	87.5	4	8	
FARO	TUI AIRWAYS LTD	C	16	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	28	
<b>TOTAL FARO</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>33.3</b>	<b>37.5</b>	<b>8.3</b>	<b>8.8</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>84.8</b>	<b>11</b>	<b>195</b>	
LISBON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	0.0	50.0	0.0	22.2	27.8	0.0	0.0	0.0	0.0	34	16.7	35	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>16.7</b>	<b>35</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>TOTAL PORTUGAL</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>9.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.2</b>	<b>13</b>	<b>214</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	14	0	0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	28	10
FUNCHAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10
<b>TOTAL FUNCHAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.0</b>	<b>16</b>	<b>20</b>
PORTO SANTO	TUI AIRWAYS LTD	C	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	7	80.0	7	10
<b>TOTAL PORTO SANTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>20.8</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.3</b>	<b>13</b>	<b>30</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	9.7	38.7	33.9	9.7	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.8	11	62
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>33.9</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.8</b>	<b>11</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>33.9</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.8</b>	<b>11</b>	<b>62</b>
<b>REPUBLIC OF</b>																				
PODGORICA	TUI AIRWAYS LTD	C	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	12.5	34	8
<b>TOTAL PODGORICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>12.5</b>	<b>34</b>	<b>8</b>
<b>TOTAL REPUBLIC OF</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>12.5</b>	<b>34</b>	<b>8</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	44	0	0	0.0	4.5	20.5	25.0	40.9	9.1	0.0	0.0	0.0	0.0	0.0	32	33.3	26	36
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	0.0	0.0	15.4	7.7	42.3	19.2	11.5	3.8	0.0	0.0	0.0	60	57.7	22	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>18.6</b>	<b>18.6</b>	<b>41.4</b>	<b>12.9</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>43.5</b>	<b>24</b>	<b>62</b>
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	27.8	22.2	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.0</b>	<b>19.3</b>	<b>21.6</b>	<b>36.4</b>	<b>10.2</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>43.5</b>	<b>24</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	JOTA AVIATION LTD	C	9	0	0	0.0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	34	0.0	0	0
BRATISLAVA	RYANAIR	S	26	0	0	0.0	23.1	34.6	11.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	29	61.5	17	26
<b>TOTAL BRATISLAVA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>34.3</b>	<b>14.3</b>	<b>17.1</b>	<b>5.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>61.5</b>	<b>17</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>34.3</b>	<b>14.3</b>	<b>17.1</b>	<b>5.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>61.5</b>	<b>17</b>	<b>26</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	114	0	0	10.5	27.2	40.4	14.9	5.3	1.8	0.0	0.0	0.0	0.0	0.0	8	80.6	10	98
ALICANTE	RYANAIR	S	124	0	0	1.6	29.8	47.6	9.7	8.9	0.0	2.4	0.0	0.0	0.0	0.0	12	72.1	23	86
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	13	18
<b>TOTAL ALICANTE</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>28.9</b>	<b>44.9</b>	<b>12.1</b>	<b>6.6</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.7</b>	<b>16</b>	<b>202</b>
ALMERIA	JET2.COM LTD	S	18	0	0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	8	18
ALMERIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	38.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	11	18
<b>TOTAL ALMERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>30.6</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>7</b>	<b>72.2</b>	<b>9</b>	<b>36</b>
BARCELONA	RYANAIR	S	78	0	2	0.0	18.8	31.3	15.0	21.3	8.8	2.5	0.0	0.0	0.0	2.5	25	35.8	40	81

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	VUELING AIRLINES	S	62	0	0	1.6	21.0	30.6	21.0	22.6	3.2	0.0	0.0	0.0	0.0	0.0	19	33.3	37	54	
<b>TOTAL BARCELONA</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>19.7</b>	<b>31.0</b>	<b>17.6</b>	<b>21.8</b>	<b>6.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>34.8</b>	<b>39</b>	<b>135</b>	
GIRONA	JET2.COM LTD	S	16	0	0	12.5	37.5	43.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	29	18	
GIRONA	RYANAIR	S	28	0	0	10.7	25.0	25.0	21.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	17	36.1	31	35	
GIRONA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	3	8	
GIRONA	TUI AIRWAYS LTD	C	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	8	66.7	16	18	
<b>TOTAL GIRONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>34.3</b>	<b>34.3</b>	<b>12.9</b>	<b>5.7</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>51.3</b>	<b>24</b>	<b>79</b>	
IBIZA	JET2.COM LTD	S	71	0	0	7.0	31.0	36.6	14.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	75.8	13	62	
IBIZA	RYANAIR	S	16	0	0	6.3	31.3	50.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	61.1	20	18	
IBIZA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	87.5	4	8	
IBIZA	TUI AIRWAYS LTD	C	49	0	0	2.0	40.8	40.8	8.2	4.1	0.0	0.0	0.0	4.1	0.0	0.0	27	68.0	20	50	
<b>TOTAL IBIZA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.6</b>	<b>41.1</b>	<b>9.6</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.7</b>	<b>16</b>	<b>138</b>	
MADRID	IBERIA EXPRESS	S	34	0	1	0.0	25.7	45.7	11.4	8.6	5.7	0.0	0.0	0.0	0.0	2.9	14	77.8	10	36	
MADRID	RYANAIR	S	36	0	0	2.8	5.6	41.7	13.9	30.6	5.6	0.0	0.0	0.0	0.0	0.0	23	47.2	30	34	
<b>TOTAL MADRID</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>15.5</b>	<b>43.7</b>	<b>12.7</b>	<b>19.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>62.5</b>	<b>19</b>	<b>70</b>	
MAHON	JET2.COM LTD	S	38	0	0	5.3	23.7	57.9	7.9	0.0	2.6	2.6	0.0	0.0	0.0	0.0	11	83.3	9	30	
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	72.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	50.0	25	18	
MAHON	TUI AIRWAYS LTD	C	36	0	0	0.0	27.8	58.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	55.9	23	34	
<b>TOTAL MAHON</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>22.8</b>	<b>60.9</b>	<b>6.5</b>	<b>2.2</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.6</b>	<b>18</b>	<b>82</b>	
MALAGA	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	122	9	
MALAGA	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	
MALAGA	JET2.COM LTD	S	100	0	0	8.0	27.0	42.0	17.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	10	61.3	17	80	
MALAGA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.8	111	62	
MALAGA	RYANAIR	S	116	0	0	7.8	23.3	40.5	12.9	12.9	1.7	0.0	0.0	0.9	0.0	0.0	15	75.0	15	76	
MALAGA	TUI AIRWAYS LTD	C	27	0	0	0.0	7.4	59.3	11.1	7.4	14.8	0.0	0.0	0.0	0.0	0.0	20	58.3	21	36	
<b>TOTAL MALAGA</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>23.0</b>	<b>43.0</b>	<b>14.8</b>	<b>8.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.2</b>	<b>43</b>	<b>263</b>	
MURCIA INTERNATIONAL	RYANAIR	S	36	0	0	8.3	25.0	55.6	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>55.6</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>0.0</b>	<b>6</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	83.3	10	36	
<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>83.3</b>	<b>10</b>	<b>36</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	35.3	70	16	
PALMA DE MALLORCA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
PALMA DE MALLORCA	JET2.COM LTD	S	141	0	0	4.3	31.2	44.7	6.4	7.1	3.5	2.1	0.7	0.0	0.0	0.0	14	74.8	12	115	
PALMA DE MALLORCA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	36	62	
PALMA DE MALLORCA	RYANAIR	S	98	0	0	7.1	30.6	35.7	13.3	3.1	6.1	2.0	2.0	0.0	0.0	0.0	19	60.3	35	59	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	THOMAS COOK AIRLINES LTD	S	36	0	0	2.8	25.0	52.8	11.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	80.6	11	36	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	100	0	0	5.0	24.0	37.0	17.0	10.0	5.0	1.0	1.0	0.0	0.0	0.0	19	68.9	14	90	
<b>TOTAL PALMA DE MALLORCA</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>28.5</b>	<b>41.1</b>	<b>11.5</b>	<b>6.1</b>	<b>5.1</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.2</b>	<b>22</b>	<b>379</b>	
REUS	JET2.COM LTD	S	28	0	0	7.1	57.1	32.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.4	14	26	
REUS	RYANAIR	S	18	0	0	0.0	27.8	22.2	27.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	29	61.1	28	18	
REUS	TUI AIRWAYS LTD	C	18	0	0	16.7	38.9	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	14	19	
REUS	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 REUS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>43.8</b>	<b>29.7</b>	<b>10.9</b>	<b>1.6</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>10</b>	<b>70.3</b>	<b>18</b>	<b>64</b>	
<b>TOTAL SPAIN</b>			<b>1529</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>27.1</b>	<b>41.7</b>	<b>12.5</b>	<b>7.9</b>	<b>3.9</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>64.6</b>	<b>25</b>	<b>1484</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	52	0	0	28.8	32.7	32.7	3.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	5	44	
ARRECIFE	RYANAIR	S	28	0	0	25.0	35.7	28.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	19	26	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	5.6	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	28	57.9	14	19	
ARRECIFE	TUI AIRWAYS LTD	C	26	0	0	15.4	11.5	23.1	19.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	26	57.1	20	28	
<b>TOTAL ARRECIFE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>25.8</b>	<b>25.8</b>	<b>14.5</b>	<b>8.1</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.6</b>	<b>13</b>	<b>117</b>	
FUERTEVENTURA	JET2.COM LTD	S	28	0	0	25.0	32.1	32.1	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	50.0	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	15	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	33.3	16.7	16.7	11.1	5.6	5.6	0.0	0.0	0.0	42	87.5	5	16	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	52.9	18	17	
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>29.3</b>	<b>35.4</b>	<b>13.4</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>14</b>	<b>66.7</b>	<b>13</b>	<b>69</b>	
LAS PALMAS	JET2.COM LTD	S	35	0	0	25.7	17.1	40.0	14.3	0.0	2.9	0.0	0.0	0.0	0.0	0.0	9	92.6	4	27	
LAS PALMAS	RYANAIR	S	18	0	0	33.3	11.1	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	10	26	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	27.8	22.2	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	50.0	12	18	
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	23.1	19.2	30.8	11.5	7.7	0.0	0.0	7.7	0.0	0.0	0.0	23	69.2	20	26	
<b>TOTAL LAS PALMAS</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>18.6</b>	<b>33.0</b>	<b>15.5</b>	<b>6.2</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.2</b>	<b>12</b>	<b>97</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	80	0	0	18.8	23.8	35.0	10.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	11	60.7	19	56	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	17.6	38.2	41.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	36	
TENERIFE (SURREINA SOFIA)	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	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	16.7	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	64.7	22	17	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	35	0	0	5.7	11.4	60.0	5.7	11.4	0.0	5.7	0.0	0.0	0.0	0.0	19	77.8	8	36	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>23.8</b>	<b>42.9</b>	<b>7.7</b>	<b>7.7</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>11</b>	<b>69.7</b>	<b>14</b>	<b>145</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>471</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>24.2</b>	<b>35.0</b>	<b>12.1</b>	<b>7.4</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>71.0</b>	<b>13</b>	<b>428</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALMO	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>TOTAL MALMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
<b>SWITZERLAND</b>																					
GENEVA	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	88	1	
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	0.0	63	4	
GENEVA	EASYJET UK LTD	S	28	0	0	0.0	28.6	53.6	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	11	54.5	16	20	
GENEVA	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
<b>TOTAL GENEVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>53.6</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>0.0</b>	<b>11</b>	<b>42.9</b>	<b>26</b>	<b>26</b>	
ZURICH	SWISS AIRLINES	S	106	0	2	0.0	17.6	42.6	22.2	13.0	0.9	0.9	0.9	0.0	0.0	1.9	19	58.9	18	104	
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.6</b>	<b>42.6</b>	<b>22.2</b>	<b>13.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>58.9</b>	<b>18</b>	<b>104</b>	
<b>TOTAL SWITZERLAND</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.9</b>	<b>44.9</b>	<b>19.9</b>	<b>11.0</b>	<b>1.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>17</b>	<b>55.6</b>	<b>20</b>	<b>130</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	40.0	23	10	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	9	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</b>	<b>21.4</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>55.6</b>	<b>17</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</b>	<b>21.4</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>55.6</b>	<b>17</b>	<b>18</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.8	55	17	
ANTALYA	JET2.COM LTD	S	37	0	0	0.0	8.1	32.4	24.3	21.6	13.5	0.0	0.0	0.0	0.0	0.0	27	32.0	32	25	
ANTALYA	THOMAS COOK AIRLINES LTD	S	44	0	0	4.5	20.5	29.5	13.6	15.9	13.6	2.3	0.0	0.0	0.0	0.0	28	52.6	22	57	
ANTALYA	TUI AIRWAYS LTD	C	36	0	0	0.0	2.8	30.6	38.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	24	22.2	30	9	
<b>TOTAL ANTALYA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>11.1</b>	<b>30.8</b>	<b>24.8</b>	<b>21.4</b>	<b>9.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>38.9</b>	<b>30</b>	<b>108</b>	
BODRUM (MILAS)	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	45	10	
BODRUM (MILAS)	JET2.COM LTD	S	12	0	0	8.3	16.7	8.3	33.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	36	60.0	15	10	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	11	8	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>13.3</b>	<b>20.0</b>	<b>26.7</b>	<b>20.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>64.3</b>	<b>25</b>	<b>28</b>	
DALAMAN	EASYJET UK LTD	S	0	0	0	0.0	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	
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	60	10	
DALAMAN	JET2.COM LTD	S	43	0	0	4.7	20.9	23.3	18.6	20.9	11.6	0.0	0.0	0.0	0.0	0.0	24	44.4	26	36	

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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								
DALAMAN	THOMAS COOK AIRLINES LTD	S	38	0	0	0.0	26.3	23.7	23.7	15.8	7.9	2.6	0.0	0.0	0.0	0.0	24	43.2	34	44	
DALAMAN	TUI AIRWAYS LTD	C	47	0	0	0.0	14.9	34.0	31.9	10.6	0.0	4.3	4.3	0.0	0.0	0.0	31	40.7	22	27	
<b>TOTAL DALAMAN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>20.3</b>	<b>27.3</b>	<b>25.0</b>	<b>15.6</b>	<b>6.3</b>	<b>2.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>43.2</b>	<b>31</b>	<b>118</b>	
ISTANBUL	THY TURKISH AIRLINES	S	120	0	0	0.8	7.5	35.0	25.8	25.0	4.2	1.7	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>7.5</b>	<b>35.0</b>	<b>25.8</b>	<b>25.0</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0	62.3	16	106	
<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>62.3</b>	<b>16</b>	<b>106</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	9	0	0	0.0	11.1	22.2	0.0	55.6	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	35	66.7	14	9	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	78	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>16.0</b>	<b>12.0</b>	<b>40.0</b>	<b>20.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>66.7</b>	<b>14</b>	<b>9</b>	
<b>TOTAL TURKEY</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>12.6</b>	<b>29.3</b>	<b>24.5</b>	<b>21.7</b>	<b>7.6</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>49.6</b>	<b>26</b>	<b>369</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	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	52.9	23	34	
<b>TOTAL ASHKHABAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.9</b>	<b>23</b>	<b>34</b>	
<b>TOTAL TURKMENISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.9</b>	<b>23</b>	<b>34</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	1	15.2	32.0	29.6	8.0	10.4	2.4	0.0	1.6	0.0	0.0	0.8	14	75.0	13	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>15.2</b>	<b>32.0</b>	<b>29.6</b>	<b>8.0</b>	<b>10.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>75.0</b>	<b>13</b>	<b>124</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>15.2</b>	<b>32.0</b>	<b>29.6</b>	<b>8.0</b>	<b>10.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>75.0</b>	<b>13</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BH AIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
ABERDEEN	FLYBE LTD	S	158	0	4	6.2	30.9	31.5	10.5	10.5	5.6	2.5	0.0	0.0	0.0	2.5	18	79.5	16	160	
ABERDEEN	VLM (BELGIUM)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	25	6	
<b>TOTAL ABERDEEN</b>			<b>160</b>	<b>0</b>	<b>4</b>	<b>6.7</b>	<b>30.5</b>	<b>31.7</b>	<b>10.4</b>	<b>10.4</b>	<b>5.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>18</b>	<b>77.8</b>	<b>16</b>	<b>166</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	394	0	4	2.0	21.6	37.4	15.6	14.1	6.0	1.8	0.5	0.0	0.0	1.0	21	67.5	17	381	
BELFAST CITY (GEORGE BEST)	SPRINTAIR	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>396</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>21.5</b>	<b>37.3</b>	<b>15.5</b>	<b>14.0</b>	<b>6.3</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>67.5</b>	<b>17</b>	<b>381</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	70.0	11	20	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	0	10.7	42.0	28.0	12.7	1.3	4.7	0.0	0.7	0.0	0.0	0.0	10	71.4	13	131	
BELFAST INTERNATIONAL	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	19	0.0	0	0	
BELFAST 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	50.0	12	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>41.4</b>	<b>28.3</b>	<b>12.5</b>	<b>2.0</b>	<b>4.6</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.0</b>	<b>13</b>	<b>153</b>	
BOURNEMOUTH	AIR X CHARTER	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
BRISTOL	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	66	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	FLYBE LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	755	2	
<b>TOTAL CARDIFF WALES</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>755</b>	<b>2</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	2	
EDINBURGH	FLYBE LTD	S	379	0	8	0.8	20.2	36.4	17.1	15.0	5.7	1.0	1.8	0.0	0.0	2.1	23	55.4	27	372	
EDINBURGH	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	147	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>380</b>	<b>0</b>	<b>8</b>	<b>0.8</b>	<b>20.1</b>	<b>36.3</b>	<b>17.0</b>	<b>14.9</b>	<b>5.7</b>	<b>1.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>23</b>	<b>55.3</b>	<b>27</b>	<b>374</b>	
EXETER	FLYBE LTD	S	9	0	0	0.0	33.3	0.0	11.1	11.1	44.4	0.0	0.0	0.0	0.0	0.0	43	54.5	53	11	
<b>TOTAL EXETER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>54.5</b>	<b>53</b>	<b>11</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4	
GATWICK	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	60	0.0	0	0	
GATWICK	LOGANAIR LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	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	39	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	45	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>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>35</b>	<b>40.0</b>	<b>21</b>	<b>5</b>	
GLASGOW	AERO4M	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	
GLASGOW	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	
GLASGOW	FLYBE LTD	S	355	0	23	4.2	25.7	33.1	10.8	6.3	9.3	3.4	1.1	0.0	0.0	6.1	24	59.1	31	346	
GLASGOW	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
GLASGOW	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2	
<b>TOTAL GLASGOW</b>			<b>358</b>	<b>0</b>	<b>23</b>	<b>4.5</b>	<b>25.5</b>	<b>33.1</b>	<b>11.0</b>	<b>6.3</b>	<b>9.2</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>24</b>	<b>58.8</b>	<b>31</b>	<b>348</b>	
GUERNSEY	FLYBE LTD	S	23	0	0	0.0	0.0	87.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.5	13	42	
<b>TOTAL GUERNSEY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>87.0</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.5</b>	<b>13</b>	<b>42</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
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	100.0	15	1	
<b>TOTAL HEATHROW</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>100.0</b>	<b>15</b>	<b>1</b>	
INVERNESS	FLYBE LTD	S	56	0	6	0.0	14.5	30.6	17.7	16.1	11.3	0.0	0.0	0.0	0.0	9.7	26	62.9	14	62	
<b>TOTAL INVERNESS</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>14.5</b>	<b>30.6</b>	<b>17.7</b>	<b>16.1</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>26</b>	<b>62.9</b>	<b>14</b>	<b>62</b>	
ISLE OF MAN	FLYBE LTD	S	62	0	0	0.0	14.5	30.6	17.7	21.0	9.7	4.8	1.6	0.0	0.0	0.0	32	59.7	19	62	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>30.6</b>	<b>17.7</b>	<b>21.0</b>	<b>9.7</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>59.7</b>	<b>19</b>	<b>62</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	123	0	4	10.2	19.7	21.3	19.7	15.7	7.9	1.6	0.8	0.0	0.0	3.1	25	44.7	28	128
<b>TOTAL JERSEY</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>10.2</b>	<b>19.7</b>	<b>21.3</b>	<b>19.7</b>	<b>15.7</b>	<b>7.9</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>44.7</b>	<b>28</b>	<b>128</b>
LEEDS BRADFORD	FLYBE LTD	S	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
LEEDS BRADFORD	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
<b>TOTAL LEEDS BRADFORD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>0</b>	<b>1</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	0	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	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>21</b>	<b>1</b>
LUTON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	2
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>43</b>	<b>2</b>
MANCHESTER	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	65	2
MANCHESTER	FLYBE LTD	S	5	0	0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	29	4
MANCHESTER	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	47	100.0	1	2
MANCHESTER	OMAN 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	38	1
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	54	5
MANCHESTER	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	12	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</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>21</b>	<b>35.7</b>	<b>40</b>	<b>14</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	87.5	14	8
NEWCASTLE	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	144	0.0	0	0
NEWCASTLE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>77</b>	<b>87.5</b>	<b>14</b>	<b>8</b>
NEWQUAY	FLYBE LTD	S	52	0	8	1.7	18.3	30.0	16.7	10.0	3.3	6.7	0.0	0.0	0.0	13.3	27	58.1	26	60
<b>TOTAL NEWQUAY</b>			<b>52</b>	<b>0</b>	<b>8</b>	<b>1.7</b>	<b>18.3</b>	<b>30.0</b>	<b>16.7</b>	<b>10.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>27</b>	<b>58.1</b>	<b>26</b>	<b>60</b>
SOUTHAMPTON	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	68	50.0	55	6
<b>TOTAL SOUTHAMPTON</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>68</b>	<b>50.0</b>	<b>55</b>	<b>6</b>
STANSTED	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	28	4
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	0	1
STANSTED	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>40.0</b>	<b>22</b>	<b>5</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1797</b>	<b>0</b>	<b>57</b>	<b>3.9</b>	<b>23.4</b>	<b>33.4</b>	<b>14.6</b>	<b>11.8</b>	<b>7.0</b>	<b>2.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>22</b>	<b>61.8</b>	<b>23</b>	<b>1833</b>
<b>USA</b>																				
NEW YORK (NEWARK)	AIR INDIA	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 NEW YORK (NEWARK)</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>



Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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
SANFORD	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	75.0	11	8
<b>TOTAL SANFORD</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>23</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
WASHINGTON (DULLES)	AIR INDIA	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	126	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>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>31</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
<b>TOTAL BIRMINGHAM</b>			<b>9973</b>	<b>0</b>	<b>115</b>	<b>4.9</b>	<b>22.3</b>	<b>36.8</b>	<b>15.5</b>	<b>11.5</b>	<b>5.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>61.5</b>	<b>22</b>	<b>9857</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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>CYPRUS</b>																					
PAPHOS	EASYJET UK LTD	S	0	0	0	0.0	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	
PAPHOS	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	21	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	C	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	6	71.4	9	7	
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>TOTAL CYPRUS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	16	0	0	0.0	6.3	56.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</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>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
RODEZ	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	93	1	
<b>TOTAL RODEZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>93</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>93</b>	<b>1</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	6	8	
<b>TOTAL CORFU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
HERAKLION	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	0.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	41	37.5	21	8	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</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>41</b>	<b>37.5</b>	<b>21</b>	<b>8</b>	
<b>TOTAL GREECE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>45.7</b>	<b>20.0</b>	<b>17.1</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>23</b>	<b>56.3</b>	<b>14</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	34	0	0	0.0	5.9	23.5	26.5	23.5	2.9	11.8	5.9	0.0	0.0	0.0	57	100.0	5	1	
<b>TOTAL DUBLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>23.5</b>	<b>26.5</b>	<b>23.5</b>	<b>2.9</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>23.5</b>	<b>26.5</b>	<b>23.5</b>	<b>2.9</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
<b>ITALY</b>																					
BARI (PALESE)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL BARI (PALESE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	8	
<b>TOTAL NAPLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
TURIN	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>16</b>	<b>10</b>	
<b>LUXEMBOURG</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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
LUXEMBOURG	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	16	0	0	0.0	37.5	31.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	6	16
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>6</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>6</b>	<b>16</b>
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	18	0	0	0.0	11.1	61.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	37.5	30	16
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>37.5</b>	<b>30</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>37.5</b>	<b>30</b>	<b>16</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	36	0	0	0.0	63.9	33.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.1	13	36
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.9</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>0.0</b>	<b>2</b>	<b>86.1</b>	<b>13</b>	<b>36</b>
<b>TOTAL PORTUGAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.9</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>0.0</b>	<b>2</b>	<b>86.1</b>	<b>13</b>	<b>36</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	44	0	0	6.8	47.7	27.3	11.4	2.3	0.0	4.5	0.0	0.0	0.0	0.0	12	76.5	15	34
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>47.7</b>	<b>27.3</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.5</b>	<b>15</b>	<b>34</b>
BARCELONA	AIR X CHARTER	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GIRONA	RYANAIR	S	36	0	0	16.7	44.4	33.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	73.5	28	34
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>73.5</b>	<b>28</b>	<b>34</b>
IBIZA	TUI AIRWAYS LTD	C	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	100.0	2	8
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
MAHON	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	20	10
<b>TOTAL MAHON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</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>4</b>	<b>60.0</b>	<b>20</b>	<b>10</b>
MALAGA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
MALAGA	RYANAIR	S	52	0	0	15.4	53.8	28.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.2	3	52
<b>TOTAL MALAGA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>53.8</b>	<b>28.8</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>0.0</b>	<b>1</b>	<b>96.2</b>	<b>3</b>	<b>53</b>
MURCIA INTERNATIONAL	RYANAIR	S	38	0	0	5.3	68.4	18.4	0.0	2.6	0.0	0.0	5.3	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>68.4</b>	<b>18.4</b>	<b>0.0</b>	<b>2.6</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	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	11	1
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	88.9	9	36
<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>89.2</b>	<b>9</b>	<b>37</b>
PALMA DE MALLORCA	RYANAIR	S	69	0	0	1.4	39.1	43.5	13.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	7	70.0	26	50

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	34	0	0	2.9	35.3	44.1	8.8	2.9	0.0	5.9	0.0	0.0	0.0	0.0	15	69.4	10	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.9</b>	<b>43.7</b>	<b>11.7</b>	<b>1.9</b>	<b>1.0</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>69.8</b>	<b>19</b>	<b>86</b>	
SEVILLE	EASYJET UK LTD	S	0	0	0	0.0	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 SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 SPAIN</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>47.5</b>	<b>33.2</b>	<b>7.1</b>	<b>1.7</b>	<b>0.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.8</b>	<b>14</b>	<b>263</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	18.8	68.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>68.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
LAS PALMAS	RYANAIR	S	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
LAS PALMAS	TUI AIRWAYS LTD	C	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	7	80.0	10	10	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	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	100.0	1	10	
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	90.0	3	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>61.5</b>	<b>23.1</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.6</b>	<b>3</b>	<b>56</b>	
<b>SWITZERLAND</b>																					
GENEVA	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	100.0	6	1	
<b>TOTAL GENEVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>8</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>	
DALAMAN	FREEBIRD AIRLINES	C	8	0	0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	18	8	
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>18</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>37.5</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>0.0</b>	<b>16</b>	<b>75.0</b>	<b>18</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	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 BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
BIRMINGHAM	AIR X CHARTER	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	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	10	2	

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>
GATWICK	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	3	2
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	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	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	TUI AIRWAYS LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>5</b>	<b>3</b>
JERSEY	LOGANAIR LTD	S	24	0	0	12.5	45.8	25.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL JERSEY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.8</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	TUI AIRWAYS 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 MANCHESTER</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>
SOUTHAMPTON	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	82	1
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>82</b>	<b>1</b>
STANSTED	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 UNITED KINGDOM</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>45.7</b>	<b>25.7</b>	<b>0.0</b>	<b>11.4</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.4</b>	<b>18</b>	<b>7</b>
<b>TOTAL BOURNEMOUTH</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>40.3</b>	<b>34.0</b>	<b>9.1</b>	<b>6.4</b>	<b>1.6</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.0</b>	<b>13</b>	<b>440</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	FLYBE LTD	C	5	0	0	0.0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	59	0.0	101	8	
<b>TOTAL INNSBRUCK</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>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>101</b>	<b>8</b>	
LINZ	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	17	1	
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
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	0.0	39	2	
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	22.2	22.2	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	28	31.3	22	16	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>27.8</b>	<b>24</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.4</b>	<b>21.7</b>	<b>26.1</b>	<b>17.4</b>	<b>13.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>18.5</b>	<b>46</b>	<b>27</b>	
<b>BELGIUM</b>																					
BRUSSELS	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	63.8	23	158	
<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>63.8</b>	<b>23</b>	<b>158</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>63.8</b>	<b>23</b>	<b>158</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	8	0	0	0.0	50.0	12.5	0.0	12.5	0.0	0.0	12.5	12.5	0.0	0.0	88	100.0	2	8	
BURGAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	7	8	
BURGAS	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	27.8	16.7	11.1	5.6	16.7	5.6	0.0	0.0	0.0	48	61.1	18	18	
<b>TOTAL BURGAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>30.6</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>76.5</b>	<b>12</b>	<b>34</b>	
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>30.6</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>76.5</b>	<b>12</b>	<b>34</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4	
DUBROVNIK	EASYJET UK LTD	S	26	0	0	3.8	30.8	34.6	11.5	15.4	0.0	3.8	0.0	0.0	0.0	0.0	17	57.1	23	14	
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	6.3	18.8	31.3	6.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	72.2	16	18	
<b>TOTAL DUBROVNIK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.2</b>	<b>33.3</b>	<b>9.5</b>	<b>19.0</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.9</b>	<b>19</b>	<b>36</b>	
PULA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
PULA	EASYJET UK LTD	S	18	0	0	0.0	38.9	27.8	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	18	33.3	46	15	
PULA	TUI AIRWAYS LTD	C	18	0	0	0.0	50.0	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	15	16	
<b>TOTAL PULA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>31</b>	<b>32</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
SPLIT	EASYJET UK LTD	S	44	0	0	2.3	36.4	34.1	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	57.5	19	40	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 SPLIT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>34.1</b>	<b>22.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>58.7</b>	<b>19</b>	<b>46</b>
<b>TOTAL CROATIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>35.2</b>	<b>33.6</b>	<b>16.4</b>	<b>9.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.9</b>	<b>22</b>	<b>114</b>	
<b>CYPRUS</b>																				
LARNACA	EASYJET UK LTD	S	18	0	0	5.6	5.6	11.1	16.7	50.0	0.0	5.6	5.6	0.0	0.0	0.0	44	0.0	0	0
LARNACA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	38.9	22.2	22.2	11.1	0.0	0.0	5.6	0.0	0.0	152	35.3	41	17
LARNACA	TUI AIRWAYS LTD	C	17	0	0	5.9	35.3	11.8	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	15	27.8	42	18
<b>TOTAL LARNACA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>13.2</b>	<b>20.8</b>	<b>26.4</b>	<b>24.5</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>71</b>	<b>31.4</b>	<b>41</b>	<b>35</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	0.0	56	3
PAPHOS	EASYJET UK LTD	S	27	0	1	0.0	0.0	28.6	39.3	14.3	14.3	0.0	0.0	0.0	0.0	3.6	30	4.3	47	23
PAPHOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	25.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	36	8
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	22.2	33.3	5.6	0.0	0.0	0.0	0.0	0.0	29	35.3	28	17
<b>TOTAL PAPHOS</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.6</b>	<b>31.5</b>	<b>27.8</b>	<b>24.1</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>27</b>	<b>17.6</b>	<b>39</b>	<b>51</b>
<b>TOTAL CYPRUS</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>9.3</b>	<b>26.2</b>	<b>27.1</b>	<b>24.3</b>	<b>7.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>49</b>	<b>23.3</b>	<b>40</b>	<b>86</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	0.0	41	6
PRAGUE	EASYJET UK LTD	S	54	0	0	0.0	5.6	27.8	18.5	37.0	9.3	1.9	0.0	0.0	0.0	0.0	31	55.1	23	48
<b>TOTAL PRAGUE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</b>	<b>18.5</b>	<b>37.0</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>49.1</b>	<b>25</b>	<b>54</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</b>	<b>18.5</b>	<b>37.0</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>49.1</b>	<b>25</b>	<b>54</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	25.0	37	4
COPENHAGEN	EASYJET UK LTD	S	28	0	0	0.0	7.1	28.6	14.3	21.4	28.6	0.0	0.0	0.0	0.0	0.0	36	40.9	19	22
<b>TOTAL COPENHAGEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>14.3</b>	<b>21.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>38.5</b>	<b>21</b>	<b>26</b>
<b>TOTAL DENMARK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>14.3</b>	<b>21.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>38.5</b>	<b>21</b>	<b>26</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	8
<b>TOTAL PUNTA CANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
<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>75.0</b>	<b>9</b>	<b>8</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	10.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	77.8	11	9
HURGHADA	TUI AIRWAYS 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	4	70.0	12	10
<b>TOTAL HURGHADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.7</b>	<b>11</b>	<b>19</b>
<b>TOTAL EGYPT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.7</b>	<b>11</b>	<b>19</b>
<b>FRANCE</b>																				
BERGERAC	RYANAIR	S	18	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	27	18
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>66.7</b>	<b>27</b>	<b>18</b>
BEZIERS	RYANAIR	S	28	0	0	10.7	53.6	14.3	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	57.7	20	26

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 BEZIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>53.6</b>	<b>14.3</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>57.7</b>	<b>20</b>	<b>26</b>	
BIARRITZ	EASYJET UK LTD	S	18	0	0	0.0	38.9	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BIARRITZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	33.3	35	6	
BORDEAUX	EASYJET UK LTD	S	62	0	0	4.8	46.8	29.0	4.8	11.3	0.0	3.2	0.0	0.0	0.0	0.0	12	57.9	21	38	
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>29.0</b>	<b>4.8</b>	<b>11.3</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.5</b>	<b>23</b>	<b>44</b>	
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
LA ROCHELLE	EASYJET UK LTD	S	18	0	0	0.0	27.8	27.8	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	81.3	7	16	
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
LIMOGES	RYANAIR	S	18	0	0	16.7	38.9	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	17	18	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>12</b>	<b>44.4</b>	<b>17</b>	<b>18</b>	
LYON	EASYJET UK LTD	S	19	0	0	10.5	26.3	42.1	15.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL LYON</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>26.3</b>	<b>42.1</b>	<b>15.8</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	35	2	
MARSEILLE	EASYJET UK LTD	S	24	0	2	0.0	11.5	53.8	15.4	7.7	3.8	0.0	0.0	0.0	0.0	7.7	14	54.2	23	24	
<b>TOTAL MARSEILLE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.5</b>	<b>53.8</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>14</b>	<b>50.0</b>	<b>24</b>	<b>26</b>	
MONTPELLIER	EASYJET UK LTD	S	18	0	0	5.6	33.3	16.7	11.1	5.6	27.8	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	22	2	
NANTES	EASYJET UK LTD	S	26	0	0	0.0	26.9	42.3	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	18	58.3	30	24	
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>42.3</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>53.8</b>	<b>29</b>	<b>26</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	66.7	16	12	
NICE	EASYJET UK LTD	S	88	0	0	0.0	21.6	30.7	9.1	25.0	6.8	6.8	0.0	0.0	0.0	0.0	30	46.1	44	76	
<b>TOTAL NICE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>30.7</b>	<b>9.1</b>	<b>25.0</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>48.9</b>	<b>40</b>	<b>88</b>	
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.4	28	111	
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	75.0	14	8	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	124	0	0	0.0	23.4	41.9	20.2	8.9	1.6	3.2	0.8	0.0	0.0	0.0	18	68.5	18	54	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.4</b>	<b>41.9</b>	<b>20.2</b>	<b>8.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.4</b>	<b>24</b>	<b>173</b>	
PARIS (ORLY)	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	3	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES 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	0	1	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 TARDES-LOURDES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
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	77.9	12	68
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	0.0	54	7
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	60	0	2	3.2	24.2	32.3	22.6	14.5	0.0	0.0	0.0	0.0	0.0	3.2	14	61.8	29	55
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	70	0	0	28.6	55.7	11.4	1.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>40.9</b>	<b>21.2</b>	<b>11.4</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>1.5</b>	<b>7</b>	<b>66.9</b>	<b>21</b>	<b>130</b>
<b>TOTAL FRANCE</b>			<b>592</b>	<b>0</b>	<b>4</b>	<b>6.0</b>	<b>32.9</b>	<b>31.2</b>	<b>12.8</b>	<b>11.1</b>	<b>3.2</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>61.5</b>	<b>25</b>	<b>568</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	34	6
BERLIN (SCHONEFELD)	EASYJET EUROPE	S	20	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
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	34	0	0	0.0	41.2	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	86.8	4	36
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>51.9</b>	<b>25.9</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.1</b>	<b>8</b>	<b>42</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	0	0	0	0.0	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 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>50.0</b>	<b>12</b>	<b>2</b>
COLOGNE BONN	RYANAIR	S	26	0	0	7.7	38.5	15.4	11.5	11.5	15.4	0.0	0.0	0.0	0.0	0.0	20	60.7	61	28
<b>TOTAL COLOGNE BONN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>15.4</b>	<b>11.5</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>60.7</b>	<b>61</b>	<b>28</b>
DUSSELDORF	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	38.9	24	44
<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>38.9</b>	<b>24</b>	<b>44</b>
FRANKFURT MAIN	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	60.5	22	153
<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>60.5</b>	<b>22</b>	<b>153</b>
HAMBURG	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	41.5	30	42
<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>41.5</b>	<b>30</b>	<b>42</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	28.4	48	113
MUNICH	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	548	0.0	0	0
<b>TOTAL MUNICH</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>548</b>	<b>28.4</b>	<b>48</b>	<b>113</b>
STUTTGART	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	15	1
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>TOTAL GERMANY</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>46.9</b>	<b>22.2</b>	<b>11.1</b>	<b>6.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>31</b>	<b>425</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	75.0	7	4
GIBRALTAR	EASYJET UK LTD	S	26	0	0	0.0	19.2	57.7	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	14	24
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>57.7</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>13</b>	<b>28</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>57.7</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>13</b>	<b>28</b>
<b>GREECE</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	0.0	45	2	
ATHENS	EASYJET UK LTD	S	19	0	0	0.0	0.0	15.8	26.3	26.3	31.6	0.0	0.0	0.0	0.0	0.0	41	31.3	24	16	
<b>TOTAL ATHENS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>26.3</b>	<b>26.3</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>41</b>	<b>27.8</b>	<b>26</b>	<b>18</b>	
CHANIA	RYANAIR	S	18	0	0	0.0	38.9	22.2	11.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	24	27.8	45	18	
CHANIA	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	11	9	
<b>TOTAL CHANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>35.7</b>	<b>7.1</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>16</b>	<b>37.0</b>	<b>34</b>	<b>27</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	33	4	
CORFU	EASYJET UK LTD	S	28	0	0	0.0	25.0	28.6	21.4	10.7	10.7	3.6	0.0	0.0	0.0	0.0	28	45.5	27	22	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	18	
CORFU	TUI AIRWAYS LTD	C	26	0	0	3.8	42.3	42.3	3.8	3.8	0.0	0.0	0.0	3.8	0.0	0.0	23	84.6	13	26	
<b>TOTAL CORFU</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>33.3</b>	<b>37.5</b>	<b>15.3</b>	<b>5.6</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.1</b>	<b>18</b>	<b>70</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	11.1	38.9	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	26.7	37	15	
HERAKLION	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	7	9	
HERAKLION	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	31.3	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	23	38.9	29	18	
<b>TOTAL HERAKLION</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>15.9</b>	<b>31.8</b>	<b>27.3</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>44.2</b>	<b>27</b>	<b>43</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	3	0	0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4	
<b>TOTAL KAVALA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
KEFALLINIA	EASYJET UK LTD	S	17	0	0	0.0	17.6	11.8	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	32	53.3	33	15	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	0.0	0.0	0.0	37.5	12.5	0.0	0.0	0.0	89	70.0	15	10	
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	6.3	18.8	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	30.0	47	10	
<b>TOTAL KEFALLINIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>17.1</b>	<b>26.8</b>	<b>22.0</b>	<b>14.6</b>	<b>7.3</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>51.4</b>	<b>32</b>	<b>37</b>	
KOS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	14	10	
KOS	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	52.6	27	19	
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>53.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.1</b>	<b>23</b>	<b>29</b>	
MIKONOS	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	21	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>	
PREVEZA	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	22.2	0.0	0.0	0.0	0.0	44.4	22.2	11.1	0.0	0.0	270	30.0	62	10	
<b>TOTAL PREVEZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>270</b>	<b>30.0</b>	<b>62</b>	<b>10</b>	
RHODES	EASYJET UK LTD	S	18	0	0	0.0	5.6	11.1	5.6	55.6	22.2	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
RHODES	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	8	
RHODES	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	15.4	15.4	30.8	34.6	3.8	0.0	0.0	0.0	0.0	50	36.0	28	25	
<b>TOTAL RHODES</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>17.0</b>	<b>17.0</b>	<b>35.8</b>	<b>24.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>51.5</b>	<b>22</b>	<b>33</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
SALONIKA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	7	0	0	14.3	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	11	4	
SKIATHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	60.0	23	10	
<b>TOTAL SKIATHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.3</b>	<b>20</b>	<b>14</b>	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	30.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	18	44.4	17	9	
<b>TOTAL THIRA (SANTORINI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>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>18</b>	<b>44.4</b>	<b>17</b>	<b>9</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
ZAKINTHOS	EASYJET UK LTD	S	18	0	0	0.0	16.7	22.2	33.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	16.7	32	6	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	34	0	0	8.8	35.3	29.4	5.9	11.8	5.9	2.9	0.0	0.0	0.0	0.0	17	50.0	29	36	
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	46.2	23.1	3.8	11.5	0.0	0.0	0.0	0.0	0.0	17	35.7	25	28	
<b>TOTAL ZAKINTHOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>24.4</b>	<b>33.3</b>	<b>17.9</b>	<b>11.5</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>18</b>	<b>41.7</b>	<b>27</b>	<b>72</b>	
<b>TOTAL GREECE</b>			<b>411</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>21.9</b>	<b>31.9</b>	<b>17.3</b>	<b>13.9</b>	<b>8.8</b>	<b>2.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.5</b>	<b>26</b>	<b>366</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	26	0	0	0.0	15.4	19.2	23.1	38.5	3.8	0.0	0.0	0.0	0.0	0.0	26	34.6	43	26	
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>19.2</b>	<b>23.1</b>	<b>38.5</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>26</b>	<b>34.6</b>	<b>43</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>19.2</b>	<b>23.1</b>	<b>38.5</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>26</b>	<b>34.6</b>	<b>43</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	60	0	2	3.2	45.2	37.1	9.7	1.6	0.0	0.0	0.0	0.0	0.0	3.2	5	87.1	9	62	
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>45.2</b>	<b>37.1</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>5</b>	<b>87.1</b>	<b>9</b>	<b>62</b>	
DUBLIN	RYANAIR	S	178	0	0	0.0	29.8	42.7	12.9	13.5	1.1	0.0	0.0	0.0	0.0	0.0	12	56.3	25	172	
DUBLIN	STOBART AIR	S	184	0	0	1.1	15.2	42.9	21.7	12.5	5.4	1.1	0.0	0.0	0.0	0.0	18	65.6	16	186	
<b>TOTAL DUBLIN</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>22.4</b>	<b>42.8</b>	<b>17.4</b>	<b>13.0</b>	<b>3.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>61.0</b>	<b>20</b>	<b>358</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	7.7	19.2	42.3	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	61.5	17	26	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>42.3</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>17</b>	<b>26</b>	
SHANNON	RYANAIR	S	18	0	0	11.1	16.7	27.8	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	72.2	11	18	
<b>TOTAL SHANNON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>466</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>25.0</b>	<b>41.5</b>	<b>16.9</b>	<b>11.5</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>14</b>	<b>65.0</b>	<b>18</b>	<b>464</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	3.8	19.2	11.5	11.5	38.5	7.7	3.8	3.8	0.0	0.0	0.0	42	30.8	41	26	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>11.5</b>	<b>11.5</b>	<b>38.5</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>30.8</b>	<b>41</b>	<b>26</b>	
BOLOGNA	RYANAIR	S	18	0	0	0.0	0.0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	38.9	37	18	
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>13</b>	<b>38.9</b>	<b>37</b>	<b>18</b>	
BRINDISI	EASYJET UK LTD	S	18	0	1	0.0	10.5	42.1	21.1	15.8	5.3	0.0	0.0	0.0	0.0	5.3	20	0.0	0	0	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>42.1</b>	<b>21.1</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	50.0	36	2	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	18	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	16	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>14</b>	<b>18</b>	
FLORENCE	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	12.5	222	7	
<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>12.5</b>	<b>222</b>	<b>7</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
GENOA	EASYJET UK LTD	S	18	0	0	16.7	16.7	38.9	11.1	5.6	0.0	0.0	11.1	0.0	0.0	0.0	31	87.5	7	16	
<b>TOTAL GENOA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>38.9</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>31</b>	<b>83.3</b>	<b>8</b>	<b>18</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	5.6	112	18	
MILAN (MALPENSA)	EASYJET UK LTD	S	32	0	2	17.6	23.5	38.2	2.9	5.9	2.9	2.9	0.0	0.0	0.0	5.9	14	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	26	0	0	19.2	53.8	7.7	7.7	3.8	0.0	0.0	7.7	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>18.3</b>	<b>36.7</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>19</b>	<b>5.6</b>	<b>112</b>	<b>18</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	100.0	14	2	
NAPLES	EASYJET UK LTD	S	26	0	0	0.0	26.9	42.3	7.7	11.5	11.5	0.0	0.0	0.0	0.0	0.0	18	62.5	21	24	
NAPLES	TUI AIRWAYS LTD	C	28	0	0	0.0	42.9	28.6	14.3	7.1	3.6	3.6	0.0	0.0	0.0	0.0	16	61.1	17	18	
<b>TOTAL NAPLES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.2</b>	<b>35.2</b>	<b>11.1</b>	<b>9.3</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>17</b>	<b>63.6</b>	<b>19</b>	<b>44</b>	
OLBIA	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	18	8	
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	0.0	50	2	
OLBIA	EASYJET UK LTD	S	26	0	0	0.0	15.4	23.1	15.4	30.8	11.5	3.8	0.0	0.0	0.0	0.0	35	37.5	34	24	
OLBIA	LOGANAIR LTD	C	8	0	0	0.0	0.0	12.5	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	62	0.0	0	0	
<b>TOTAL OLBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>20.6</b>	<b>14.7</b>	<b>29.4</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>41</b>	<b>35.3</b>	<b>31</b>	<b>34</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	0.0	40	8	
PISA	EASYJET UK LTD	S	60	0	2	0.0	14.5	46.8	21.0	6.5	3.2	4.8	0.0	0.0	0.0	3.2	20	55.6	16	52	
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.5</b>	<b>46.8</b>	<b>21.0</b>	<b>6.5</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>48.4</b>	<b>19</b>	<b>60</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	25.0	26	8	
ROME (FIUMICINO)	EASYJET UK LTD	S	62	0	0	0.0	21.0	48.4	12.9	12.9	4.8	0.0	0.0	0.0	0.0	0.0	15	50.0	37	54	
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>48.4</b>	<b>12.9</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>46.8</b>	<b>36</b>	<b>62</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	33.3	65	6	
VENICE	EASYJET EUROPE	S	43	0	1	0.0	4.5	27.3	20.5	29.5	13.6	2.3	0.0	0.0	0.0	2.3	33	0.0	0	0	
VENICE	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	52	42.1	35	38	
VENICE	RYANAIR	S	35	0	0	0.0	17.1	34.3	14.3	22.9	11.4	0.0	0.0	0.0	0.0	0.0	26	38.5	24	26	
<b>TOTAL VENICE</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>17.5</b>	<b>27.5</b>	<b>12.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>30</b>	<b>40.0</b>	<b>33</b>	<b>70</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
VERONA VILLAFRANCA	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	48	0.0	0	0	
VERONA VILLAFRANCA	NEOS SPA	C	8	0	0	0.0	25.0	12.5	12.5	0.0	25.0	0.0	25.0	0.0	0.0	0.0	104	0.0	38	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>0.0</b>	<b>38</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>454</b>	<b>0</b>	<b>6</b>	<b>3.3</b>	<b>20.7</b>	<b>34.6</b>	<b>14.8</b>	<b>15.2</b>	<b>6.7</b>	<b>2.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>44.6</b>	<b>36</b>	<b>383</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	9	26	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>71.4</b>	<b>9</b>	<b>26</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>71.4</b>	<b>9</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	AIR 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	30.0	40	10	
MALTA	AIR MALTA	S	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	
MALTA	RYANAIR	S	26	0	0	15.4	30.8	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	92.9	7	28	
MALTA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	30	8	
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.0</b>	<b>40.9</b>	<b>15.9</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.7</b>	<b>18</b>	<b>46</b>	
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.0</b>	<b>40.9</b>	<b>15.9</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.7</b>	<b>18</b>	<b>46</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	12	0	0	8.3	8.3	50.0	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	20	33.3	106	3	
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>33.3</b>	<b>106</b>	<b>3</b>	
<b>TOTAL MEXICO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>33.3</b>	<b>106</b>	<b>3</b>	
<b>MOROCCO</b>																					
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</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	50.0	23	14	
AMSTERDAM	EASYJET EUROPE	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	
AMSTERDAM	EASYJET UK LTD	S	107	0	0	0.0	21.5	43.9	13.1	8.4	12.1	0.9	0.0	0.0	0.0	0.0	21	64.9	16	94	
AMSTERDAM	KLM	S	243	0	4	0.4	32.4	46.6	13.0	5.3	0.8	0.0	0.0	0.0	0.0	1.6	9	87.1	6	246	
<b>TOTAL AMSTERDAM</b>			<b>351</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>29.0</b>	<b>45.6</b>	<b>13.2</b>	<b>6.2</b>	<b>4.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>79.8</b>	<b>9</b>	<b>354</b>	
<b>TOTAL NETHERLANDS</b>			<b>351</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>29.0</b>	<b>45.6</b>	<b>13.2</b>	<b>6.2</b>	<b>4.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>79.8</b>	<b>9</b>	<b>354</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	5.6	44.4	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	9	26	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>76.9</b>	<b>9</b>	<b>26</b>	
KATOWICE	WIZZ AIR	S	24	0	0	0.0	29.2	45.8	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	61.5	16	26	
<b>TOTAL KATOWICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>45.8</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>16</b>	<b>26</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	0.0	90	4	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
KRAKOW	EASYJET UK LTD	S	34	0	0	0.0	38.2	44.1	8.8	0.0	5.9	2.9	0.0	0.0	0.0	0.0	12	68.8	12	32	
KRAKOW	RYANAIR	S	28	0	0	14.3	32.1	42.9	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	10	28	
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>35.5</b>	<b>43.5</b>	<b>8.1</b>	<b>1.6</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>9</b>	<b>68.8</b>	<b>16</b>	<b>64</b>	
POZNAN	RYANAIR	S	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	1	83.3	11	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
RZESZOW	RYANAIR	S	18	0	0	5.6	27.8	44.4	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	25	16	
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>25</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	36	0	0	2.8	55.6	36.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	4	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>55.6</b>	<b>36.1</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>4</b>	<b>89.3</b>	<b>4</b>	<b>28</b>	
WROCLAW	RYANAIR	S	18	0	0	16.7	22.2	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	17	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>17</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>39.7</b>	<b>41.8</b>	<b>6.7</b>	<b>3.6</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.2</b>	<b>14</b>	<b>196</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	64.7	20	17	
FARO	EASYJET UK LTD	S	141	0	2	3.5	28.0	35.0	11.2	13.3	6.3	1.4	0.0	0.0	0.0	1.4	18	60.8	21	125	
FARO	RYANAIR	S	62	0	0	6.5	37.1	38.7	6.5	3.2	4.8	1.6	1.6	0.0	0.0	0.0	15	69.4	16	62	
FARO	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	10	
<b>TOTAL FARO</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>30.5</b>	<b>36.2</b>	<b>9.9</b>	<b>10.8</b>	<b>5.6</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>65.4</b>	<b>19</b>	<b>214</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	50.0	22	6	
LISBON	EASYJET EUROPE	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	37	0.0	0	0	
LISBON	EASYJET UK LTD	S	44	0	0	2.3	2.3	43.2	22.7	25.0	4.5	0.0	0.0	0.0	0.0	0.0	21	55.3	16	38	
<b>TOTAL LISBON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>2.2</b>	<b>42.2</b>	<b>22.2</b>	<b>26.7</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>22</b>	<b>54.5</b>	<b>17</b>	<b>44</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	100.0	0	2	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	0.0	11.5	30.8	19.2	7.7	19.2	3.8	7.7	0.0	0.0	0.0	47	29.2	33	24	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>19.2</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>34.6</b>	<b>31</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>24.3</b>	<b>36.6</b>	<b>12.7</b>	<b>13.0</b>	<b>6.7</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>60.9</b>	<b>19</b>	<b>284</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
FUNCHAL	EASYJET UK LTD	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	6	16	
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>6</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>6</b>	<b>18</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	18	0	0	0.0	11.1	22.2	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	11.1	70	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</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>28</b>	<b>11.1</b>	<b>70</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</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>28</b>	<b>11.1</b>	<b>70</b>	<b>18</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	56.3	23	14
<b>ALICANTE</b>	EASYJET UK LTD	S	124	0	0	2.4	21.8	35.5	14.5	16.9	8.9	0.0	0.0	0.0	0.0	0.0	20	52.8	24	106
<b>ALICANTE</b>	RYANAIR	S	106	0	0	10.4	50.0	23.6	6.6	9.4	0.0	0.0	0.0	0.0	0.0	8	55.7	36	70	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	87.5	4	8	
<b>TOTAL ALICANTE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>34.9</b>	<b>29.8</b>	<b>10.9</b>	<b>13.4</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>15</b>	<b>55.4</b>	<b>27</b>	<b>198</b>
<b>ALMERIA</b>	THOMAS COOK AIRLINES 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	2	75.0	19	8	
<b>TOTAL ALMERIA</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>2</b>	<b>75.0</b>	<b>19</b>	<b>8</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	66.7	18	15	
<b>BARCELONA</b>	EASYJET EUROPE	S	44	0	0	4.5	45.5	18.2	13.6	11.4	4.5	2.3	0.0	0.0	0.0	16	0.0	0	0	
<b>BARCELONA</b>	EASYJET UK LTD	S	78	0	2	5.0	17.5	36.3	8.8	21.3	8.8	0.0	0.0	0.0	2.5	21	71.6	21	107	
<b>TOTAL BARCELONA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>27.4</b>	<b>29.8</b>	<b>10.5</b>	<b>17.7</b>	<b>7.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>71.0</b>	<b>20</b>	<b>122</b>	
<b>BILBAO</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	75.0	4	4	
<b>BILBAO</b>	EASYJET UK LTD	S	26	0	0	0.0	26.9	61.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	10	79.2	14	24	
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>61.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.6</b>	<b>13</b>	<b>28</b>	
<b>GIRONA</b>	RYANAIR	S	54	0	0	5.6	20.4	38.9	16.7	18.5	0.0	0.0	0.0	0.0	0.0	14	56.8	27	44	
<b>GIRONA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	29	62.5	12	8	
<b>GIRONA</b>	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	100.0	0	10	
<b>TOTAL GIRONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>36.1</b>	<b>19.4</b>	<b>15.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.5</b>	<b>21</b>	<b>62</b>	
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	110	1	
<b>IBIZA</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	28.6	27	7	
<b>IBIZA</b>	EASYJET UK LTD	S	34	0	2	0.0	16.7	30.6	13.9	11.1	19.4	2.8	0.0	0.0	5.6	30	73.3	18	30	
<b>IBIZA</b>	RYANAIR	S	28	0	0	3.6	57.1	28.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	19	26	
<b>IBIZA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	20	10	
<b>IBIZA</b>	TUI AIRWAYS LTD	C	35	0	0	11.4	40.0	17.1	11.4	8.6	5.7	0.0	5.7	0.0	0.0	23	82.4	9	34	
<b>TOTAL IBIZA</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>36.4</b>	<b>28.0</b>	<b>11.2</b>	<b>6.5</b>	<b>8.4</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>73.1</b>	<b>17</b>	<b>108</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	50.0	21	8	
<b>MADRID</b>	EASYJET UK LTD	S	62	0	0	9.7	17.7	35.5	9.7	12.9	8.1	4.8	1.6	0.0	0.0	26	75.9	10	52	
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>17.7</b>	<b>35.5</b>	<b>9.7</b>	<b>12.9</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.6</b>	<b>11</b>	<b>60</b>	
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2	
<b>MAHON</b>	EASYJET UK LTD	S	34	0	1	0.0	25.7	31.4	14.3	8.6	11.4	0.0	5.7	0.0	0.0	2.9	30	50.0	28	32

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	15	18
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	38.9	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	91	88.9	7	18
<b>TOTAL MAHON</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.0</b>	<b>40.8</b>	<b>11.3</b>	<b>4.2</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>38</b>	<b>65.7</b>	<b>20</b>	<b>70</b>
MALAGA	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	35.3	40	17
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	61.1	26	18
MALAGA	EASYJET UK LTD	S	142	0	0	3.5	32.4	31.7	14.8	12.0	4.9	0.7	0.0	0.0	0.0	0.0	15	73.8	13	118
MALAGA	RYANAIR	S	70	0	0	1.4	48.6	28.6	12.9	4.3	0.0	1.4	2.9	0.0	0.0	0.0	14	62.5	18	68
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	30	18
<b>TOTAL MALAGA</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>37.0</b>	<b>32.2</b>	<b>13.5</b>	<b>10.0</b>	<b>3.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.2</b>	<b>18</b>	<b>239</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	62	0	0	4.8	24.2	53.2	9.7	1.6	3.2	3.2	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>24.2</b>	<b>53.2</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</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	100.0	6	8
MURCIA SAN JAVIER	EASYJET UK LTD	S	0	0	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	54
<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>95.2</b>	<b>5</b>	<b>62</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	62.5	20	8
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	55.0	39	20
PALMA DE MALLORCA	EASYJET UK LTD	S	166	0	2	2.4	22.6	34.5	14.9	15.5	6.5	1.8	0.6	0.0	0.0	1.2	21	51.5	33	132
PALMA DE MALLORCA	RYANAIR	S	88	0	0	4.5	29.5	40.9	13.6	9.1	2.3	0.0	0.0	0.0	0.0	0.0	11	61.3	16	78
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	34.6	34.6	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	30	78.6	15	28
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	36	0	0	0.0	36.1	30.6	8.3	13.9	5.6	0.0	0.0	5.6	0.0	0.0	37	81.4	14	43
<b>TOTAL PALMA DE MALLORCA</b>			<b>316</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>27.0</b>	<b>35.8</b>	<b>13.2</b>	<b>12.3</b>	<b>6.0</b>	<b>1.6</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>61.1</b>	<b>25</b>	<b>309</b>
REUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8
REUS	TUI AIRWAYS LTD	C	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	100.0	0	8
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>4</b>	<b>16</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	100.0	0	2
SEVILLE	EASYJET UK LTD	S	26	0	0	15.4	19.2	34.6	15.4	0.0	11.5	3.8	0.0	0.0	0.0	0.0	18	68.8	22	16
SEVILLE	RYANAIR	S	18	0	0	5.6	33.3	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL SEVILLE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.0</b>	<b>36.4</b>	<b>13.6</b>	<b>4.5</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>14</b>	<b>72.2</b>	<b>20</b>	<b>18</b>
VALENCIA	RYANAIR	S	18	0	0	11.1	33.3	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	33.3	38	18
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>33.3</b>	<b>38</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>1381</b>	<b>0</b>	<b>7</b>	<b>4.3</b>	<b>30.5</b>	<b>34.7</b>	<b>12.0</b>	<b>11.0</b>	<b>5.3</b>	<b>1.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>66.0</b>	<b>20</b>	<b>1318</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	100.0	0	2



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
ARRECIFE	EASYJET UK LTD	S	18	0	0	5.6	27.8	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	6	16	
ARRECIFE	RYANAIR	S	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	2	92.3	9	26	
ARRECIFE	THOMAS COOK AIRLINES 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	3	37.5	44	8	
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	6.3	37.5	37.5	6.3	0.0	6.3	0.0	0.0	6.3	0.0	0.0	84	77.8	16	18	
<b>TOTAL ARRECIFE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>41.2</b>	<b>36.8</b>	<b>5.9</b>	<b>1.5</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>23</b>	<b>80.0</b>	<b>14</b>	<b>70</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	100.0	0	2	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	5	14	
FUERTEVENTURA	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	75.0	6	8	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>5</b>	<b>24</b>	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	9	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	3	10	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	38.9	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	61.1	21	18	
<b>TOTAL LAS PALMAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>45.7</b>	<b>28.3</b>	<b>10.9</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.1</b>	<b>12</b>	<b>46</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	4	4	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	26	0	0	7.7	42.3	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	24	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	53.8	30.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	5	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	38.9	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	11	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>47.7</b>	<b>34.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.8</b>	<b>6</b>	<b>90</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>45.6</b>	<b>34.2</b>	<b>7.0</b>	<b>3.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.0</b>	<b>10</b>	<b>230</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	50.0	34	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>50.0</b>	<b>34</b>	<b>6</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	5	2	
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	17	0	0	0.0	23.5	35.3	5.9	5.9	23.5	5.9	0.0	0.0	0.0	0.0	37	81.3	12	16	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</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>37</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</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>37</b>	<b>73.1</b>	<b>17</b>	<b>24</b>	
SWITZERLAND																					
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	66.7	12	6	
BALE MULHOUSE	EASYJET UK LTD	S	36	0	0	2.8	27.8	38.9	13.9	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	60.0	35	30	
<b>TOTAL BALE MULHOUSE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>38.9</b>	<b>13.9</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>17</b>	<b>61.1</b>	<b>31</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
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	0.0	48	10
GENEVA	EASYJET UK LTD	S	81	0	4	0.0	4.7	38.8	15.3	16.5	20.0	0.0	0.0	0.0	0.0	4.7	31	28.2	41	78
<b>TOTAL GENEVA</b>			<b>81</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>4.7</b>	<b>38.8</b>	<b>15.3</b>	<b>16.5</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>31</b>	<b>25.0</b>	<b>42</b>	<b>88</b>
<b>TOTAL SWITZERLAND</b>			<b>117</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>11.6</b>	<b>38.8</b>	<b>14.9</b>	<b>14.0</b>	<b>16.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>27</b>	<b>35.5</b>	<b>39</b>	<b>124</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	27.8	38.9	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
ENFIDHA - HAMMAMET INTL	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	3	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>36.8</b>	<b>21.1</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>3</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>36.8</b>	<b>21.1</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>3</b>	<b>10</b>
<b>TURKEY</b>																				
ANTALYA	FREEBIRD AIRLINES	C	8	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
ANTALYA	THOMAS COOK AIRLINES LTD	S	44	0	0	6.8	15.9	31.8	13.6	18.2	9.1	4.5	0.0	0.0	0.0	0.0	25	79.4	8	34
ANTALYA	TUI AIRWAYS LTD	C	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	17	62.5	12	8
<b>TOTAL ANTALYA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>14.8</b>	<b>27.9</b>	<b>13.1</b>	<b>23.0</b>	<b>13.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>76.2</b>	<b>9</b>	<b>42</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	4
BODRUM (MILAS)	EASYJET UK LTD	S	26	0	0	0.0	3.8	30.8	26.9	30.8	3.8	3.8	0.0	0.0	0.0	0.0	31	34.8	26	23
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
BODRUM (MILAS)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	50	20.0	23	10
<b>TOTAL BODRUM (MILAS)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>33.3</b>	<b>21.4</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>27.0</b>	<b>29</b>	<b>37</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	32	4
DALAMAN	EASYJET UK LTD	S	27	0	0	0.0	7.4	22.2	33.3	14.8	18.5	3.7	0.0	0.0	0.0	0.0	37	30.4	30	23
DALAMAN	FREEBIRD AIRLINES	C	8	0	0	0.0	12.5	25.0	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	43	50.0	20	10
DALAMAN	THOMAS COOK AIRLINES LTD	S	44	0	0	2.3	15.9	38.6	18.2	11.4	6.8	6.8	0.0	0.0	0.0	0.0	29	56.8	37	44
DALAMAN	TUI AIRWAYS LTD	C	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	14	8
<b>TOTAL DALAMAN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>14.6</b>	<b>32.6</b>	<b>22.5</b>	<b>10.1</b>	<b>9.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>48.3</b>	<b>31</b>	<b>89</b>
<b>TOTAL TURKEY</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>13.0</b>	<b>31.3</b>	<b>19.3</b>	<b>17.2</b>	<b>10.4</b>	<b>4.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>50.6</b>	<b>25</b>	<b>168</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.4	22	43
ABERDEEN	LOGANAIR LTD	S	55	0	0	1.8	43.6	23.6	12.7	10.9	5.5	1.8	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>43.6</b>	<b>23.6</b>	<b>12.7</b>	<b>10.9</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.4</b>	<b>22</b>	<b>43</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	60.0	26	20
BELFAST INTERNATIONAL	EASYJET UK LTD	S	176	0	4	3.3	30.6	32.2	12.2	10.6	8.9	0.0	0.0	0.0	0.0	2.2	17	67.4	15	132

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 BELFAST INTERNATIONAL</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>30.6</b>	<b>32.2</b>	<b>12.2</b>	<b>10.6</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>66.4</b>	<b>16</b>	<b>152</b>	
BIRMINGHAM	EASYJET UK 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	8	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	27	1	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
DONCASTER SHEFFIELD	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</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	60.7	22	28	
EDINBURGH	EASYJET UK LTD	S	220	0	2	1.8	32.9	34.7	13.5	11.3	4.5	0.0	0.5	0.0	0.0	0.9	16	60.8	15	184	
<b>TOTAL EDINBURGH</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>32.9</b>	<b>34.7</b>	<b>13.5</b>	<b>11.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>60.7</b>	<b>16</b>	<b>212</b>	
GATWICK	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	47	2	
GATWICK	EASYJET EUROPE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
GATWICK	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	95	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74</b>	<b>50.0</b>	<b>47</b>	<b>2</b>	
GLASGOW	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	
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	28	22	
GLASGOW	EASYJET UK LTD	S	184	0	4	2.1	31.9	36.2	10.1	8.5	9.0	0.0	0.0	0.0	0.0	2.1	16	60.3	24	146	
<b>TOTAL GLASGOW</b>			<b>184</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>31.9</b>	<b>36.2</b>	<b>10.1</b>	<b>8.5</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>59.1</b>	<b>24</b>	<b>169</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	64	0	0	4.7	50.0	26.6	12.5	1.6	3.1	0.0	1.6	0.0	0.0	0.0	11	88.7	16	62	
GUERNSEY	FLYBE LTD	S	27	0	0	0.0	59.3	37.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>52.7</b>	<b>29.7</b>	<b>9.9</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.7</b>	<b>16</b>	<b>62</b>	
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	84.4	10	45	
HAWARDEN	LOGANAIR LTD	C	48	0	0	20.8	56.3	16.7	4.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL HAWARDEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>56.3</b>	<b>16.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.4</b>	<b>10</b>	<b>45</b>	
INVERNESS	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	
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	19	8	
INVERNESS	EASYJET UK LTD	S	58	0	3	0.0	21.3	29.5	13.1	19.7	9.8	1.6	0.0	0.0	0.0	4.9	25	79.6	15	54	
<b>TOTAL INVERNESS</b>			<b>58</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.3</b>	<b>29.5</b>	<b>13.1</b>	<b>19.7</b>	<b>9.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>25</b>	<b>79.7</b>	<b>15</b>	<b>64</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	50.0	10	2	
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	0.0	0.0	61.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	75.0	15	16	
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>19</b>	<b>72.2</b>	<b>14</b>	<b>18</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	24	2	
JERSEY	FLYBE LTD	S	58	0	9	3.0	55.2	16.4	6.0	3.0	0.0	3.0	0.0	0.0	0.0	13.4	10	81.1	10	74	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 JERSEY</b>			<b>58</b>	<b>0</b>	<b>9</b>	<b>3.0</b>	<b>55.2</b>	<b>16.4</b>	<b>6.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.4</b>	<b>10</b>	<b>80.3</b>	<b>10</b>	<b>76</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK 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	17	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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>100.0</b>	<b>5</b>	<b>1</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	68.8	19	16	
NEWCASTLE	EASYJET UK LTD	S	122	0	0	9.0	34.4	28.7	13.9	9.8	1.6	2.5	0.0	0.0	0.0	0.0	14	63.9	23	108	
<b>TOTAL NEWCASTLE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>34.4</b>	<b>28.7</b>	<b>13.9</b>	<b>9.8</b>	<b>1.6</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>64.5</b>	<b>23</b>	<b>124</b>	
STANSTED	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	70	1	
STANSTED	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>70</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1040</b>	<b>0</b>	<b>22</b>	<b>3.9</b>	<b>35.8</b>	<b>30.9</b>	<b>11.8</b>	<b>9.1</b>	<b>5.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>67.8</b>	<b>18</b>	<b>971</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	50.0	28	2	
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>28</b>	<b>2</b>	
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>28</b>	<b>2</b>	
<b>TOTAL BRISTOL</b>			<b>6403</b>	<b>0</b>	<b>52</b>	<b>3.7</b>	<b>28.9</b>	<b>34.6</b>	<b>13.5</b>	<b>11.1</b>	<b>5.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>61.8</b>	<b>22</b>	<b>6586</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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
						15 m early	early	late	late	late	late	late	late	late							
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	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	10	76.9	16	13
BURGAS	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	34	9
BURGAS	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	30.0	10.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	65	50.0	23	10
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>68.8</b>	<b>23</b>	<b>32</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>68.8</b>	<b>23</b>	<b>32</b>
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	8	1	0	0.0	0.0	0.0	22.2	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	41	60.0	22	10
LARNACA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	20.0	34	10
<b>TOTAL LARNACA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>30</b>	<b>40.0</b>	<b>28</b>	<b>20</b>
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	16.7	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	25	12.5	33	8
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>12.5</b>	<b>33</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>13.9</b>	<b>27.8</b>	<b>41.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>32.1</b>	<b>29</b>	<b>28</b>
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>10</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																					
NICE	AERO4M	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
<b>TOTAL NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	98	1	0	1.0	14.1	47.5	14.1	13.1	6.1	2.0	1.0	0.0	1.0	0.0	0.0	22	63.3	25	90
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>1.0</b>	<b>14.1</b>	<b>47.5</b>	<b>14.1</b>	<b>13.1</b>	<b>6.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.3</b>	<b>25</b>	<b>90</b>
TARBES-LOURDES INTERNATIONAL	ALBA STAR	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	0	0
TARBES-LOURDES INTERNATIONAL	ALK Airlines/Air Lubo	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TARBES-LOURDES INTERNATIONAL	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>41</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>101</b>	<b>1</b>	<b>0</b>	<b>2.0</b>	<b>13.7</b>	<b>47.1</b>	<b>13.7</b>	<b>13.7</b>	<b>5.9</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.0</b>	<b>25</b>	<b>92</b>
<b>GERMANY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
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	18
<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>18</b>
BRAUNSCHWEIG	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	6	1
<b>TOTAL BRAUNSCHWEIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</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	62.5	37	8
<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>62.5</b>	<b>37</b>	<b>8</b>
MUNICH	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1
MUNICH	FLYBE LTD	S	18	0	0	0.0	5.6	33.3	16.7	38.9	5.6	0.0	0.0	0.0	0.0	0.0	26	61.1	17	18
<b>TOTAL MUNICH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>57.9</b>	<b>19</b>	<b>19</b>
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.1</b>	<b>14</b>	<b>46</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	JOTA AVIATION LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GIBRALTAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	11	8
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
HERAKLION	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	40.0	27	10
<b>TOTAL HERAKLION</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>40.0</b>	<b>27</b>	<b>10</b>
KEFALLINIA	TUI AIRWAYS LTD	C	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	70.0	19	10
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>19</b>	<b>10</b>
KOS	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	22.2	27.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	36	100.0	4	9
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</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>100.0</b>	<b>4</b>	<b>9</b>
RHODES	THOMAS COOK AIRLINES LTD	C	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	30	62.5	43	8
RHODES	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	16.7	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	40	37.5	33	8
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>17.9</b>	<b>32.1</b>	<b>28.6</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>50.0</b>	<b>38</b>	<b>16</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	11.1	33.3	16.7	33.3	5.6	0.0	0.0	0.0	0.0	0.0	27	55.6	15	18
ZAKINTHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	56.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	30	10
<b>TOTAL ZAKINTHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>44.1</b>	<b>20.6</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>53.6</b>	<b>21</b>	<b>28</b>
<b>TOTAL GREECE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>16.1</b>	<b>38.1</b>	<b>21.2</b>	<b>15.3</b>	<b>6.8</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>60.5</b>	<b>22</b>	<b>81</b>
<b>IRISH REPUBLIC</b>																				
CORK	FLYBE LTD	S	16	0	0	0.0	25.0	68.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	18	18
<b>TOTAL CORK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>68.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>18</b>	<b>18</b>
DUBLIN	FLYBE LTD	S	130	0	2	4.5	29.5	44.7	12.9	3.0	3.8	0.0	0.0	0.0	0.0	1.5	11	76.2	13	130
<b>TOTAL DUBLIN</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>29.5</b>	<b>44.7</b>	<b>12.9</b>	<b>3.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>76.2</b>	<b>13</b>	<b>130</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>29.1</b>	<b>47.3</b>	<b>12.2</b>	<b>2.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>77.7</b>	<b>14</b>	<b>148</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>ITALY</b>																					
BERGAMO	TRADE AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
<b>TOTAL BERGAMO</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>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MILAN (MALPENSA)	FLYBE LTD	S	18	0	0	0.0	16.7	33.3	22.2	11.1	11.1	5.6	0.0	0.0	0.0	32	64.3	31	28		
<b>TOTAL MILAN (MALPENSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>64.3</b>	<b>31</b>	<b>28</b>		
NAPLES	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ROME (FIUMICINO)	FLYBE LTD	S	18	0	0	0.0	22.2	33.3	11.1	27.8	5.6	0.0	0.0	0.0	0.0	21	33.3	50	18		
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>33.3</b>	<b>50</b>	<b>18</b>		
VENICE	FLYBE LTD	S	16	0	2	0.0	5.6	38.9	16.7	16.7	11.1	0.0	0.0	0.0	0.0	26	55.6	13	18		
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>26</b>	<b>55.6</b>	<b>13</b>	<b>18</b>		
VERONA VILLAFRANCA	FLYBE LTD	S	18	0	0	0.0	22.2	38.9	5.6	16.7	0.0	11.1	5.6	0.0	0.0	40	37.5	43	16		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>5.6</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>40</b>	<b>37.5</b>	<b>43</b>	<b>16</b>		
<b>TOTAL ITALY</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.3</b>	<b>33.7</b>	<b>16.9</b>	<b>15.7</b>	<b>7.2</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>28</b>	<b>50.0</b>	<b>33</b>	<b>80</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	0.0	38.9	55.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>55.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>55.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	175	1	2	1.1	50.0	39.9	6.2	1.1	0.0	0.0	0.0	0.0	0.6	1.1	5	92.7	4	175	
<b>TOTAL AMSTERDAM</b>			<b>175</b>	<b>1</b>	<b>2</b>	<b>1.1</b>	<b>50.0</b>	<b>39.9</b>	<b>6.2</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>1.1</b>	<b>5</b>	<b>92.7</b>	<b>4</b>	<b>175</b>	
<b>TOTAL NETHERLANDS</b>			<b>175</b>	<b>1</b>	<b>2</b>	<b>1.1</b>	<b>50.0</b>	<b>39.9</b>	<b>6.2</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>1.1</b>	<b>5</b>	<b>92.7</b>	<b>4</b>	<b>175</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	34	0	0	2.9	23.5	50.0	14.7	2.9	0.0	2.9	2.9	0.0	0.0	0.0	19	56.8	15	44	
FARO	RYANAIR	S	18	0	0	11.1	33.3	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18		
FARO	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	2	100.0	2	8		
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>51.7</b>	<b>8.3</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>0.0</b>	<b>12</b>	<b>71.4</b>	<b>11</b>	<b>70</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>51.7</b>	<b>8.3</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>0.0</b>	<b>12</b>	<b>71.4</b>	<b>11</b>	<b>70</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	14.5	41.9	35.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	4	79.0	9	62		
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>41.9</b>	<b>35.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.0</b>	<b>9</b>	<b>62</b>		
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>41.9</b>	<b>35.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.0</b>	<b>9</b>	<b>62</b>		
<b>SPAIN</b>																					
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	38.9	11.1	5.6	11.1	0.0	0.0	0.0	0.0	12	72.2	12	18		
ALICANTE	VUELING AIRLINES	S	54	0	0	0.0	16.7	44.4	18.5	13.0	0.0	3.7	3.7	0.0	0.0	0.0	28	60.0	24	45	
<b>TOTAL ALICANTE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>43.1</b>	<b>16.7</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>63.5</b>	<b>21</b>	<b>63</b>	
BARCELONA	RYANAIR	S	17	1	0	0.0	22.2	50.0	11.1	0.0	5.6	0.0	5.6	0.0	5.6	0.0	24	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
BARCELONA	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	743	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	56.0	27	24	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>47.4</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>64</b>	<b>56.0</b>	<b>27</b>	<b>24</b>	
IBIZA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	23	8	
IBIZA	TUI AIRWAYS LTD	C	28	0	0	7.1	39.3	28.6	7.1	3.6	7.1	0.0	7.1	0.0	0.0	0.0	31	73.1	13	26	
<b>TOTAL IBIZA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>28.6</b>	<b>7.1</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>31</b>	<b>70.6</b>	<b>16</b>	<b>34</b>	
MADRID	IBERIA EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	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>77.8</b>	<b>10</b>	<b>18</b>	
MAHON	TUI AIRWAYS LTD	C	26	0	0	0.0	34.6	50.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	9	18	
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>50.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
MALAGA	RYANAIR	S	28	0	0	3.6	7.1	39.3	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	55.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	10	18	
MALAGA	VUELING AIRLINES	S	46	0	0	2.2	32.6	54.3	4.3	4.3	2.2	0.0	0.0	0.0	0.0	0.0	6	75.0	26	44	
<b>TOTAL MALAGA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>23.9</b>	<b>50.0</b>	<b>14.1</b>	<b>8.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.4</b>	<b>21</b>	<b>62</b>	
PALMA DE MALLORCA	EUROWINGS LUFTVERKEHRS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	8	10	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	6	26	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	55	0	0	7.3	36.4	41.8	9.1	5.5	0.0	0.0	0.0	0.0	0.0	0.0	6	82.0	6	50	
PALMA DE MALLORCA	VUELING AIRLINES	S	38	0	0	0.0	36.8	36.8	10.5	13.2	2.6	0.0	0.0	0.0	0.0	0.0	12	86.1	7	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>34.5</b>	<b>43.6</b>	<b>9.1</b>	<b>8.2</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>84.4</b>	<b>6</b>	<b>122</b>	
REUS	THOMAS COOK AIRLINES 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	11	80.0	22	10	
REUS	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	8	10	
<b>TOTAL REUS</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>10</b>	<b>80.0</b>	<b>15</b>	<b>20</b>	
<b>TOTAL SPAIN</b>			<b>364</b>	<b>1</b>	<b>0</b>	<b>2.5</b>	<b>29.0</b>	<b>44.1</b>	<b>11.5</b>	<b>8.5</b>	<b>1.9</b>	<b>0.5</b>	<b>1.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>16</b>	<b>75.4</b>	<b>14</b>	<b>361</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8	
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	18	
<b>TOTAL ARRECIFE</b>			<b>16</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>5</b>	<b>53.8</b>	<b>16</b>	<b>26</b>	
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	5	50.0	24	8	
<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>5</b>	<b>50.0</b>	<b>24</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	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	100.0	0	10	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	6	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES 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	4	100.0	0	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	62.5	18	8	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 TENERIFE (SURREINA SOFIA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>50.0</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.9</b>	<b>4</b>	<b>42</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>27.9</b>	<b>52.9</b>	<b>13.2</b>	<b>2.9</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>75.0</b>	<b>10</b>	<b>76</b>
ZURICH	SWISS AIRLINES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL ZURICH</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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES 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	0.0	10	0.0	0	0
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	26	10
ANTALYA	THOMAS COOK AIRLINES LTD	C	6	2	0	0.0	0.0	0.0	25.0	25.0	12.5	12.5	0.0	0.0	25.0	0.0	59	87.5	9	8
ANTALYA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	0.0	37.5	0.0	0.0	25.0	0.0	0.0	0.0	79	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>14</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>70</b>	<b>55.6</b>	<b>19</b>	<b>18</b>
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	10	8
DALAMAN	THOMAS COOK AIRLINES LTD	C	26	0	0	0.0	3.8	26.9	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	44	33.3	21	18
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	44.4	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	30	44.4	25	18
<b>TOTAL DALAMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>6.8</b>	<b>34.1</b>	<b>20.5</b>	<b>15.9</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>43.2</b>	<b>21</b>	<b>44</b>
<b>TOTAL TURKEY</b>			<b>58</b>	<b>2</b>	<b>0</b>	<b>1.7</b>	<b>5.0</b>	<b>30.0</b>	<b>18.3</b>	<b>20.0</b>	<b>10.0</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>46</b>	<b>46.8</b>	<b>20</b>	<b>62</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	13	19
<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>76.2</b>	<b>13</b>	<b>19</b>
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	85	3	6	2.1	41.5	41.5	1.1	2.1	0.0	2.1	0.0	0.0	3.2	6.4	6	96.6	1	88
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>85</b>	<b>3</b>	<b>6</b>	<b>2.1</b>	<b>41.5</b>	<b>41.5</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>6.4</b>	<b>6</b>	<b>96.6</b>	<b>1</b>	<b>88</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	94	0	5	0.0	29.3	50.5	4.0	9.1	2.0	0.0	0.0	0.0	0.0	5.1	9	84.7	6	98
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>94</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>29.3</b>	<b>50.5</b>	<b>4.0</b>	<b>9.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>9</b>	<b>84.7</b>	<b>6</b>	<b>98</b>
EAST MIDLANDS INTERNATIONAL	AERO4M	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	148	2	4	1.9	22.1	47.4	9.1	7.1	4.5	3.9	0.0	0.0	1.3	2.6	17	75.4	14	113
<b>TOTAL EDINBURGH</b>			<b>148</b>	<b>2</b>	<b>4</b>	<b>1.9</b>	<b>22.1</b>	<b>47.4</b>	<b>9.1</b>	<b>7.1</b>	<b>4.5</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>2.6</b>	<b>17</b>	<b>75.4</b>	<b>14</b>	<b>113</b>
GLASGOW	FLYBE LTD	S	42	0	2	0.0	40.9	31.8	6.8	2.3	9.1	4.5	0.0	0.0	0.0	4.5	20	97.1	3	34

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 GLASGOW</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.9</b>	<b>31.8</b>	<b>6.8</b>	<b>2.3</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>20</b>	<b>97.1</b>	<b>3</b>	<b>34</b>
GUERNSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
JERSEY	FLYBE LTD	S	24	0	2	0.0	15.4	50.0	3.8	7.7	7.7	7.7	0.0	0.0	0.0	7.7	28	100.0	1	32
<b>TOTAL JERSEY</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.4</b>	<b>50.0</b>	<b>3.8</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>7.7</b>	<b>28</b>	<b>100.0</b>	<b>1</b>	<b>32</b>
NEWCASTLE	EASTERN AIRWAYS	S	10	32	2	4.5	15.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	72.7	4.5	0	73.0	21	63
<b>TOTAL NEWCASTLE</b>			<b>10</b>	<b>32</b>	<b>2</b>	<b>4.5</b>	<b>15.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.7</b>	<b>4.5</b>	<b>0</b>	<b>73.0</b>	<b>21</b>	<b>63</b>
STANSTED	TRADE AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STORNOWAY	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	13	0.0	0	0
<b>TOTAL STORNOWAY</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>407</b>	<b>37</b>	<b>21</b>	<b>1.5</b>	<b>28.2</b>	<b>41.5</b>	<b>4.9</b>	<b>5.6</b>	<b>3.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>4.5</b>	<b>13</b>	<b>85.0</b>	<b>9</b>	<b>465</b>
<b>USA</b>																				
BOSTON	SWISS AIRLINES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL BOSTON</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CARDIFF WALES</b>			<b>1767</b>	<b>45</b>	<b>27</b>	<b>2.3</b>	<b>27.3</b>	<b>41.7</b>	<b>11.1</b>	<b>8.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>2.4</b>	<b>1.5</b>	<b>16</b>	<b>75.6</b>	<b>14</b>	<b>1778</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>BULGARIA</b>																					
BURGAS	BH AIR	C	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8		
BURGAS	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	44.4	5.6	16.7	5.6	0.0	0.0	0.0	0.0	16	77.8	8	18		
<b>TOTAL BURGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.8</b>	<b>8</b>	<b>26</b>		
<b>TOTAL BULGARIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.8</b>	<b>8</b>	<b>26</b>		
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8		
<b>TOTAL DUBROVNIK</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>13</b>	<b>87.5</b>	<b>6</b>	<b>8</b>		
PULA	TUI AIRWAYS LTD	C	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		
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>87.5</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</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>7</b>	<b>87.5</b>	<b>6</b>	<b>8</b>		
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8		
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>5</b>	<b>8</b>		
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	44.4	0.0	33.3	0.0	5.6	0.0	0.0	0.0	24	44.4	19	18		
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>44.4</b>	<b>19</b>	<b>18</b>		
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>46.4</b>	<b>7.1</b>	<b>21.4</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.7</b>	<b>15</b>	<b>26</b>		
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
NICE	GAMA AVIATION (UK) LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
<b>TOTAL NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	26	0	0	3.8	11.5	50.0	26.9	0.0	7.7	0.0	0.0	0.0	0.0	16	77.3	16	44		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>50.0</b>	<b>26.9</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>16</b>	<b>77.3</b>	<b>16</b>	<b>44</b>		
TARBES-LOURDES INTERNATIONAL	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
TARBES-LOURDES INTERNATIONAL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	95	0.0	60	2		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>50.0</b>	<b>30</b>	<b>4</b>		
<b>TOTAL FRANCE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</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>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>17</b>	<b>48</b>		
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	17	0	0	0.0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	12	94.4	5	18		
<b>TOTAL CORFU</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.4</b>	<b>5</b>	<b>18</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
HERAKLION	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
<b>TOTAL HERAKLION</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>9</b>
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	87.5	4	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.5</b>	<b>4</b>	<b>8</b>
KOS	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	44.4	22.2	11.1	5.6	0.0	0.0	11.1	0.0	0.0	130	70.0	13	10
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</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>130</b>	<b>70.0</b>	<b>13</b>	<b>10</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	66.7	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	75.0	13	8
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>13</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.1</b>	<b>49.3</b>	<b>18.3</b>	<b>9.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>86.8</b>	<b>7</b>	<b>53</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	26	0	0	0.0	11.5	69.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>69.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DEBRECEN	WIZZ AIR	S	18	0	0	0.0	5.6	33.3	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL DEBRECEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>54.5</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	FLYBE LTD	S	60	0	0	8.3	51.7	38.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1	74.2	22	62
<b>TOTAL DUBLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>51.7</b>	<b>38.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>74.2</b>	<b>22</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>51.7</b>	<b>38.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>74.2</b>	<b>22</b>	<b>62</b>
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	60.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	24	70.0	17	10
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>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>24</b>	<b>70.0</b>	<b>17</b>	<b>10</b>
<b>TOTAL ITALY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>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>24</b>	<b>70.0</b>	<b>17</b>	<b>10</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	26	0	0	23.1	42.3	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.9	19	26
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>76.9</b>	<b>19</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>76.9</b>	<b>19</b>	<b>26</b>
<b>LITHUANIA</b>																				
VILNIUS	WIZZ AIR	S	28	0	0	25.0	46.4	14.3	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	7	66.7	14	18
<b>TOTAL VILNIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	60	0	2	6.5	48.4	37.1	1.6	0.0	3.2	0.0	0.0	0.0	0.0	3.2	5	83.9	10	62
<b>TOTAL AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>48.4</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>5</b>	<b>83.9</b>	<b>10</b>	<b>62</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>48.4</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>5</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	44	0	0	20.5	36.4	27.3	6.8	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	59.1	26	44	
<b>TOTAL GDANSK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>36.4</b>	<b>27.3</b>	<b>6.8</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>10</b>	<b>59.1</b>	<b>26</b>	<b>44</b>	
KATOWICE	WIZZ AIR	S	44	0	0	9.1	45.5	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	45.5	35	44	
<b>TOTAL KATOWICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>31.8</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>45.5</b>	<b>35</b>	<b>44</b>	
KRAKOW	WIZZ AIR	S	26	0	0	0.0	19.2	50.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>50.0</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	WIZZ AIR	S	26	0	0	3.8	30.8	50.0	7.7	3.8	0.0	0.0	0.0	3.8	0.0	0.0	63	26.9	33	26	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>50.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>26.9</b>	<b>33</b>	<b>26</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	36	0	0	8.3	36.1	41.7	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	97.2	3	36	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.1</b>	<b>41.7</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>97.2</b>	<b>3</b>	<b>36</b>	
WROCLAW	WIZZ AIR	S	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	61.1	33	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>0.0</b>	<b>1</b>	<b>61.1</b>	<b>33</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>38.1</b>	<b>36.6</b>	<b>9.8</b>	<b>3.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>58.9</b>	<b>25</b>	<b>168</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	16	0	0	12.5	18.8	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	15	26	
FARO	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	2	18	
FARO	VISTAJET LTD MALTA	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FARO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>53.8</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>84.1</b>	<b>10</b>	<b>44</b>	
<b>TOTAL PORTUGAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>53.8</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>84.1</b>	<b>10</b>	<b>44</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	44	0	0	0.0	2.3	4.5	9.1	38.6	29.5	11.4	4.5	0.0	0.0	0.0	79	30.8	50	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>4.5</b>	<b>9.1</b>	<b>38.6</b>	<b>29.5</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>79</b>	<b>30.8</b>	<b>50</b>	<b>26</b>	
CLUJ NAPOCA	WIZZ AIR	S	26	0	0	0.0	7.7	30.8	11.5	26.9	23.1	0.0	0.0	0.0	0.0	0.0	35	33.3	28	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>30.8</b>	<b>11.5</b>	<b>26.9</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>33.3</b>	<b>28</b>	<b>18</b>	
<b>TOTAL ROMANIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.3</b>	<b>14.3</b>	<b>10.0</b>	<b>34.3</b>	<b>27.1</b>	<b>7.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>31.8</b>	<b>41</b>	<b>44</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	26	0	0	19.2	23.1	46.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	12	28	
ALICANTE	GAMA AVIATION (UK) LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
ALICANTE	TUI AIRWAYS LTD	C	26	0	0	0.0	23.1	65.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	5	18	
<b>TOTAL ALICANTE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>22.6</b>	<b>54.7</b>	<b>11.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.8</b>	<b>9</b>	<b>46</b>	
BARCELONA	KLASJET UAB	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GIRONA	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GIRONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18	
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	100.0	1	16	
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
MALAGA	FLYBE LTD	S	18	0	0	5.6	22.2	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	65.4	12	26	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	38.9	11.1	16.7	0.0	0.0	0.0	5.6	0.0	0.0	53	61.1	14	18	
<b>TOTAL MALAGA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>41.7</b>	<b>13.9</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>0.0</b>	<b>31</b>	<b>63.6</b>	<b>13</b>	<b>44</b>	
PALMA DE MALLORCA	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	76	18	
PALMA DE MALLORCA	FLYBE LTD	S	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	9	18	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	42	0	0	4.8	31.0	33.3	14.3	9.5	4.8	2.4	0.0	0.0	0.0	0.0	17	96.3	2	27	
<b>TOTAL PALMA DE MALLORCA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>42.3</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.5</b>	<b>25</b>	<b>63</b>	
REUS	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	70.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	18	75.0	8	8	
<b>TOTAL REUS</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>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>18</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.4</b>	<b>48.1</b>	<b>11.0</b>	<b>7.2</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.2</b>	<b>14</b>	<b>196</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	5.9	35.3	35.3	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	6	18	
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>35.3</b>	<b>5.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	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	13	88.9	3	9	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>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>88.9</b>	<b>3</b>	<b>9</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
TENERIFE (SURREINA SOFIA)	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	80.0	26	10	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	44.4	0.0	0.0	0.0	11.1	5.6	5.6	0.0	0.0	56	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>88.9</b>	<b>15</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>32.6</b>	<b>37.2</b>	<b>2.3</b>	<b>9.3</b>	<b>2.3</b>	<b>4.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>86.7</b>	<b>9</b>	<b>45</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	121	10	
ANTALYA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>31</b>	<b>20.0</b>	<b>121</b>	<b>10</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
BODRUM (MILAS)	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	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	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	88.9	5	18
DALAMAN	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	25.0	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.8</b>	<b>35.3</b>	<b>26.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.3</b>	<b>46</b>	<b>28</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	50	0	4	0.0	25.9	50.0	7.4	7.4	1.9	0.0	0.0	0.0	0.0	7.4	9	72.7	10	42
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>25.9</b>	<b>50.0</b>	<b>7.4</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>7.4</b>	<b>9</b>	<b>72.7</b>	<b>10</b>	<b>42</b>
BIGGIN HILL	CATREUS AOC 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 BIGGIN HILL</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>
JERSEY	FLYBE LTD	S	61	0	0	3.3	47.5	32.8	8.2	4.9	3.3	0.0	0.0	0.0	0.0	0.0	8	69.4	15	62
<b>TOTAL JERSEY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>47.5</b>	<b>32.8</b>	<b>8.2</b>	<b>4.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.4</b>	<b>15</b>	<b>62</b>
NEWQUAY	FLYBE LTD	S	26	0	0	0.0	50.0	46.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	12	26
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>46.2</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>3</b>	<b>84.6</b>	<b>12</b>	<b>26</b>
<b>TOTAL UNITED KINGDOM</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>40.1</b>	<b>41.5</b>	<b>7.0</b>	<b>4.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>7</b>	<b>73.5</b>	<b>13</b>	<b>130</b>
<b>USA</b>																				
SANFORD	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SANFORD</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 USA</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 DONCASTER</b>			<b>1103</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>30.6</b>	<b>40.1</b>	<b>9.7</b>	<b>7.8</b>	<b>4.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>73.4</b>	<b>17</b>	<b>994</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>																					
GRAZ	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GRAZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	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 BURGAS</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
ST ETIENNE	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL ST ETIENNE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																					
STUTT GART	EASTERN AIRWAYS	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL STUTT GART</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>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>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	124	0	2	0.0	34.9	45.2	14.3	4.0	0.0	0.0	0.0	0.0	0.0	1.6	7	97.7	3	133	
<b>TOTAL AMSTERDAM</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.9</b>	<b>45.2</b>	<b>14.3</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>1.6</b>	<b>7</b>	<b>97.7</b>	<b>3</b>	<b>133</b>	
<b>TOTAL NETHERLANDS</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.9</b>	<b>45.2</b>	<b>14.3</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>1.6</b>	<b>7</b>	<b>97.7</b>	<b>3</b>	<b>133</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	111	0	23	10.4	41.0	17.2	4.5	3.0	6.0	0.7	0.0	0.0	0.0	17.2	11	54.8	24	114	
<b>TOTAL ABERDEEN</b>			<b>111</b>	<b>0</b>	<b>23</b>	<b>10.4</b>	<b>41.0</b>	<b>17.2</b>	<b>4.5</b>	<b>3.0</b>	<b>6.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.2</b>	<b>11</b>	<b>54.8</b>	<b>24</b>	<b>114</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.0	0	0	
HUMBERSIDE	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	88.9	1	8	
<b>TOTAL HUMBERSIDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>1</b>	<b>8</b>	
JERSEY	FLYBE LTD	S	8	0	0	0.0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	48	50.0	33	8	
<b>TOTAL JERSEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>48</b>	<b>50.0</b>	<b>33</b>	<b>8</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>129</b>	<b>0</b>	<b>23</b>	<b>10.5</b>	<b>40.8</b>	<b>17.8</b>	<b>4.6</b>	<b>3.9</b>	<b>5.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.1</b>	<b>13</b>	<b>56.6</b>	<b>23</b>	<b>130</b>	
<b>TOTAL DURHAM TEES</b>			<b>264</b>	<b>0</b>	<b>25</b>	<b>5.5</b>	<b>38.4</b>	<b>30.4</b>	<b>9.0</b>	<b>4.2</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>10</b>	<b>76.5</b>	<b>13</b>	<b>264</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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>BELGIUM</b>																				
BRUSSELS	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	65.6	23	85	
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.6</b>	<b>23</b>	<b>85</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.6</b>	<b>23</b>	<b>85</b>	
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	11	0	0	0.0	9.1	45.5	27.3	0.0	9.1	9.1	0.0	0.0	0.0	32	94.4	3	18	
BURGAS	JET2.COM LTD	S	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	15	100.0	4	10	
BURGAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	31	8	
<b>TOTAL BURGAS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>43.6</b>	<b>25.6</b>	<b>0.0</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>TOTAL BULGARIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>43.6</b>	<b>25.6</b>	<b>0.0</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	16	0	0	6.3	12.5	50.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	9	72.2	9	18	
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	8	
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>45.8</b>	<b>25.0</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>9</b>	<b>73.1</b>	<b>9</b>	<b>26</b>	
PULA	TUI AIRWAYS LTD	C	10	0	0	10.0	50.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20	90.0	6	10	
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
SPLIT	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	8	0.0	0	0	
SPLIT	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	19	18	
<b>TOTAL SPLIT</b>			<b>9</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>6</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>27.9</b>	<b>44.2</b>	<b>16.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.1</b>	<b>12</b>	<b>54</b>	
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	17	0	0	0.0	11.8	17.6	29.4	29.4	11.8	0.0	0.0	0.0	0.0	28	64.7	16	17	
LARNACA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	59	70.0	9	10	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	37	60.0	14	10	
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.1</b>	<b>21.2</b>	<b>27.3</b>	<b>27.3</b>	<b>12.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>64.9</b>	<b>14</b>	<b>37</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	22.2	44.4	16.7	16.7	0.0	0.0	0.0	0.0	0.0	14	72.2	15	18	
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	38.9	27.8	16.7	0.0	11.1	0.0	0.0	0.0	35	35.3	30	17	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	29.4	17.6	17.6	23.5	5.9	0.0	0.0	0.0	40	52.9	18	17	
<b>TOTAL PAPHOS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>37.7</b>	<b>20.8</b>	<b>17.0</b>	<b>7.5</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>53.8</b>	<b>21</b>	<b>52</b>	
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.3</b>	<b>31.4</b>	<b>23.3</b>	<b>20.9</b>	<b>9.3</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>58.4</b>	<b>18</b>	<b>89</b>	
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	18	0	0	16.7	44.4	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	2	72.2	23	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>23</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>23</b>	<b>18</b>	
<b>FRANCE</b>																				
ALBERT - PICARDIE	SPRINTAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

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ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 ALBERT - PICARDIE</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>	
BERGERAC	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	100.0	2	18	
<b>TOTAL BERGERAC</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>100.0</b>	<b>2</b>	<b>18</b>	
CARCASSONNE	RYANAIR	S	18	0	0	5.6	16.7	50.0	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	66.7	14	18	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
DINARD	RYANAIR	S	18	0	0	5.6	27.8	33.3	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	61.5	21	26	
<b>TOTAL DINARD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.5</b>	<b>21</b>	<b>26</b>	
LIMOGES	RYANAIR	S	26	0	0	7.7	65.4	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	65.4	13	26	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>65.4</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>65.4</b>	<b>13</b>	<b>26</b>	
NANTES	RYANAIR	S	18	0	0	11.1	22.2	55.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL NANTES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>55.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (LE BOURGET)	AERO4M	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	32	0.0	0	0	
<b>TOTAL PARIS (LE BOURGET)</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	87	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>87</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>38.2</b>	<b>39.2</b>	<b>3.9</b>	<b>7.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.0</b>	<b>15</b>	<b>90</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	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	2	92.3	16	26	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>16</b>	<b>26</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	74	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>74</b>	<b>1</b>	
COLOGNE BONN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.2</b>	<b>18</b>	<b>29</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	8	0	0	0.0	0.0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	34	37.5	23	8	
<b>TOTAL CHANIA</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>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>37.5</b>	<b>23</b>	<b>8</b>	
CORFU	JET2.COM LTD	S	18	0	0	11.1	33.3	22.2	11.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	21	61.1	20	18	
CORFU	RYANAIR	S	16	0	0	0.0	12.5	37.5	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	18	42.3	32	26	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	12	18	
CORFU	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	55.6	5.6	0.0	0.0	5.6	5.6	0.0	0.0	0.0	24	100.0	2	18	
<b>TOTAL CORFU</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.4</b>	<b>37.1</b>	<b>24.3</b>	<b>4.3</b>	<b>4.3</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.3</b>	<b>18</b>	<b>80</b>	
HERAKLION	JET2.COM LTD	S	20	0	0	20.0	15.0	15.0	35.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	20	75.0	13	20	
HERAKLION	TUI AIRWAYS LTD	C	17	0	0	5.9	11.8	52.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	26.9	23	26	
<b>TOTAL HERAKLION</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>13.5</b>	<b>32.4</b>	<b>29.7</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>0.0</b>	<b>16</b>	<b>47.8</b>	<b>18</b>	<b>46</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	
KAVALA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	50.0	42	4	
<b>TOTAL KAVALA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>50.0</b>	<b>42</b>	<b>4</b>	
KEFALLINIA	JET2.COM LTD	S	10	0	0	40.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8	
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
<b>TOTAL KEFALLINIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</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>93.8</b>	<b>5</b>	<b>16</b>	
KOS	JET2.COM LTD	S	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	37.5	36	8	
KOS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	33.3	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	23	43.8	37	16	
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>38.5</b>	<b>34.6</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>22</b>	<b>41.7</b>	<b>37</b>	<b>24</b>	
RHODES	JET2.COM LTD	S	21	0	0	4.8	9.5	33.3	19.0	14.3	19.0	0.0	0.0	0.0	0.0	0.0	27	68.4	17	18	
RHODES	RYANAIR	S	16	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	20.0	39	10	
RHODES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	13	8	
RHODES	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	42.3	15.4	26.9	3.8	0.0	0.0	0.0	0.0	0.0	21	53.8	54	26	
<b>TOTAL RHODES</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>9.6</b>	<b>37.0</b>	<b>21.9</b>	<b>20.5</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>55.6</b>	<b>36</b>	<b>62</b>	
SALONIKA	JET2.COM LTD	S	10	0	0	10.0	10.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	20	8	
SALONIKA	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	8	10	
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	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	25.0	63	4	
<b>TOTAL SKIATHOS</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>23</b>	<b>25.0</b>	<b>63</b>	<b>4</b>	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZAKINTHOS	JET2.COM LTD	S	20	0	1	9.5	9.5	47.6	14.3	4.8	9.5	0.0	0.0	0.0	0.0	4.8	16	54.5	21	22	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	15.4	46.2	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	28	
ZAKINTHOS	TUI AIRWAYS LTD	C	28	0	0	3.6	32.1	17.9	21.4	17.9	0.0	3.6	3.6	0.0	0.0	0.0	26	71.4	10	28	
<b>TOTAL ZAKINTHOS</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>20.0</b>	<b>36.0</b>	<b>24.0</b>	<b>9.3</b>	<b>2.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>67.9</b>	<b>13</b>	<b>78</b>	
<b>TOTAL GREECE</b>			<b>332</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>16.2</b>	<b>34.8</b>	<b>24.0</b>	<b>12.3</b>	<b>5.1</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>60.4</b>	<b>22</b>	<b>340</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	5.6	38.9	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	18	
BUDAPEST	RYANAIR	S	28	0	0	0.0	28.6	46.4	10.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	65.4	33	26	
<b>TOTAL BUDAPEST</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>32.6</b>	<b>45.7</b>	<b>6.5</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.5</b>	<b>24</b>	<b>44</b>	
<b>TOTAL HUNGARY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>32.6</b>	<b>45.7</b>	<b>6.5</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.5</b>	<b>24</b>	<b>44</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	96	0	0	0.0	39.6	41.7	4.2	8.3	4.2	2.1	0.0	0.0	0.0	0.0	14	64.7	17	114	
<b>TOTAL DUBLIN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.6</b>	<b>41.7</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.7</b>	<b>17</b>	<b>114</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	2.3	18.2	43.2	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	15	61.4	18	44	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.2</b>	<b>43.2</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>15</b>	<b>61.4</b>	<b>18</b>	<b>44</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
SHANNON	RYANAIR	S	18	0	0	0.0	22.2	27.8	22.2	5.6	22.2	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>31.6</b>	<b>40.5</b>	<b>11.4</b>	<b>8.2</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>16</b>	<b>63.8</b>	<b>17</b>	<b>158</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	25	0	0	0.0	24.0	64.0	4.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	27	23.1	47	26	
<b>TOTAL BERGAMO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>64.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>23.1</b>	<b>47</b>	<b>26</b>	
BRINDISI	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	
<b>TOTAL BRINDISI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	2	
NAPLES	RYANAIR	S	18	0	0	0.0	5.6	44.4	5.6	16.7	27.8	0.0	0.0	0.0	0.0	0.0	31	30.8	45	25	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	18	
<b>TOTAL NAPLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>13.9</b>	<b>38.9</b>	<b>8.3</b>	<b>19.4</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>52.2</b>	<b>29</b>	<b>45</b>	
PISA	JET2.COM LTD	S	8	0	0	0.0	75.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	34	87.5	8	8	
PISA	RYANAIR	S	18	0	0	0.0	16.7	27.8	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	5.6	35	18	
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>23.1</b>	<b>26.9</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>30.8</b>	<b>27</b>	<b>26</b>	
ROME (CIAMPINO)	RYANAIR	S	16	0	0	0.0	18.8	31.3	25.0	6.3	12.5	0.0	6.3	0.0	0.0	0.0	34	67.9	20	28	
<b>TOTAL ROME (CIAMPINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</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>34</b>	<b>67.9</b>	<b>20</b>	<b>28</b>	
TREVISO	RYANAIR	S	26	0	0	0.0	26.9	38.5	15.4	3.8	15.4	0.0	0.0	0.0	0.0	0.0	24	25.0	45	28	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>38.5</b>	<b>15.4</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>24</b>	<b>25.0</b>	<b>45</b>	<b>28</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	10	0	0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>22.9</b>	<b>40.7</b>	<b>15.0</b>	<b>9.3</b>	<b>7.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>43.2</b>	<b>31</b>	<b>161</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	28	0	0	3.6	25.0	32.1	10.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	76.9	11	26	
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>32.1</b>	<b>10.7</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>32.1</b>	<b>10.7</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	8	0	0	12.5	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	8	
MALTA	RYANAIR	S	28	0	0	7.1	28.6	32.1	14.3	14.3	3.6	0.0	0.0	0.0	0.0	0.0	14	38.5	28	26	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>38.9</b>	<b>13.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>23</b>	<b>34</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>38.9</b>	<b>13.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>23</b>	<b>34</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	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	35	66.7	24	3	
<b>TOTAL CANCUN</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>35</b>	<b>66.7</b>	<b>24</b>	<b>3</b>	
<b>TOTAL MEXICO</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>35</b>	<b>66.7</b>	<b>24</b>	<b>3</b>	
<b>MOROCCO</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	0.0	18	1	
<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>0.0</b>	<b>18</b>	<b>1</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	62	0	0	1.6	24.2	37.1	11.3	14.5	6.5	1.6	3.2	0.0	0.0	0.0	25	74.2	31	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>24.2</b>	<b>37.1</b>	<b>11.3</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.2</b>	<b>31</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>24.2</b>	<b>37.1</b>	<b>11.3</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.2</b>	<b>31</b>	<b>62</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	28	0	0	3.6	53.6	17.9	14.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	11	26	
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>53.6</b>	<b>17.9</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>0.0</b>	<b>8</b>	<b>69.2</b>	<b>11</b>	<b>26</b>	
LODZ LUBLINEK	RYANAIR	S	17	0	0	0.0	5.9	47.1	5.9	29.4	0.0	11.8	0.0	0.0	0.0	0.0	36	52.9	24	17	
<b>TOTAL LODZ LUBLINEK</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>47.1</b>	<b>5.9</b>	<b>29.4</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>36</b>	<b>52.9</b>	<b>24</b>	<b>17</b>	
RZESZOW	RYANAIR	S	26	0	0	3.8	53.8	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	57.7	24	26	
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>42.3</b>	<b>0.0</b>	<b>0.0</b>	<b>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>57.7</b>	<b>24</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	0.0	22.2	55.6	0.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	44.0	35	25	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>44.0</b>	<b>35</b>	<b>25</b>	
WROCLAW	RYANAIR	S	36	0	0	8.3	47.2	13.9	13.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	61.4	18	44	
<b>TOTAL WROCLAW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>47.2</b>	<b>13.9</b>	<b>13.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>61.4</b>	<b>18</b>	<b>44</b>	
<b>TOTAL POLAND</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>40.8</b>	<b>31.2</b>	<b>8.0</b>	<b>10.4</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>14</b>	<b>58.0</b>	<b>22</b>	<b>138</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	90	0	0	16.7	56.7	21.1	3.3	1.1	0.0	0.0	1.1	0.0	0.0	0.0	5	87.5	6	80	
FARO	RYANAIR	S	113	0	0	0.9	25.7	46.0	22.1	4.4	0.9	0.0	0.0	0.0	0.0	0.0	10	71.1	13	114	
FARO	TUI AIRWAYS LTD	C	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	3	0.0	0	0	
<b>TOTAL FARO</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>40.3</b>	<b>34.6</b>	<b>13.7</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>10</b>	<b>194</b>	
LISBON	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	73	0.0	0	0	
<b>TOTAL LISBON</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>73</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>40.1</b>	<b>34.4</b>	<b>13.7</b>	<b>2.8</b>	<b>0.9</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>77.8</b>	<b>10</b>	<b>194</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM 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	1	70.0	13	10	
FUNCHAL	TUI AIRWAYS LTD	C	10	0	0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>50.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.0</b>	<b>7</b>	<b>20</b>	
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>50.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.0</b>	<b>7</b>	<b>20</b>	
<b>RUSSIA</b>																					
SAMARA/KUYBYSHEV	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	121	2	
<b>TOTAL SAMARA/KUYBYSHEV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>121</b>	<b>2</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 RUSSIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>121</b>	<b>2</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>ALICANTE</b>	JET2.COM LTD	S	88	0	0	28.4	34.1	29.5	3.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	2	88
<b>ALICANTE</b>	RYANAIR	S	152	0	0	7.9	34.9	45.4	5.9	3.3	2.0	0.7	0.0	0.0	0.0	0.0	8	66.2	20	151
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	50.0	5.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	20	72.2	12	18
<b>TOTAL ALICANTE</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>32.9</b>	<b>40.3</b>	<b>5.0</b>	<b>4.7</b>	<b>1.9</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>76.4</b>	<b>13</b>	<b>258</b>
<b>ALMERIA</b>	JET2.COM LTD	S	18	0	0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18
<b>TOTAL ALMERIA</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>100.0</b>	<b>1</b>	<b>18</b>
<b>BARCELONA</b>	RYANAIR	S	62	0	0	1.6	16.1	35.5	22.6	8.1	9.7	4.8	1.6	0.0	0.0	0.0	29	45.2	26	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>35.5</b>	<b>22.6</b>	<b>8.1</b>	<b>9.7</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>45.2</b>	<b>26</b>	<b>62</b>
<b>GIRONA</b>	JET2.COM LTD	S	18	0	0	16.7	66.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	48	18
<b>GIRONA</b>	RYANAIR	S	18	0	0	5.6	5.6	11.1	27.8	33.3	11.1	5.6	0.0	0.0	0.0	0.0	40	5.6	82	18
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>36.1</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</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>21</b>	<b>36.1</b>	<b>65</b>	<b>36</b>
<b>IBIZA</b>	JET2.COM LTD	S	61	0	1	4.8	32.3	41.9	14.5	4.8	0.0	0.0	0.0	0.0	0.0	1.6	7	86.2	5	58
<b>IBIZA</b>	RYANAIR	S	18	0	0	5.6	33.3	38.9	5.6	5.6	0.0	0.0	11.1	0.0	0.0	0.0	27	88.9	10	18
<b>IBIZA</b>	THOMAS COOK AIRLINES LTD	S	18	0	1	5.3	52.6	21.1	5.3	5.3	0.0	0.0	0.0	5.3	0.0	5.3	94	100.0	2	18
<b>IBIZA</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	41.2	41.2	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	18	81.3	12	16
<b>TOTAL IBIZA</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>37.1</b>	<b>37.9</b>	<b>10.3</b>	<b>4.3</b>	<b>0.9</b>	<b>0.9</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>1.7</b>	<b>25</b>	<b>88.2</b>	<b>7</b>	<b>110</b>
<b>MAHON</b>	JET2.COM LTD	S	36	0	0	8.3	52.8	25.0	5.6	0.0	5.6	2.8	0.0	0.0	0.0	0.0	12	83.3	19	36
<b>MAHON</b>	RYANAIR	S	17	0	0	0.0	23.5	29.4	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	21	44.4	39	18
<b>MAHON</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	21	18
<b>MAHON</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	10	18
<b>TOTAL MAHON</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.9</b>	<b>32.6</b>	<b>9.0</b>	<b>3.4</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.0</b>	<b>22</b>	<b>90</b>
<b>MALAGA</b>	JET2.COM LTD	S	64	0	0	6.3	45.3	35.9	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	15	62
<b>MALAGA</b>	RYANAIR	S	114	0	0	18.4	36.0	34.2	5.3	5.3	0.9	0.0	0.0	0.0	0.0	0.0	6	76.1	11	112
<b>MALAGA</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	50.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	8	18
<b>TOTAL MALAGA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>38.7</b>	<b>36.1</b>	<b>5.7</b>	<b>5.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.3</b>	<b>12</b>	<b>192</b>
<b>MURCIA INTERNATIONAL</b>	RYANAIR	S	62	0	0	1.6	40.3	45.2	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>40.3</b>	<b>45.2</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MURCIA SAN JAVIER</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	85.5	7	62
<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>85.5</b>	<b>7</b>	<b>62</b>
<b>PALMA DE MALLORCA</b>	AIR EUROPA	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	5	20.0	58	10
<b>PALMA DE MALLORCA</b>	JET2.COM LTD	S	106	0	0	10.4	29.2	44.3	11.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5	87.3	8	110
<b>PALMA DE MALLORCA</b>	RYANAIR	S	125	0	0	4.8	33.6	40.8	9.6	8.0	1.6	0.8	0.8	0.0	0.0	0.0	12	76.6	12	124
<b>PALMA DE MALLORCA</b>	THOMAS COOK AIRLINES LTD	S	36	0	0	2.8	27.8	50.0	11.1	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	80.6	9	36

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	3.6	53.6	17.9	14.3	3.6	7.1	0.0	0.0	0.0	0.0	0.0	14	92.3	8	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>33.3</b>	<b>40.9</b>	<b>11.2</b>	<b>6.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.4</b>	<b>11</b>	<b>306</b>	
REUS	JET2.COM LTD	S	26	0	0	15.4	50.0	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	4	28	
REUS	RYANAIR	S	18	0	0	5.6	22.2	44.4	0.0	5.6	22.2	0.0	0.0	0.0	0.0	0.0	23	50.0	30	18	
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>31.8</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.1</b>	<b>14</b>	<b>46</b>	
SEVILLE	RYANAIR	S	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	3	66.7	9	18	
<b>TOTAL SEVILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
VALENCIA	RYANAIR	S	36	0	0	11.1	47.2	22.2	11.1	2.8	2.8	2.8	0.0	0.0	0.0	0.0	10	70.6	42	34	
<b>TOTAL VALENCIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>47.2</b>	<b>22.2</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.6</b>	<b>42</b>	<b>34</b>	
<b>TOTAL SPAIN</b>			<b>1234</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>35.8</b>	<b>37.2</b>	<b>8.8</b>	<b>5.3</b>	<b>2.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>76.2</b>	<b>15</b>	<b>1232</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	26	0	0	34.6	23.1	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	7	28	
ARRECIFE	RYANAIR	S	34	0	0	11.8	50.0	26.5	5.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	100.0	4	36	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	31.3	18.8	18.8	18.8	0.0	12.5	0.0	0.0	0.0	0.0	36	50.0	15	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	8	
<b>TOTAL ARRECIFE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>40.5</b>	<b>27.4</b>	<b>8.3</b>	<b>4.8</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.6</b>	<b>7</b>	<b>90</b>	
FUERTEVENTURA	JET2.COM LTD	S	20	0	0	10.0	40.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	11	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	87.5	7	8	
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>28.6</b>	<b>51.8</b>	<b>10.7</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>7</b>	<b>84.6</b>	<b>8</b>	<b>52</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	44.4	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18	
LAS PALMAS	RYANAIR	S	18	0	0	27.8	38.9	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	14	
LAS PALMAS	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	16	8	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>36.1</b>	<b>30.6</b>	<b>30.6</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.0</b>	<b>4</b>	<b>40</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	44	0	0	43.2	18.2	29.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	6	44	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	62	0	0	4.8	41.9	41.9	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	75.8	20	62	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	16	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	24	0	0	4.2	12.5	45.8	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	85.2	6	27	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>27.0</b>	<b>41.9</b>	<b>6.8</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>8</b>	<b>80.1</b>	<b>13</b>	<b>151</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>31.2</b>	<b>38.6</b>	<b>7.4</b>	<b>4.6</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>84.1</b>	<b>9</b>	<b>333</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>BALE MULHOUSE</b>	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	9	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>GENEVA</b>	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
<b>TOTAL GENEVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	19	8	
<b>ANTALYA</b>	JET2.COM LTD	S	21	0	1	4.5	13.6	40.9	22.7	9.1	4.5	0.0	0.0	0.0	0.0	4.5	15	70.0	11	10	
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	8	8	
<b>TOTAL ANTALYA</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>12.9</b>	<b>38.7</b>	<b>25.8</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>65.4</b>	<b>12</b>	<b>26</b>	
<b>BODRUM (MILAS)</b>	JET2.COM LTD	S	9	0	1	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	0.0	76	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>3</b>	<b>0.0</b>	<b>76</b>	<b>2</b>	
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	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	32	0.0	0	0	
<b>DALAMAN</b>	JET2.COM LTD	S	29	0	0	3.4	31.0	44.8	3.4	10.3	3.4	3.4	0.0	0.0	0.0	0.0	18	60.0	16	20	
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	38.5	38.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	22	52.9	25	17	
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	14	0	0	28.6	14.3	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	7	10	
<b>TOTAL DALAMAN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>16.4</b>	<b>43.8</b>	<b>15.1</b>	<b>12.3</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.7</b>	<b>17</b>	<b>47</b>	
<b>TOTAL TURKEY</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>16.7</b>	<b>40.4</b>	<b>17.5</b>	<b>11.4</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>61.3</b>	<b>17</b>	<b>75</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	200	0	6	1.5	26.7	42.2	9.7	7.3	6.8	2.4	0.5	0.0	0.0	2.9	19	84.2	9	218	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>200</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>26.7</b>	<b>42.2</b>	<b>9.7</b>	<b>7.3</b>	<b>6.8</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>84.2</b>	<b>9</b>	<b>218</b>	
<b>BIRMINGHAM</b>	JET2.COM LTD	S	1	0	1	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BRISTOL</b>	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL 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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	FLYBE LTD	S	116	0	0	11.2	44.8	23.3	4.3	12.9	1.7	1.7	0.0	0.0	0.0	0.0	12	88.1	8	160	
<b>TOTAL EDINBURGH</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>44.8</b>	<b>23.3</b>	<b>4.3</b>	<b>12.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.1</b>	<b>8</b>	<b>160</b>	
<b>GATWICK</b>	BH AIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>GATWICK</b>	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	66	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
GLASGOW	FLYBE LTD	S	98	0	2	0.0	49.0	31.0	6.0	4.0	7.0	1.0	0.0	0.0	0.0	2.0	12	74.3	25	148
GLASGOW	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	21	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>48.5</b>	<b>30.7</b>	<b>6.9</b>	<b>4.0</b>	<b>6.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>74.3</b>	<b>25</b>	<b>148</b>
GUERNSEY	AURIGNY AIR SERVICES	S	43	0	0	4.7	34.9	39.5	16.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	9	77.3	12	44
<b>TOTAL GUERNSEY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>34.9</b>	<b>39.5</b>	<b>16.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.3</b>	<b>12</b>	<b>44</b>
JERSEY	FLYBE LTD	S	61	0	1	4.8	46.8	24.2	8.1	9.7	4.8	0.0	0.0	0.0	0.0	1.6	11	79.0	10	62
<b>TOTAL JERSEY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>46.8</b>	<b>24.2</b>	<b>8.1</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>79.0</b>	<b>10</b>	<b>62</b>
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	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>48</b>	<b>1</b>
NORWICH	BH AIR	C	3	0	0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	82	0.0	0	0
<b>TOTAL NORWICH</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>33.3</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>
SOUTHAMPTON	AURIGNY AIR SERVICES	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 SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>529</b>	<b>0</b>	<b>10</b>	<b>4.1</b>	<b>37.5</b>	<b>33.2</b>	<b>8.3</b>	<b>7.8</b>	<b>5.4</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>15</b>	<b>81.7</b>	<b>13</b>	<b>633</b>
<b>USA</b>																				
SANFORD	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	16	3
<b>TOTAL SANFORD</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>20</b>	<b>66.7</b>	<b>16</b>	<b>3</b>
<b>TOTAL USA</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>20</b>	<b>66.7</b>	<b>16</b>	<b>3</b>
<b>TOTAL EAST MIDLANDS</b>			<b>3681</b>	<b>0</b>	<b>15</b>	<b>7.2</b>	<b>31.9</b>	<b>36.6</b>	<b>11.3</b>	<b>7.6</b>	<b>3.7</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>72.6</b>	<b>16</b>	<b>3862</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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>AUSTRIA</b>																					
INNSBRUCK	FLYBE LTD	C	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	8		
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>13</b>	<b>8</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	100.0	7	2			
VIENNA	EASYJET UK LTD	S	26	0	1	0.0	37.0	40.7	7.4	7.4	0.0	0.0	3.7	0.0	3.7	61	70.8	16	24		
VIENNA	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	89.5	14	19			
<b>TOTAL VIENNA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>37.0</b>	<b>40.7</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>61</b>	<b>80.0</b>	<b>15</b>	<b>45</b>		
<b>TOTAL AUSTRIA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.4</b>	<b>42.9</b>	<b>8.6</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>50</b>	<b>79.2</b>	<b>15</b>	<b>53</b>		
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	116	0	0	0.0	14.7	35.3	21.6	14.7	13.8	0.0	0.0	0.0	25	62.6	24	113			
<b>TOTAL BRUSSELS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>35.3</b>	<b>21.6</b>	<b>14.7</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.6</b>	<b>24</b>	<b>113</b>			
CHARLEROI	RYANAIR	S	44	0	0	0.0	15.9	25.0	34.1	22.7	2.3	0.0	0.0	0.0	22	65.9	16	44			
<b>TOTAL CHARLEROI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>25.0</b>	<b>34.1</b>	<b>22.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.9</b>	<b>16</b>	<b>44</b>			
<b>TOTAL BELGIUM</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>32.5</b>	<b>25.0</b>	<b>16.9</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>63.5</b>	<b>22</b>	<b>157</b>			
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	0.0	22.2	27.8	16.7	5.6	16.7	11.1	0.0	0.0	35	70.4	17	27			
BURGAS	JET2.COM LTD	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
<b>TOTAL BURGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>30.8</b>	<b>11.5</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>70.4</b>	<b>17</b>	<b>27</b>			
SOFIA	RYANAIR	S	16	0	0	0.0	6.3	31.3	31.3	25.0	6.3	0.0	0.0	0.0	25	0.0	0	0			
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>31.0</b>	<b>19.0</b>	<b>16.7</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>70.4</b>	<b>17</b>	<b>27</b>			
<b>CANADA</b>																					
TORONTO	AIR CANADA	S	36	0	1	0.0	18.9	35.1	21.6	21.6	0.0	0.0	0.0	0.0	2.7	16	41.2	66	34		
<b>TOTAL TORONTO</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.9</b>	<b>35.1</b>	<b>21.6</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>41.2</b>	<b>66</b>	<b>34</b>		
<b>TOTAL CANADA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.9</b>	<b>35.1</b>	<b>21.6</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>41.2</b>	<b>66</b>	<b>34</b>		
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	25	0	0	28.0	32.0	12.0	4.0	16.0	0.0	8.0	0.0	0.0	21	88.9	17	36			
<b>TOTAL BEIJING</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>32.0</b>	<b>12.0</b>	<b>4.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>17</b>	<b>36</b>			
<b>TOTAL CHINA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>32.0</b>	<b>12.0</b>	<b>4.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>17</b>	<b>36</b>			
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
DUBROVNIK	EASYJET UK LTD	S	26	0	0	0.0	7.7	53.8	26.9	7.7	3.8	0.0	0.0	0.0	16	66.7	19	24			
DUBROVNIK	JET2.COM LTD	S	18	0	0	0.0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	12	83.3	8	18			
<b>TOTAL DUBROVNIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>47.7</b>	<b>25.0</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>14</b>	<b>44</b>			
PULA	JET2.COM LTD	S	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	9	31.3	48	16			
PULA	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	87.5	6	8			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 PULA</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>50.0</b>	<b>34</b>	<b>24</b>
<b>SPLIT</b>	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	40	72.2	16	18
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>40</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.3</b>	<b>45.0</b>	<b>26.7</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.4</b>	<b>20</b>	<b>86</b>
<b>CYPRUS</b>																				
<b>LARNACA</b>	JET2.COM LTD	S	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	8
<b>LARNACA</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	13	8
<b>TOTAL LARNACA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>57.9</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>16</b>
<b>PAPHOS</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>PAPHOS</b>	EASYJET UK LTD	S	17	0	0	0.0	11.8	29.4	23.5	17.6	11.8	5.9	0.0	0.0	0.0	0.0	33	46.7	27	15
<b>PAPHOS</b>	JET2.COM LTD	S	18	0	0	0.0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	55.6	22	18
<b>PAPHOS</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	22.2	44.4	11.1	0.0	0.0	11.1	11.1	0.0	0.0	146	90.0	6	10
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>40.9</b>	<b>25.0</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>62.2</b>	<b>19</b>	<b>45</b>
<b>TOTAL CYPRUS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>46.0</b>	<b>19.0</b>	<b>9.5</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>65.6</b>	<b>17</b>	<b>61</b>
<b>CZECH REPUBLIC</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	37.5	39	8
<b>PRAGUE</b>	EASYJET UK LTD	S	54	0	0	7.4	42.6	33.3	3.7	7.4	3.7	0.0	1.9	0.0	0.0	0.0	14	95.7	3	46
<b>PRAGUE</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>PRAGUE</b>	RYANAIR	S	26	0	0	0.0	30.8	50.0	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	38.9	33	36
<b>TOTAL PRAGUE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.8</b>	<b>38.8</b>	<b>6.3</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.1</b>	<b>18</b>	<b>91</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.8</b>	<b>38.8</b>	<b>6.3</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.1</b>	<b>18</b>	<b>91</b>
<b>DENMARK</b>																				
<b>BILLUND</b>	RYANAIR	S	16	0	0	0.0	68.8	12.5	6.3	6.3	0.0	0.0	6.3	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL BILLUND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</b>	<b>12.5</b>	<b>6.3</b>	<b>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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</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	75.0	6	4
<b>COPENHAGEN</b>	EASYJET UK LTD	S	34	0	0	0.0	11.8	38.2	11.8	14.7	14.7	2.9	5.9	0.0	0.0	0.0	44	25.0	49	32
<b>COPENHAGEN</b>	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	0.0	14.8	44.4	16.7	14.8	7.4	1.9	0.0	0.0	0.0	0.0	21	37.0	26	54
<b>COPENHAGEN</b>	RYANAIR	S	36	0	0	0.0	30.6	33.3	11.1	19.4	5.6	0.0	0.0	0.0	0.0	0.0	17	22.7	44	44
<b>COPENHAGEN</b>	SAS	S	28	0	0	0.0	46.4	28.6	10.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	45.5	23	41
<b>TOTAL COPENHAGEN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>37.5</b>	<b>13.2</b>	<b>15.8</b>	<b>7.2</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>34.3</b>	<b>34</b>	<b>175</b>
<b>ODENSE</b>	DANISH AIR TRANSPORT	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL ODENSE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
<b>TOTAL DENMARK</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>27.8</b>	<b>34.9</b>	<b>12.4</b>	<b>14.8</b>	<b>6.5</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>34.6</b>	<b>34</b>	<b>176</b>
<b>ESTONIA</b>																				
<b>TALLIN</b>	REGIONAL JET OU	C	0	0	0	0.0	0.0	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 JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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
TALLIN	RYANAIR	S	18	0	0	5.6	66.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>FAROE ISLANDS</b>																				
VAGAR	ATLANTIC 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	75.0	9	4
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	0.0	16.7	27.8	16.7	27.8	11.1	0.0	0.0	0.0	0.0	0.0	29	44.4	22	18
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>20</b>	<b>22</b>
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>20</b>	<b>22</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	82	0	0	0.0	28.0	53.7	8.5	9.8	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	80
<b>TOTAL HELSINKI</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>53.7</b>	<b>8.5</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>10</b>	<b>80.0</b>	<b>9</b>	<b>80</b>
<b>TOTAL FINLAND</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>53.7</b>	<b>8.5</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>10</b>	<b>80.0</b>	<b>9</b>	<b>80</b>
<b>FRANCE</b>																				
BERGERAC	FLYBE LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	25.0	27	8
<b>TOTAL BERGERAC</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>5</b>	<b>25.0</b>	<b>27</b>	<b>8</b>
BEZIERS	RYANAIR	S	18	0	0	0.0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	10	18
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>14</b>	<b>83.3</b>	<b>10</b>	<b>18</b>
BORDEAUX	RYANAIR	S	26	0	0	7.7	61.5	26.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6	65.4	18	26
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>61.5</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.4</b>	<b>18</b>	<b>26</b>
CAEN	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	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 CAEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>
CARCASSONNE	RYANAIR	S	18	0	0	0.0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	34	18
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>14</b>	<b>88.9</b>	<b>34</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	100.0	0	1
LYON	EASYJET EUROPE	S	8	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
LYON	EASYJET UK LTD	S	10	0	0	0.0	50.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	53.3	49	15
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>56.3</b>	<b>46</b>	<b>16</b>
MARSEILLE	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	8	18
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
NANTES	RYANAIR	S	28	0	0	0.0	14.3	60.7	10.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	40	18
<b>TOTAL NANTES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>60.7</b>	<b>10.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>33.3</b>	<b>40</b>	<b>18</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	100.0	2	4
NICE	EASYJET UK LTD	S	45	0	0	0.0	20.0	31.1	17.8	15.6	11.1	2.2	2.2	0.0	0.0	0.0	31	36.8	37	38
<b>TOTAL NICE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>31.1</b>	<b>17.8</b>	<b>15.6</b>	<b>11.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>42.9</b>	<b>34</b>	<b>42</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	124	0	0	0.0	30.6	48.4	12.1	7.3	0.8	0.8	0.0	0.0	0.0	0.0	10	65.1	14	184	
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	50.0	38	12	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	96	0	0	0.0	20.8	32.3	13.5	21.9	11.5	0.0	0.0	0.0	0.0	0.0	26	41.9	40	82	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.4</b>	<b>41.4</b>	<b>12.7</b>	<b>13.6</b>	<b>5.5</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>57.4</b>	<b>23</b>	<b>278</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	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	58.3	31	36	
<b>TOTAL PARIS (ORLY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</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>9</b>	<b>58.3</b>	<b>31</b>	<b>36</b>	
POITIERS	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	15	18	
<b>TOTAL POITIERS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>15</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	25.0	99	8	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION 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	41	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	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	104	1	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	65	0.0	190	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</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>58</b>	<b>18.2</b>	<b>116</b>	<b>11</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	0.0	38.9	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	40	18	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</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>23</b>	<b>50.0</b>	<b>40</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>443</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>25.5</b>	<b>40.6</b>	<b>15.1</b>	<b>12.0</b>	<b>5.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.0</b>	<b>27</b>	<b>526</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	54	0	0	0.0	27.8	57.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>57.4</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>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	8	
BERLIN (TEGEL)	EASYJET UK LTD	S	60	0	2	0.0	16.1	37.1	17.7	12.9	11.3	1.6	0.0	0.0	0.0	3.2	22	44.4	23	54	
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.1</b>	<b>37.1</b>	<b>17.7</b>	<b>12.9</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>22</b>	<b>45.2</b>	<b>22</b>	<b>62</b>		
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	52	0	0	3.8	34.6	42.3	9.6	3.8	5.8	0.0	0.0	0.0	0.0	0.0	11	48.1	32	52	
<b>TOTAL COLOGNE BONN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>42.3</b>	<b>9.6</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>11</b>	<b>48.1</b>	<b>32</b>	<b>52</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	36	0	0	0.0	19.4	41.7	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	40.6	26	32	
<b>TOTAL DUSSELDORF</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>41.7</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>23</b>	<b>40.6</b>	<b>26</b>	<b>32</b>	
FRANKFURT MAIN	LUFTHANSA	S	124	0	0	0.0	13.7	41.1	31.5	10.5	3.2	0.0	0.0	0.0	0.0	0.0	17	43.5	34	124	
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.7</b>	<b>41.1</b>	<b>31.5</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>17</b>	<b>43.5</b>	<b>34</b>	<b>124</b>	
HAHN	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	53.6	20	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 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>53.6</b>	<b>20</b>	<b>28</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	0.0	50	4	
HAMBURG	EASYJET UK LTD	S	32	0	2	0.0	5.9	38.2	23.5	20.6	5.9	0.0	0.0	0.0	0.0	5.9	23	15.2	59	30	
HAMBURG	RYANAIR	S	34	0	0	5.9	35.3	41.2	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	17	36	
<b>TOTAL HAMBURG</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>20.6</b>	<b>39.7</b>	<b>16.2</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>45.2</b>	<b>37</b>	<b>70</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	46	18	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.6</b>	<b>46</b>	<b>18</b>	
MEMMINGEN ALLGAU	RYANAIR	S	18	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	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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	12.5	48	8	
MUNICH	EASYJET UK LTD	S	62	0	0	0.0	12.9	22.6	24.2	14.5	22.6	3.2	0.0	0.0	0.0	0.0	36	33.3	32	54	
MUNICH	EUROWINGS LUFTVERKEHRS	S	44	0	0	2.3	20.5	31.8	29.5	11.4	4.5	0.0	0.0	0.0	0.0	0.0	19	70.4	11	54	
MUNICH	LUFTHANSA	S	26	0	0	0.0	7.7	46.2	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>14.4</b>	<b>30.3</b>	<b>25.8</b>	<b>13.6</b>	<b>13.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>49.1</b>	<b>23</b>	<b>116</b>	
NIEDERRHEIN	RYANAIR	S	26	0	0	15.4	34.6	34.6	3.8	3.8	0.0	3.8	3.8	0.0	0.0	0.0	19	81.3	7	16	
<b>TOTAL NIEDERRHEIN</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>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
STUTT GART	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
STUTT GART	EASYJET UK LTD	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	14	56.3	32	16	
<b>TOTAL STUTT GART</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>14</b>	<b>61.1</b>	<b>29</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>604</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>20.1</b>	<b>40.5</b>	<b>20.1</b>	<b>10.0</b>	<b>6.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>48.1</b>	<b>29</b>	<b>536</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	18	0	0	0.0	16.7	22.2	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	38.9	23	18	
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	66.7	23	3	
ATHENS	EASYJET UK LTD	S	19	0	1	5.0	0.0	15.0	20.0	30.0	20.0	5.0	0.0	0.0	0.0	5.0	43	0.0	39	15	
<b>TOTAL ATHENS</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>7.9</b>	<b>18.4</b>	<b>28.9</b>	<b>21.1</b>	<b>15.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>33</b>	<b>25.0</b>	<b>30</b>	<b>36</b>	
CORFU	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	0.0	0	0	
CORFU	RYANAIR	S	16	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	70	8	
CORFU	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	16	62.5	14	8	
<b>TOTAL CORFU</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>12.5</b>	<b>40.6</b>	<b>21.9</b>	<b>21.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>56.3</b>	<b>42</b>	<b>16</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	16.7	16.7	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	31	40.0	29	15	
HERAKLION	JET2.COM LTD	S	16	0	0	0.0	18.8	56.3	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	77.8	17	18	
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>17.6</b>	<b>17.6</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>24</b>	<b>62.9</b>	<b>21</b>	<b>35</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
KALAMATA	KLASJET UAB	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1	
<b>TOTAL KALAMATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>1</b>	
KEFALLINIA	JET2.COM LTD	S	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	8	
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
KOS	JET2.COM LTD	S	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	87.5	8	8	
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
RHODES	JET2.COM LTD	S	15	0	0	0.0	6.7	26.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	33.3	35	9	
RHODES	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	0.0	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	52	11.1	44	9	
<b>TOTAL RHODES</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>17.4</b>	<b>26.1</b>	<b>30.4</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>34</b>	<b>22.2</b>	<b>40</b>	<b>18</b>	
SALONIKA	JET2.COM LTD	S	10	0	0	20.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	12	10	
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>12</b>	<b>10</b>	
ZAKINTHOS	JET2.COM LTD	S	16	0	0	6.3	43.8	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	15	18	
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.1</b>	<b>15</b>	<b>18</b>	
<b>TOTAL GREECE</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>15.1</b>	<b>32.0</b>	<b>22.1</b>	<b>18.6</b>	<b>7.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>50.7</b>	<b>25</b>	<b>150</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	80.6	12	36	
BUDAPEST	RYANAIR	S	28	0	0	3.6	17.9	32.1	21.4	21.4	3.6	0.0	0.0	0.0	0.0	0.0	17	53.8	35	26	
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>29.5</b>	<b>20.5</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>14</b>	<b>69.4</b>	<b>22</b>	<b>62</b>	
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>29.5</b>	<b>20.5</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>14</b>	<b>69.4</b>	<b>22</b>	<b>62</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	0.0	60	2	
KEFLAVIK	EASYJET UK LTD	S	16	0	0	6.3	6.3	50.0	6.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	21	56.3	31	16	
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	50.0	27	26	
<b>TOTAL KEFLAVIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>30</b>	<b>44</b>	
<b>TOTAL ICELAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>30</b>	<b>44</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	86	0	0	3.5	54.7	39.5	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	9	87.5	7	80	
<b>TOTAL CORK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>54.7</b>	<b>39.5</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>0.0</b>	<b>9</b>	<b>87.5</b>	<b>7</b>	<b>80</b>	
DUBLIN	AER LINGUS	S	388	0	0	1.5	22.2	39.2	19.8	13.1	3.6	0.5	0.0	0.0	0.0	0.0	16	64.6	16	390	
DUBLIN	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
DUBLIN	HAINAN AIRLINES	S	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
DUBLIN	RYANAIR	S	204	0	0	6.9	44.1	30.9	10.8	4.9	2.5	0.0	0.0	0.0	0.0	0.0	8	54.5	23	198	
<b>TOTAL DUBLIN</b>			<b>601</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>30.3</b>	<b>35.9</b>	<b>16.6</b>	<b>10.1</b>	<b>3.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.3</b>	<b>19</b>	<b>589</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	51	0	2	7.5	37.7	24.5	11.3	13.2	0.0	1.9	0.0	0.0	0.0	3.8	14	83.3	14	54	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>51</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>37.7</b>	<b>24.5</b>	<b>11.3</b>	<b>13.2</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>14</b>	<b>83.3</b>	<b>14</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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
SHANNON	AER LINGUS	S	54	0	0	3.7	51.9	40.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.0	7	54
<b>TOTAL SHANNON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>51.9</b>	<b>40.7</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.0</b>	<b>7</b>	<b>54</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>792</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>34.9</b>	<b>35.9</b>	<b>13.6</b>	<b>8.6</b>	<b>2.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>67.3</b>	<b>16</b>	<b>777</b>
ISRAEL																				
TEL AVIV	ISRAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	77	8
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>12.5</b>	<b>77</b>	<b>8</b>
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>12.5</b>	<b>77</b>	<b>8</b>
ITALY																				
BERGAMO	RYANAIR	S	38	0	0	0.0	21.1	28.9	21.1	15.8	7.9	5.3	0.0	0.0	0.0	0.0	28	61.4	25	44
<b>TOTAL BERGAMO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>28.9</b>	<b>21.1</b>	<b>15.8</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>28</b>	<b>61.4</b>	<b>25</b>	<b>44</b>
BOLOGNA	RYANAIR	S	18	0	0	5.6	16.7	38.9	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	8	18
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
FLORENCE	BA CITYFLYER LTD	S	15	0	1	12.5	37.5	25.0	0.0	12.5	0.0	0.0	6.3	0.0	0.0	6.3	19	50.0	312	8
<b>TOTAL FLORENCE</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>12.5</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>19</b>	<b>50.0</b>	<b>312</b>	<b>8</b>
MILAN (LINATE)	ALITALIA (CAI)	S	6	0	0	0.0	33.3	16.7	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	ALITALIA (CAI)	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	72	0.0	0	0
MILAN (MALPENSA)	CARPATAIR	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	35	0.0	0	0
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	18.8	67	16
MILAN (MALPENSA)	EASYJET EUROPE	S	108	0	0	0.0	15.7	34.3	21.3	16.7	8.3	3.7	0.0	0.0	0.0	0.0	26	0.0	0	0
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	32.6	43	92
<b>TOTAL MILAN (MALPENSA)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.2</b>	<b>33.9</b>	<b>20.5</b>	<b>17.0</b>	<b>9.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>30.6</b>	<b>47</b>	<b>108</b>
NAPLES	CARPATAIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0
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	50.0	32	4
NAPLES	EASYJET UK LTD	S	26	0	0	0.0	11.5	46.2	15.4	23.1	3.8	0.0	0.0	0.0	0.0	0.0	22	62.5	17	24
NAPLES	JET2.COM LTD	S	18	0	0	0.0	16.7	38.9	16.7	11.1	5.6	11.1	0.0	0.0	0.0	0.0	31	61.1	19	18
<b>TOTAL NAPLES</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>42.2</b>	<b>15.6</b>	<b>17.8</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>26</b>	<b>60.9</b>	<b>19</b>	<b>46</b>
PISA	RYANAIR	S	26	0	0	0.0	23.1	26.9	19.2	26.9	3.8	0.0	0.0	0.0	0.0	0.0	20	73.1	26	26
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>19.2</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.1</b>	<b>26</b>	<b>26</b>
ROME (CIAMPINO)	RYANAIR	S	44	0	0	2.3	2.3	43.2	15.9	22.7	11.4	2.3	0.0	0.0	0.0	0.0	28	50.0	32	44
<b>TOTAL ROME (CIAMPINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>2.3</b>	<b>43.2</b>	<b>15.9</b>	<b>22.7</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>50.0</b>	<b>32</b>	<b>44</b>
ROME (FIUMICINO)	BLUE PANORAMA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	4
ROME (FIUMICINO)	BULGARIAN AIR CHARTER	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	99	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</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>99</b>	<b>50.0</b>	<b>39</b>	<b>4</b>
TREVISIO	RYANAIR	S	28	0	0	0.0	42.9	35.7	14.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	12	46.2	27	26



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 TREVISO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>35.7</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>12</b>	<b>46.2</b>	<b>27</b>	<b>26</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	16.7	28	6		
VENICE	EASYJET EUROPE	S	35	0	1	0.0	2.8	8.3	22.2	41.7	22.2	0.0	0.0	0.0	2.8	45	0.0	0	0		
VENICE	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.7	23	30			
VENICE	JET2.COM LTD	S	16	0	0	6.3	31.3	31.3	0.0	18.8	12.5	0.0	0.0	0.0	0.0	23	83.3	5	18		
<b>TOTAL VENICE</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>11.5</b>	<b>15.4</b>	<b>15.4</b>	<b>34.6</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>55.6</b>	<b>18</b>	<b>54</b>		
VERONA VILLAFRANCA	CARPATAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	50.0	33.3	11.1	0.0	5.6	0.0	0.0	0.0	9	43.8	28	16			
<b>TOTAL VERONA VILLAFRANCA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.4</b>	<b>36.8</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>43.8</b>	<b>28</b>	<b>16</b>			
<b>TOTAL ITALY</b>			<b>404</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>18.7</b>	<b>32.3</b>	<b>16.7</b>	<b>18.0</b>	<b>10.1</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>26</b>	<b>50.3</b>	<b>35</b>	<b>394</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	8	0	0	0.0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
<b>TOTAL RIGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL LATVIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	5.6	61.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	2	100.0	2	18			
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	28	0	0	0.0	25.0	67.9	7.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>67.9</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>67.9</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>MALTA</b>																					
MALTA	RYANAIR	S	36	0	0	2.8	36.1	30.6	13.9	13.9	0.0	2.8	0.0	0.0	15	44.4	24	36			
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>30.6</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>44.4</b>	<b>24</b>	<b>36</b>			
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>30.6</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>44.4</b>	<b>24</b>	<b>36</b>			
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	6	0	0	0.0	16.7	33.3	0.0	16.7	16.7	16.7	0.0	0.0	60	50.0	37	6			
<b>TOTAL CANCUN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>50.0</b>	<b>37</b>	<b>6</b>			
<b>TOTAL MEXICO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>50.0</b>	<b>37</b>	<b>6</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	45.0	24	20			
AMSTERDAM	EASYJET EUROPE	S	76	0	4	1.3	16.3	21.3	16.3	20.0	15.0	2.5	2.5	0.0	5.0	36	0.0	0	0		
AMSTERDAM	EASYJET UK LTD	S	62	0	0	0.0	9.7	38.7	19.4	21.0	9.7	1.6	0.0	0.0	27	54.0	22	122			
AMSTERDAM	KLM	S	295	0	5	0.7	26.7	43.3	20.3	5.0	1.0	1.0	0.3	0.0	1.7	12	79.4	9	358		
<b>TOTAL AMSTERDAM</b>			<b>433</b>	<b>0</b>	<b>9</b>	<b>0.7</b>	<b>22.4</b>	<b>38.7</b>	<b>19.5</b>	<b>10.0</b>	<b>4.8</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>71.8</b>	<b>13</b>	<b>500</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
EINDHOVEN	RYANAIR	S	26	0	0	0.0	30.8	38.5	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	15	48.3	34	28	
<b>TOTAL EINDHOVEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>48.3</b>	<b>34</b>	<b>28</b>	
<b>TOTAL NETHERLANDS</b>			<b>459</b>	<b>0</b>	<b>9</b>	<b>0.6</b>	<b>22.9</b>	<b>38.7</b>	<b>19.0</b>	<b>10.0</b>	<b>4.9</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>70.5</b>	<b>14</b>	<b>528</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	26	0	0	0.0	34.6	46.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	18	16	
<b>TOTAL BERGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
OSLO (GARDERMOEN)	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	71.4	22	62	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	0	1.6	16.1	35.5	24.2	19.4	0.0	3.2	0.0	0.0	0.0	0.0	21	0.0	0	0	
OSLO (GARDERMOEN)	SAS	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	0.0	0	0	
OSLO (GARDERMOEN)	SAS	S	17	0	0	0.0	52.9	29.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>23.8</b>	<b>35.0</b>	<b>22.5</b>	<b>15.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.2</b>	<b>22</b>	<b>62</b>	
STAVANGER	LOGANAIR LTD	S	36	0	0	5.6	25.0	30.6	25.0	8.3	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.0</b>	<b>30.6</b>	<b>25.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>26.1</b>	<b>35.9</b>	<b>21.8</b>	<b>11.3</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>15</b>	<b>66.3</b>	<b>21</b>	<b>78</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	3.8	38.5	30.8	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	31	26	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>30.8</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.2</b>	<b>31</b>	<b>26</b>	
KATOWICE	RYANAIR	S	16	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	22.2	48	18	
<b>TOTAL KATOWICE</b>			<b>16</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>22.2</b>	<b>48</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	100.0	6	6	
KRAKOW	EASYJET UK LTD	S	36	0	0	2.8	69.4	25.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	11	30	
KRAKOW	RYANAIR	S	36	0	0	0.0	19.4	63.9	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	12	26	
<b>TOTAL KRAKOW</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>44.4</b>	<b>44.4</b>	<b>6.9</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>0.0</b>	<b>7</b>	<b>77.4</b>	<b>11</b>	<b>62</b>	
POZNAN	RYANAIR	S	18	0	0	5.6	38.9	16.7	5.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	30	77.8	8	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</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>30</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	18	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	34	0	0	8.8	26.5	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	6	20	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>41.2</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>9</b>	<b>80.0</b>	<b>6</b>	<b>20</b>	
WROCLAW	RYANAIR	S	18	0	0	0.0	61.1	27.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	66.7	12	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>39.7</b>	<b>37.0</b>	<b>12.0</b>	<b>4.9</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.2</b>	<b>22</b>	<b>180</b>	
<b>PORTUGAL(EXCLUDING</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	JET2.COM LTD	S	60	0	0	8.3	43.3	43.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.6	4	54
FARO	RYANAIR	S	36	0	0	5.6	47.2	33.3	2.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	6	36
<b>TOTAL FARO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>44.8</b>	<b>39.6</b>	<b>3.1</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>4</b>	<b>88.9</b>	<b>5</b>	<b>90</b>
LISBON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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
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	75.0	18	4
LISBON	EASYJET UK LTD	S	26	0	0	0.0	15.4	50.0	3.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	20	62.5	14	24
LISBON	RYANAIR	S	18	0	0	16.7	16.7	27.8	5.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL LISBON</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>15.6</b>	<b>40.0</b>	<b>4.4</b>	<b>15.6</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>64.3</b>	<b>15</b>	<b>28</b>
OPORTO (PORTUGAL)	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	50.0	41	18
<b>TOTAL OPORTO (PORTUGAL)</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>50.0</b>	<b>41</b>	<b>18</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>158</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>34.0</b>	<b>42.8</b>	<b>4.4</b>	<b>7.5</b>	<b>4.4</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>78.7</b>	<b>12</b>	<b>136</b>
FUNCHAL	JET2.COM LTD	S	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
QATAR																				
DOHA HAMAD	QATAR AIRWAYS	S	90	0	0	1.1	36.7	34.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	79.0	10	62
<b>TOTAL DOHA HAMAD</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>36.7</b>	<b>34.4</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.0</b>	<b>10</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>36.7</b>	<b>34.4</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.0</b>	<b>10</b>	<b>62</b>
SLOVAK REPUBLIC																				
BRATISLAVA	RYANAIR	S	16	0	0	6.3	43.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	10	18
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
SPAIN																				
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	100.0	5	2
ALICANTE	EASYJET UK LTD	S	18	0	0	0.0	11.1	44.4	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	35.7	48	14
ALICANTE	JET2.COM LTD	S	60	0	0	1.7	36.7	46.7	13.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	4	57
ALICANTE	RYANAIR	S	54	0	0	0.0	22.2	46.3	16.7	11.1	3.7	0.0	0.0	0.0	0.0	0.0	14	75.9	17	54
<b>TOTAL ALICANTE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>27.3</b>	<b>46.2</b>	<b>14.4</b>	<b>7.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.7</b>	<b>14</b>	<b>127</b>
ALMERIA	JET2.COM LTD	S	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	87.5	4	16
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>4</b>	<b>16</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	0.0	0	0.0	140	1
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	16
BARCELONA	RYANAIR	S	62	0	0	3.2	30.6	50.0	6.5	8.1	0.0	0.0	1.6	0.0	0.0	0.0	11	73.0	15	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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
BARCELONA	VUELING AIRLINES	S	36	0	1	2.7	8.1	16.2	24.3	24.3	18.9	2.7	0.0	0.0	0.0	2.7	36	30.6	52	36
<b>TOTAL BARCELONA</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>22.2</b>	<b>37.4</b>	<b>13.1</b>	<b>14.1</b>	<b>7.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>60.3</b>	<b>27</b>	<b>115</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
BILBAO	EASYJET UK LTD	S	16	0	2	0.0	0.0	27.8	16.7	27.8	16.7	0.0	0.0	0.0	0.0	11.1	41	57.1	16	14
<b>TOTAL BILBAO</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>41</b>	<b>66.7</b>	<b>13</b>	<b>18</b>
GIRONA	JET2.COM LTD	S	16	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	7	18
GIRONA	RYANAIR	S	16	0	0	0.0	43.8	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	43.8	39	16
<b>TOTAL GIRONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>34.4</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.6</b>	<b>22</b>	<b>34</b>
IBIZA	JET2.COM LTD	S	34	0	0	11.8	44.1	29.4	11.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	9	91.7	3	36
IBIZA	RYANAIR	S	18	0	0	0.0	27.8	38.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	50.0	22	18
<b>TOTAL IBIZA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>32.7</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>10</b>	<b>54</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	30.0	49	10
MADRID	EASYJET UK LTD	S	78	0	0	5.1	29.5	35.9	12.8	10.3	5.1	1.3	0.0	0.0	0.0	0.0	15	84.3	7	70
MADRID	ENTER AIR	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
MADRID	IBERIA EXPRESS	S	52	0	0	9.6	34.6	36.5	7.7	9.6	1.9	0.0	0.0	0.0	0.0	0.0	10	84.8	8	46
<b>TOTAL MADRID</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>30.8</b>	<b>36.8</b>	<b>10.5</b>	<b>10.5</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.2</b>	<b>10</b>	<b>126</b>
MAHON	BA CITYFLYER LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	67	37.5	28	8
MAHON	JET2.COM LTD	S	16	0	0	31.3	25.0	25.0	6.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	77.8	8	18
<b>TOTAL MAHON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>20.8</b>	<b>29.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
MALAGA	BA CITYFLYER LTD	C	8	0	0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	10	10
MALAGA	JET2.COM LTD	S	50	0	0	6.0	40.0	36.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	6	79.6	12	54
MALAGA	RYANAIR	S	62	0	0	4.8	41.9	40.3	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	19	63
<b>TOTAL MALAGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>39.2</b>	<b>38.3</b>	<b>10.8</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>76.4</b>	<b>15</b>	<b>127</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	18
<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>88.9</b>	<b>3</b>	<b>18</b>
PALMA DE MALLORCA	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	66.7	26	18
PALMA DE MALLORCA	BA CITYFLYER LTD	S	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	31	87.5	6	8
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	100.0	0	2
PALMA DE MALLORCA	EASYJET EUROPE	S	18	0	0	16.7	38.9	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
PALMA DE MALLORCA	EASYJET UK LTD	S	0	0	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
PALMA DE MALLORCA	JET2.COM LTD	S	60	0	0	0.0	33.3	53.3	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	90.3	5	62
PALMA DE MALLORCA	RYANAIR	S	78	0	0	9.0	29.5	46.2	9.0	5.1	1.3	0.0	0.0	0.0	0.0	0.0	8	72.2	11	72
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	36	0	0	2.8	13.9	27.8	16.7	16.7	11.1	5.6	2.8	2.8	0.0	0.0	62	71.1	15	38

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 PALMA DE MALLORCA</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>23.1</b>	<b>44.5</b>	<b>8.0</b>	<b>8.5</b>	<b>4.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.7</b>	<b>10</b>	<b>216</b>	
REUS	JET2.COM LTD	S	26	0	0	19.2	23.1	34.6	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	10	25	
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>23.1</b>	<b>34.6</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>0.0</b>	<b>10</b>	<b>69.2</b>	<b>10</b>	<b>25</b>	
SANTANDER	RYANAIR	S	18	0	0	11.1	27.8	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	15	18	
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>10</b>	<b>72.2</b>	<b>15</b>	<b>18</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	0.0	21	2	
SEVILLE	EASYJET UK LTD	S	18	0	0	11.1	27.8	44.4	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	87.5	7	16	
SEVILLE	RYANAIR	S	18	0	0	0.0	22.2	55.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.0</b>	<b>50.0</b>	<b>5.6</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
VALENCIA	RYANAIR	S	26	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.4	19	26	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>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>65.4</b>	<b>19</b>	<b>26</b>	
VIGO	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	16	
<b>TOTAL VIGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
ZARAGOZA	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL ZARAGOZA</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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>923</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>30.5</b>	<b>39.4</b>	<b>10.9</b>	<b>8.3</b>	<b>3.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>75.5</b>	<b>14</b>	<b>980</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	25	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	78.9	19	18	
ARRECIFE	RYANAIR	S	18	0	0	5.6	50.0	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	37.5	0.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	3	8	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>31.4</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.4</b>	<b>11</b>	<b>44</b>	
FUERTEVENTURA	JET2.COM LTD	S	16	0	0	0.0	56.3	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	17	
FUERTEVENTURA	RYANAIR	S	16	0	0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	18	
<b>TOTAL FUERTEVENTURA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>50.0</b>	<b>31.3</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>6</b>	<b>35</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	2	18	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	88.9	3	18	
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	10	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.3</b>	<b>3</b>	<b>46</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	33.3	20	3	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	27	0	0	14.8	25.9	25.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	52.2	27	23	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	32	0	0	37.5	37.5	21.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	80.8	7	26	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	18	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	2.8	11.1	50.0	22.2	8.3	0.0	5.6	0.0	0.0	0.0	0.0	20	61.8	15	34	

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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)	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	22.2	22.2	22.2	16.7	0.0	0.0	0.0	0.0	0.0	32	47.1	26	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>23.0</b>	<b>31.9</b>	<b>13.3</b>	<b>9.7</b>	<b>5.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.5</b>	<b>17</b>	<b>121</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>34.5</b>	<b>32.8</b>	<b>9.1</b>	<b>5.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.5</b>	<b>12</b>	<b>246</b>
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	0.0	16.7	44.4	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	0.0	85	18
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>22.2</b>	<b>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>19</b>	<b>0.0</b>	<b>85</b>	<b>18</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	0.0	23.1	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	13	28
STOCKHOLM (ARLANDA)	SAS	S	90	0	0	0.0	21.1	44.4	21.1	13.3	0.0	0.0	0.0	0.0	0.0	0.0	14	68.8	27	112
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>41.4</b>	<b>21.6</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.9</b>	<b>24</b>	<b>140</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	18	0	0	0.0	61.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>40.1</b>	<b>19.7</b>	<b>13.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.1</b>	<b>31</b>	<b>158</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET SWITZERLAND	S	70	0	0	7.1	37.1	42.9	8.6	2.9	1.4	0.0	0.0	0.0	0.0	0.0	7	75.7	10	70
<b>TOTAL BALE MULHOUSE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>37.1</b>	<b>42.9</b>	<b>8.6</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.7</b>	<b>10</b>	<b>70</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	41.7	31	12
GENEVA	EASYJET UK LTD	S	95	0	2	1.0	10.3	42.3	20.6	14.4	7.2	2.1	0.0	0.0	0.0	2.1	23	33.7	36	82
<b>TOTAL GENEVA</b>			<b>95</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>10.3</b>	<b>42.3</b>	<b>20.6</b>	<b>14.4</b>	<b>7.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>23</b>	<b>34.7</b>	<b>35</b>	<b>94</b>
ZURICH	BA CITYFLYER LTD	C	8	0	0	25.0	0.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	35	66.7	21	9
ZURICH	EDELWEISS AIR	S	42	0	0	0.0	21.4	33.3	21.4	16.7	7.1	0.0	0.0	0.0	0.0	0.0	19	64.7	14	34
<b>TOTAL ZURICH</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>18.0</b>	<b>32.0</b>	<b>20.0</b>	<b>16.0</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>21</b>	<b>65.1</b>	<b>15</b>	<b>43</b>
<b>TOTAL SWITZERLAND</b>			<b>215</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>20.7</b>	<b>40.1</b>	<b>16.6</b>	<b>11.1</b>	<b>6.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>54.5</b>	<b>22</b>	<b>207</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	16	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	10	9
ANTALYA	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	76	8
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>41.2</b>	<b>41</b>	<b>17</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
BODRUM (MILAS)	EASYJET UK LTD	S	17	0	1	0.0	11.1	11.1	27.8	33.3	11.1	0.0	0.0	0.0	0.0	5.6	30	25.0	45	15
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.4</b>	<b>17.9</b>	<b>25.0</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>22</b>	<b>27.8</b>	<b>42</b>	<b>17</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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 JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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		
DALAMAN	EASYJET UK LTD	S	18	0	0	0.0	5.6	66.7	11.1	0.0	5.6	11.1	0.0	0.0	0.0	0.0	27	50.0	22	16	
DALAMAN	JET2.COM LTD	S	16	0	0	0.0	18.8	68.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	35	8	
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	5.6	5.6	16.7	0.0	0.0	11.1	0.0	0.0	106	75.0	9	8	
<b>TOTAL DALAMAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>63.5</b>	<b>9.6</b>	<b>1.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>52.9</b>	<b>20</b>	<b>34</b>	
ISTANBUL	THY TURKISH AIRLINES	S	62	0	0	0.0	11.3	29.0	32.3	27.4	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>29.0</b>	<b>32.3</b>	<b>27.4</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0	67.7	13	62	
<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>67.7</b>	<b>13</b>	<b>62</b>	
<b>TOTAL TURKEY</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.9</b>	<b>40.5</b>	<b>21.5</b>	<b>17.1</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>55.0</b>	<b>22</b>	<b>130</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	7	46	
<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>82.6</b>	<b>7</b>	<b>46</b>	
DUBAI	EMIRATES	S	62	0	0	0.0	40.3	43.5	11.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>43.5</b>	<b>11.3</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>43.5</b>	<b>11.3</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>8</b>	<b>82.6</b>	<b>7</b>	<b>46</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	231	0	1	3.0	25.0	39.2	13.4	10.8	6.5	1.7	0.0	0.0	0.0	0.4	18	82.3	11	230	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>25.0</b>	<b>39.2</b>	<b>13.4</b>	<b>10.8</b>	<b>6.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>82.3</b>	<b>11</b>	<b>230</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	69.2	20	26	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	198	0	4	2.0	40.1	23.3	11.4	11.9	6.4	3.0	0.0	0.0	0.0	2.0	19	67.4	19	178	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>198</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>40.1</b>	<b>23.3</b>	<b>11.4</b>	<b>11.9</b>	<b>6.4</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>67.6</b>	<b>19</b>	<b>204</b>		
BIRMINGHAM	FLYBE LTD	S	378	0	8	0.5	25.4	36.3	17.1	9.8	6.2	1.6	1.0	0.0	0.0	2.1	20	63.6	23	371	
<b>TOTAL BIRMINGHAM</b>			<b>378</b>	<b>0</b>	<b>8</b>	<b>0.5</b>	<b>25.4</b>	<b>36.3</b>	<b>17.1</b>	<b>9.8</b>	<b>6.2</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>63.6</b>	<b>23</b>	<b>371</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	57.1	23	28		
BRISTOL	EASYJET UK LTD	S	220	0	2	3.2	28.4	37.4	11.7	12.6	5.4	0.0	0.5	0.0	0.0	0.9	17	59.1	16	184	
<b>TOTAL BRISTOL</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>28.4</b>	<b>37.4</b>	<b>11.7</b>	<b>12.6</b>	<b>5.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>58.9</b>	<b>17</b>	<b>212</b>	
CARDIFF WALES	FLYBE LTD	S	148	0	4	0.0	16.4	48.0	17.8	5.3	5.9	3.3	0.7	0.0	0.0	2.6	21	70.7	23	114	
<b>TOTAL CARDIFF WALES</b>			<b>148</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>16.4</b>	<b>48.0</b>	<b>17.8</b>	<b>5.3</b>	<b>5.9</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>21</b>	<b>70.7</b>	<b>23</b>	<b>114</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	42	0	0	2.4	52.4	28.6	9.5	2.4	4.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
CITY OF DERRY (EGLINTON)	TYROLEAN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>52.4</b>	<b>28.6</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>9</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	116	0	0	6.0	44.0	30.2	6.9	7.8	3.4	1.7	0.0	0.0	0.0	0.0	12	88.8	8	160	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>44.0</b>	<b>30.2</b>	<b>6.9</b>	<b>7.8</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>12</b>	<b>88.8</b>	<b>8</b>	<b>160</b>	
EXETER	FLYBE LTD	S	88	0	0	0.0	19.3	31.8	20.5	23.9	4.5	0.0	0.0	0.0	0.0	0.0	21	75.8	14	62	
<b>TOTAL EXETER</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.3</b>	<b>31.8</b>	<b>20.5</b>	<b>23.9</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>21</b>	<b>75.8</b>	<b>14</b>	<b>62</b>	
GATWICK	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	130	2	
GATWICK	BRITISH AIRWAYS PLC	S	196	0	10	2.9	31.6	36.4	13.6	5.8	3.4	1.5	0.0	0.0	0.0	4.9	14	67.8	16	196	
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	52.9	37	34	
GATWICK	EASYJET UK LTD	S	236	0	8	1.6	20.5	24.2	14.3	15.6	15.6	4.1	0.8	0.0	0.0	3.3	33	42.1	34	208	
<b>TOTAL GATWICK</b>			<b>432</b>	<b>0</b>	<b>18</b>	<b>2.2</b>	<b>25.6</b>	<b>29.8</b>	<b>14.0</b>	<b>11.1</b>	<b>10.0</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>24</b>	<b>54.2</b>	<b>27</b>	<b>440</b>	
GUERNSEY	LOGANAIR LTD	S	18	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	634	0	14	2.0	38.9	33.6	11.7	8.5	2.5	0.3	0.3	0.0	0.0	2.2	11	73.2	15	607	
HEATHROW	FLYBE LTD	S	363	0	1	4.7	27.5	42.6	10.7	6.6	6.0	1.4	0.3	0.0	0.0	0.3	16	80.8	13	240	
<b>TOTAL HEATHROW</b>			<b>997</b>	<b>0</b>	<b>15</b>	<b>3.0</b>	<b>34.8</b>	<b>36.9</b>	<b>11.4</b>	<b>7.8</b>	<b>3.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>75.3</b>	<b>15</b>	<b>847</b>	
ISLAY	LOGANAIR LTD	S	58	0	1	5.1	40.7	30.5	8.5	10.2	0.0	1.7	1.7	0.0	0.0	1.7	15	0.0	0	0	
<b>TOTAL ISLAY</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>40.7</b>	<b>30.5</b>	<b>8.5</b>	<b>10.2</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	LOGANAIR LTD	S	38	0	0	13.2	60.5	23.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	67.9	19	28	
<b>TOTAL ISLE OF MAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>60.5</b>	<b>23.7</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>67.9</b>	<b>19</b>	<b>28</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	100.0	0	2	
JERSEY	EASYJET UK LTD	S	18	0	0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	17	16	
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	68.8	12	16	
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.8</b>	<b>14</b>	<b>34</b>	
KIRKWALL	LOGANAIR LTD	S	169	0	3	7.6	47.1	21.5	8.7	8.1	3.5	0.6	1.2	0.0	0.0	1.7	13	87.0	7	177	
<b>TOTAL KIRKWALL</b>			<b>169</b>	<b>0</b>	<b>3</b>	<b>7.6</b>	<b>47.1</b>	<b>21.5</b>	<b>8.7</b>	<b>8.1</b>	<b>3.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>87.0</b>	<b>7</b>	<b>177</b>	
LEEDS BRADFORD	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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 LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	BA CITYFLYER LTD	S	371	0	13	7.6	40.4	24.7	12.5	7.6	2.3	1.3	0.3	0.0	0.0	3.4	13	71.8	14	360	
LONDON CITY	FLYBE LTD	S	209	0	8	0.9	27.2	37.8	14.7	9.2	4.1	2.3	0.0	0.0	0.0	3.7	17	72.0	18	212	
<b>TOTAL LONDON CITY</b>			<b>580</b>	<b>0</b>	<b>21</b>	<b>5.2</b>	<b>35.6</b>	<b>29.5</b>	<b>13.3</b>	<b>8.2</b>	<b>3.0</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>14</b>	<b>71.8</b>	<b>16</b>	<b>572</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	38.5	34	24	
LUTON	EASYJET UK LTD	S	196	0	0	5.6	32.1	29.6	13.3	9.2	8.2	0.0	2.0	0.0	0.0	0.0	20	52.4	25	168	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>TOTAL LUTON</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>32.1</b>	<b>29.6</b>	<b>13.3</b>	<b>9.2</b>	<b>8.2</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>50.5</b>	<b>26</b>	<b>192</b>
MANCHESTER	FLYBE LTD	S	202	0	6	1.0	29.8	37.5	13.0	10.1	3.8	1.9	0.0	0.0	0.0	2.9	16	69.1	18	202
<b>TOTAL MANCHESTER</b>			<b>202</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>29.8</b>	<b>37.5</b>	<b>13.0</b>	<b>10.1</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>69.1</b>	<b>18</b>	<b>202</b>
NEWCASTLE	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	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>6</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	18	0	0	0.0	22.2	38.9	16.7	0.0	5.6	16.7	0.0	0.0	0.0	0.0	37	75.0	17	16
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>75.0</b>	<b>17</b>	<b>16</b>
NORWICH	LOGANAIR LTD	S	154	0	0	4.5	54.5	23.4	7.1	3.9	5.2	0.6	0.6	0.0	0.0	0.0	12	87.7	13	114
<b>TOTAL NORWICH</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>54.5</b>	<b>23.4</b>	<b>7.1</b>	<b>3.9</b>	<b>5.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.7</b>	<b>13</b>	<b>114</b>
SOUTHAMPTON	FLYBE LTD	S	232	0	1	5.6	26.2	36.1	14.6	8.6	3.9	3.0	1.7	0.0	0.0	0.4	20	72.7	15	231
<b>TOTAL SOUTHAMPTON</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>26.2</b>	<b>36.1</b>	<b>14.6</b>	<b>8.6</b>	<b>3.9</b>	<b>3.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>72.7</b>	<b>15</b>	<b>231</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	43.8	30	32
STANSTED	EASYJET UK LTD	S	224	0	2	1.8	30.5	27.9	13.3	13.3	8.8	2.2	1.3	0.0	0.0	0.9	24	49.5	28	184
STANSTED	RYANAIR	S	32	0	0	3.1	25.0	40.6	21.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	12	32.6	54	228
STANSTED	SUNDAIR GMBH	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL STANSTED</b>			<b>257</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>30.1</b>	<b>29.3</b>	<b>14.3</b>	<b>12.7</b>	<b>7.7</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>40.5</b>	<b>42</b>	<b>444</b>
STORNOWAY	LOGANAIR LTD	S	70	0	2	2.8	38.9	34.7	2.8	4.2	8.3	2.8	2.8	0.0	0.0	2.8	22	78.8	16	77
<b>TOTAL STORNOWAY</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>38.9</b>	<b>34.7</b>	<b>2.8</b>	<b>4.2</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>22</b>	<b>78.8</b>	<b>16</b>	<b>77</b>
SUMBURGH	LOGANAIR LTD	S	163	0	12	5.1	33.1	35.4	6.9	4.0	2.3	2.9	3.4	0.0	0.0	6.9	21	75.7	13	201
<b>TOTAL SUMBURGH</b>			<b>163</b>	<b>0</b>	<b>12</b>	<b>5.1</b>	<b>33.1</b>	<b>35.4</b>	<b>6.9</b>	<b>4.0</b>	<b>2.3</b>	<b>2.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>21</b>	<b>75.7</b>	<b>13</b>	<b>201</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	41	0	10	3.9	27.5	27.5	9.8	7.8	3.9	0.0	0.0	0.0	0.0	19.6	13	80.4	8	45
<b>TOTAL WICK JOHN O GROATS</b>			<b>41</b>	<b>0</b>	<b>10</b>	<b>3.9</b>	<b>27.5</b>	<b>27.5</b>	<b>9.8</b>	<b>7.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.6</b>	<b>13</b>	<b>80.4</b>	<b>8</b>	<b>45</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5064</b>	<b>0</b>	<b>111</b>	<b>3.3</b>	<b>32.7</b>	<b>32.9</b>	<b>12.4</b>	<b>9.1</b>	<b>5.2</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>68.0</b>	<b>19</b>	<b>4975</b>
<b>USA</b>																				
BOSTON	DELTA AIRLINES	S	62	0	0	4.8	35.5	24.2	9.7	11.3	9.7	1.6	3.2	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.5</b>	<b>24.2</b>	<b>9.7</b>	<b>11.3</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	UNITED AIRLINES	S	62	0	0	4.8	37.1	25.8	14.5	14.5	1.6	1.6	0.0	0.0	0.0	0.0	14	79.0	11	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>37.1</b>	<b>25.8</b>	<b>14.5</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.0</b>	<b>11</b>	<b>62</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.5	44	60
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	11.3	33.9	19.4	11.3	11.3	6.5	3.2	3.2	0.0	0.0	0.0	27	62.9	24	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>33.9</b>	<b>19.4</b>	<b>11.3</b>	<b>11.3</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>63.2</b>	<b>34</b>	<b>122</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	61	0	1	8.1	35.5	22.6	11.3	9.7	3.2	6.5	1.6	0.0	0.0	1.6	24	68.8	23	59
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>35.5</b>	<b>22.6</b>	<b>11.3</b>	<b>9.7</b>	<b>3.2</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>68.8</b>	<b>23</b>	<b>59</b>
NEWBURGH/USA	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	75.7	9	35

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 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>75.7</b>	<b>9</b>	<b>35</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	12.9	29.0	29.0	9.7	11.3	4.8	0.0	3.2	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>29.0</b>	<b>29.0</b>	<b>9.7</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</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	80.8	13	26
<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>80.8</b>	<b>13</b>	<b>26</b>
SANFORD	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	28	33.3	23	6
<b>TOTAL SANFORD</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>28</b>	<b>33.3</b>	<b>23</b>	<b>6</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	61	0	1	14.5	51.6	25.8	1.6	1.6	0.0	0.0	3.2	0.0	0.0	1.6	11	83.9	7	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>51.6</b>	<b>25.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>83.9</b>	<b>7</b>	<b>60</b>
<b>TOTAL USA</b>			<b>376</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>36.8</b>	<b>24.6</b>	<b>9.8</b>	<b>10.1</b>	<b>4.5</b>	<b>2.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>72.0</b>	<b>20</b>	<b>370</b>
<b>TOTAL EDINBURGH</b>			<b>11597</b>	<b>0</b>	<b>140</b>	<b>3.4</b>	<b>29.7</b>	<b>35.3</b>	<b>13.8</b>	<b>10.0</b>	<b>4.8</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>65.8</b>	<b>20</b>	<b>11505</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	TUI AIRWAYS LTD	C	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	15	10	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>9</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>15</b>	<b>10</b>	
PAPHOS	TUI AIRWAYS LTD	C	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	33.3	38	9	
<b>TOTAL PAPHOS</b>			<b>0</b>	<b>8</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>33.3</b>	<b>38</b>	<b>9</b>	
<b>TOTAL CYPRUS</b>			<b>0</b>	<b>17</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>42.1</b>	<b>26</b>	<b>19</b>	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	19	8	
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>18</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.0</b>	<b>19</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	116	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.4	10	62	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>116</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>77.4</b>	<b>10</b>	<b>62</b>	
RENNES	FLYBE LTD	S	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	62.5	18	8	
<b>TOTAL RENNES</b>			<b>0</b>	<b>8</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>62.5</b>	<b>18</b>	<b>8</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>142</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.6</b>	<b>12</b>	<b>78</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	20	8	
<b>TOTAL CORFU</b>			<b>0</b>	<b>8</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>20</b>	<b>8</b>	
HERAKLION	TUI AIRWAYS LTD	C	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>0</b>	<b>10</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
RHODES	TUI AIRWAYS LTD	C	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	19	8	
<b>TOTAL RHODES</b>			<b>0</b>	<b>10</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>19</b>	<b>8</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>0</b>	<b>10</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>0</b>	<b>38</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>20</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	0	60	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	69.8	38	62	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>60</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>69.8</b>	<b>38</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>60</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>69.8</b>	<b>38</b>	<b>62</b>	
<b>ITALY</b>																					
NAPLES	RYANAIR	S	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>0</b>	<b>18</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>18</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	FLYBE LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
MALTA	RYANAIR	S	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL MALTA</b>			<b>0</b>	<b>19</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EXETER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 MALTA</b>			<b>0</b>	<b>19</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	FLYBE LTD	S	0	70	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.6	17	62
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>70</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.6</b>	<b>17</b>	<b>62</b>
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>70</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.6</b>	<b>17</b>	<b>62</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	FLYBE LTD	S	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	10	16
<b>FARO</b>	TUI AIRWAYS LTD	C	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	1	8
<b>TOTAL FARO</b>			<b>0</b>	<b>26</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.7</b>	<b>7</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>26</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.7</b>	<b>7</b>	<b>24</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	FLYBE LTD	S	0	36	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	15	36
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>37</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.0</b>	<b>15</b>	<b>36</b>
<b>IBIZA</b>	TUI AIRWAYS LTD	C	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	8
<b>TOTAL IBIZA</b>			<b>0</b>	<b>10</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>0</b>	<b>8</b>
<b>MAHON</b>	TUI AIRWAYS LTD	C	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	4	18
<b>TOTAL MAHON</b>			<b>0</b>	<b>18</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>83.3</b>	<b>4</b>	<b>18</b>
<b>MALAGA</b>	FLYBE LTD	S	0	34	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	66.7	25	36
<b>MALAGA</b>	RYANAIR	S	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MALAGA</b>			<b>0</b>	<b>52</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>66.7</b>	<b>25</b>	<b>36</b>
<b>PALMA DE MALLORCA</b>	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	87.5	4	8
<b>PALMA DE MALLORCA</b>	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	3	10
<b>PALMA DE MALLORCA</b>	FLYBE LTD	S	0	36	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	42.3	45	26
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	0	34	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	92.3	4	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>70</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.9</b>	<b>19</b>	<b>70</b>
<b>TOTAL SPAIN</b>			<b>0</b>	<b>187</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>74.4</b>	<b>17</b>	<b>168</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	0	15	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	4	18
<b>TOTAL ARRECIFE</b>			<b>0</b>	<b>15</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>94.4</b>	<b>4</b>	<b>18</b>
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
<b>TENERIFE (SURREINA SOFIA)</b>	NORWEGIAN AIR INTERNATIONAL	C	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TENERIFE (SURREINA SOFIA)</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	90.0	6	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>0</b>	<b>10</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>90.0</b>	<b>6</b>	<b>10</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: EXETER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 SPAIN(CANARY TURKEY)</b>			<b>0</b>	<b>25</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>94.7</b>	<b>3</b>	<b>38</b>
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>0</b>	<b>3</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	0	16	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.2	15	18
<b>TOTAL DALAMAN</b>			<b>0</b>	<b>16</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.2</b>	<b>15</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>0</b>	<b>19</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.2</b>	<b>15</b>	<b>18</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	0	62	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.3	15	62
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>62</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>82.3</b>	<b>15</b>	<b>62</b>
<b>EDINBURGH</b>	FLYBE LTD	S	0	88	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	67.7	15	62
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>88</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>67.7</b>	<b>15</b>	<b>62</b>
<b>GLASGOW</b>	FLYBE LTD	S	0	62	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	66.1	20	62
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>62</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>66.1</b>	<b>20</b>	<b>62</b>
<b>GUERNSEY</b>	FLYBE LTD	S	0	60	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	86.8	8	53	
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>60</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>98.4</b>	<b>1.6</b>	<b>0</b>	<b>86.8</b>	<b>8</b>	<b>53</b>	
<b>ISLES OF SCILLY (ST.MARYS)</b>	ISLES OF SCILLY SKYBUS	S	0	199	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	91.3	5	206
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>0</b>	<b>199</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.3</b>	<b>5</b>	<b>206</b>
<b>JERSEY</b>	FLYBE LTD	S	0	52	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	83.6	8	55	
<b>TOTAL JERSEY</b>			<b>0</b>	<b>52</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>98.1</b>	<b>1.9</b>	<b>0</b>	<b>83.6</b>	<b>8</b>	<b>55</b>	
<b>LONDON CITY</b>	FLYBE LTD	S	0	57	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.4	17	61
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>57</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.4</b>	<b>17</b>	<b>61</b>
<b>MANCHESTER</b>	FLYBE LTD	S	0	196	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.2	11	191
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>196</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>82.2</b>	<b>11</b>	<b>191</b>
<b>NEWCASTLE</b>	FLYBE LTD	S	0	59	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	75.4	23	61	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>59</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.7</b>	<b>3.3</b>	<b>0</b>	<b>75.4</b>	<b>23</b>	<b>61</b>	
<b>NEWQUAY</b>	ISLES OF SCILLY SKYBUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>
<b>NORWICH</b>	FLYBE LTD	S	0	36	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	4	36
<b>TOTAL NORWICH</b>			<b>0</b>	<b>36</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>94.4</b>	<b>4</b>	<b>36</b>
<b>SOUTHAMPTON</b>	FLYBE LTD	S	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>873</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.5</b>	<b>0.5</b>	<b>0</b>	<b>82.0</b>	<b>12</b>	<b>850</b>	
<b>TOTAL EXETER</b>			<b>0</b>	<b>1494</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.7</b>	<b>0.3</b>	<b>0</b>	<b>79.1</b>	<b>14</b>	<b>1335</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	64	0	0	0.0	7.8	29.7	21.9	20.3	7.8	7.8	3.1	1.6	0.0	0.0	48	52.4	31	63	
TIRANA	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	60.0	23	10	
TIRANA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL TIRANA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.8</b>	<b>29.7</b>	<b>21.9</b>	<b>20.3</b>	<b>7.8</b>	<b>7.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>52.7</b>	<b>30</b>	<b>74</b>	
<b>TOTAL ALBANIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.8</b>	<b>29.7</b>	<b>21.9</b>	<b>20.3</b>	<b>7.8</b>	<b>7.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>52.7</b>	<b>30</b>	<b>74</b>	
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	53	0	1	3.7	14.8	33.3	31.5	13.0	1.9	0.0	0.0	0.0	0.0	1.9	16	53.7	24	54	
<b>TOTAL ALGIERS</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>14.8</b>	<b>33.3</b>	<b>31.5</b>	<b>13.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>53.7</b>	<b>24</b>	<b>54</b>	
<b>TOTAL ALGERIA</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>14.8</b>	<b>33.3</b>	<b>31.5</b>	<b>13.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>53.7</b>	<b>24</b>	<b>54</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	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	
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	0.0	26.9	42.3	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	14	46.2	41	26	
<b>TOTAL ANTIGUA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.9</b>	<b>40.7</b>	<b>22.2</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>3.7</b>	<b>14</b>	<b>46.2</b>	<b>41</b>	<b>26</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.9</b>	<b>40.7</b>	<b>22.2</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>3.7</b>	<b>14</b>	<b>46.2</b>	<b>41</b>	<b>26</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	62	0	2	21.9	25.0	26.6	12.5	7.8	3.1	0.0	0.0	0.0	0.0	3.1	10	68.6	46	35	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>21.9</b>	<b>25.0</b>	<b>26.6</b>	<b>12.5</b>	<b>7.8</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>10</b>	<b>68.6</b>	<b>46</b>	<b>35</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>21.9</b>	<b>25.0</b>	<b>26.6</b>	<b>12.5</b>	<b>7.8</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>10</b>	<b>68.6</b>	<b>46</b>	<b>35</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	25.0	28	4	
INNSBRUCK	EASYJET UK LTD	S	32	0	0	0.0	0.0	12.5	31.3	25.0	28.1	3.1	0.0	0.0	0.0	0.0	49	60.0	32	30	
INNSBRUCK	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	22	8	
<b>TOTAL INNSBRUCK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>25.0</b>	<b>28.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>54.8</b>	<b>30</b>	<b>42</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	54	0	0	3.7	22.2	44.4	14.8	13.0	0.0	0.0	0.0	1.9	0.0	0.0	29	81.1	9	52	
SALZBURG	GAINJET AVIATION	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	101	25.0	38	8	
<b>TOTAL SALZBURG</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>20.6</b>	<b>38.1</b>	<b>12.7</b>	<b>12.7</b>	<b>7.9</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>73.8</b>	<b>13</b>	<b>60</b>	
VIENNA	AIR NIGERIA	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	
VIENNA	ANISEC LUFTFAHT T/AS LEVEL	S	94	0	0	0.0	2.1	20.2	29.8	21.3	12.8	4.3	7.4	2.1	0.0	0.0	63	32.1	39	56	
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	54.5	22	22	
VIENNA	EASYJET UK LTD	S	112	0	4	0.0	6.9	26.7	22.4	19.0	12.1	6.0	3.4	0.0	0.0	3.4	42	45.3	32	136	
<b>TOTAL VIENNA</b>			<b>206</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>4.7</b>	<b>23.4</b>	<b>25.2</b>	<b>19.6</b>	<b>12.1</b>	<b>5.1</b>	<b>5.1</b>	<b>0.9</b>	<b>0.0</b>	<b>3.7</b>	<b>52</b>	<b>42.8</b>	<b>33</b>	<b>214</b>	
<b>TOTAL AUSTRIA</b>			<b>301</b>	<b>0</b>	<b>8</b>	<b>0.6</b>	<b>7.4</b>	<b>25.2</b>	<b>23.3</b>	<b>18.8</b>	<b>12.9</b>	<b>4.5</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>2.6</b>	<b>48</b>	<b>50.3</b>	<b>29</b>	<b>316</b>	
<b>BARBADOS</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>BRIDGETOWN</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	32.3	46.8	11.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	77.4	13	62	
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	27.4	29.0	11.3	9.7	3.2	6.5	0.0	0.0	0.0	0.0	22	75.8	13	62	
<b>TOTAL BRIDGETOWN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.8</b>	<b>37.9</b>	<b>11.3</b>	<b>8.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.6</b>	<b>13</b>	<b>124</b>	
<b>TOTAL BARBADOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.8</b>	<b>37.9</b>	<b>11.3</b>	<b>8.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.6</b>	<b>13</b>	<b>124</b>	
<b>BELARUS</b>																					
<b>MINSK INT'L</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	36	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	80.6	10	36	
<b>TOTAL MINSK INT'L</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.6</b>	<b>10</b>	<b>36</b>	
<b>TOTAL BELARUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.6</b>	<b>10</b>	<b>36</b>	
<b>BERMUDA</b>																					
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	62	0	0	8.1	38.7	37.1	6.5	4.8	3.2	1.6	0.0	0.0	0.0	0.0	11	71.0	17	62	
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>37.1</b>	<b>6.5</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>11</b>	<b>71.0</b>	<b>17</b>	<b>62</b>	
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>37.1</b>	<b>6.5</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>11</b>	<b>71.0</b>	<b>17</b>	<b>62</b>	
<b>BRAZIL</b>																					
<b>RIO DE JANEIRO (GALEAO)</b>	NORWEGIAN AIR UK LTD	S	36	0	0	13.9	25.0	22.2	19.4	8.3	8.3	2.8	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>22.2</b>	<b>19.4</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>22.2</b>	<b>19.4</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
<b>BURGAS</b>	BH AIR	C	14	0	2	6.3	6.3	12.5	31.3	12.5	12.5	6.3	0.0	0.0	0.0	12.5	37	73.3	10	15	
<b>BURGAS</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	60.0	23	10	
<b>BURGAS</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	27.8	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	30	27.8	49	18	
<b>BURGAS</b>	TUI AIRWAYS LTD	C	30	0	0	0.0	20.0	40.0	10.0	23.3	0.0	6.7	0.0	0.0	0.0	0.0	27	46.2	46	26	
<b>TOTAL BURGAS</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>12.5</b>	<b>29.7</b>	<b>17.2</b>	<b>23.4</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>30</b>	<b>49.3</b>	<b>36</b>	<b>69</b>	
<b>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	75.0	29	8	
<b>SOFIA</b>	EASYJET UK LTD	S	54	0	0	0.0	16.7	40.7	22.2	14.8	5.6	0.0	0.0	0.0	0.0	0.0	18	60.9	26	46	
<b>TOTAL SOFIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>40.7</b>	<b>22.2</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>18</b>	<b>63.0</b>	<b>26</b>	<b>54</b>	
<b>VARNA</b>	BH AIR	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	96	50.0	57	2	
<b>VARNA</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>VARNA</b>	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	11.1	11.1	27.8	11.1	0.0	0.0	0.0	0.0	54	56.3	23	16	
<b>VARNA</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	43.8	12.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	20	8	
<b>TOTAL VARNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</b>	<b>11.1</b>	<b>19.4</b>	<b>19.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>57.1</b>	<b>23</b>	<b>28</b>	
<b>TOTAL BULGARIA</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>12.3</b>	<b>35.7</b>	<b>17.5</b>	<b>19.5</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>28</b>	<b>55.6</b>	<b>30</b>	<b>151</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR TRANSAT	S	24	0	1	16.0	32.0	28.0	12.0	4.0	0.0	0.0	0.0	4.0	0.0	4.0	70	61.5	29	26	
<b>CALGARY</b>	WEST JET AIRLINES	S	62	0	5	6.0	22.4	23.9	19.4	16.4	1.5	3.0	0.0	0.0	0.0	7.5	20	65.2	17	43	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 CALGARY</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>8.7</b>	<b>25.0</b>	<b>25.0</b>	<b>17.4</b>	<b>13.0</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>6.5</b>	<b>34</b>	<b>63.9</b>	<b>22</b>	<b>69</b>
EDMONTON	WEST JET AIRLINES	S	8	0	0	0.0	0.0	50.0	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	40	78.9	7	19
<b>TOTAL EDMONTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>78.9</b>	<b>7</b>	<b>19</b>
HALIFAX INT	WEST JET AIRLINES	S	62	0	0	3.2	22.6	40.3	19.4	8.1	6.5	0.0	0.0	0.0	0.0	0.0	16	53.2	27	62
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>40.3</b>	<b>19.4</b>	<b>8.1</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>16</b>	<b>53.2</b>	<b>27</b>	<b>62</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	26	0	0	0.0	19.2	19.2	26.9	15.4	15.4	0.0	3.8	0.0	0.0	0.0	34	73.1	15	26
<b>TOTAL MONTREAL (DORVAL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>73.1</b>	<b>15</b>	<b>26</b>
TORONTO	AIR TRANSAT	S	82	0	0	0.0	11.0	32.9	30.5	23.2	0.0	1.2	1.2	0.0	0.0	0.0	22	40.0	40	80
TORONTO	BRITISH AIRWAYS PLC	S	35	0	0	2.9	20.0	34.3	14.3	8.6	14.3	2.9	2.9	0.0	0.0	0.0	33	66.7	19	27
TORONTO	WEST JET AIRLINES	S	62	0	2	6.3	17.2	26.6	26.6	10.9	6.3	3.1	0.0	0.0	0.0	3.1	23	67.2	17	63
<b>TOTAL TORONTO</b>			<b>179</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>14.9</b>	<b>30.9</b>	<b>26.0</b>	<b>16.0</b>	<b>5.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>25</b>	<b>54.4</b>	<b>28</b>	<b>170</b>
VANCOUVER	AIR TRANSAT	S	62	0	0	3.2	30.6	46.8	11.3	3.2	4.8	0.0	0.0	0.0	0.0	0.0	11	46.8	30	62
VANCOUVER	WEST JET AIRLINES	S	54	0	0	11.1	25.9	29.6	13.0	11.1	7.4	1.9	0.0	0.0	0.0	0.0	19	56.6	28	51
<b>TOTAL VANCOUVER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>28.4</b>	<b>38.8</b>	<b>12.1</b>	<b>6.9</b>	<b>6.0</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>51.3</b>	<b>29</b>	<b>113</b>
WINNIPEG	WEST JET AIRLINES	S	8	0	0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	35	9
<b>TOTAL WINNIPEG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>35</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>485</b>	<b>0</b>	<b>8</b>	<b>5.1</b>	<b>20.9</b>	<b>32.5</b>	<b>20.1</b>	<b>12.4</b>	<b>5.1</b>	<b>1.4</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>57.2</b>	<b>26</b>	<b>468</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	36	0	0	2.8	22.2	50.0	11.1	5.6	8.3	0.0	0.0	0.0	0.0	0.0	17	80.8	8	26
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	55.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	88.9	4	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
<b>TOTAL CAPE VERDE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>22.2</b>	<b>51.9</b>	<b>11.1</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.1</b>	<b>7</b>	<b>44</b>
<b>CHINA</b>																				
CHENGDU	AIR CHINA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	15	26
<b>TOTAL CHENGDU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.5</b>	<b>15</b>	<b>26</b>
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	26	0	0	30.8	30.8	23.1	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</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	100.0	1	16
<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>100.0</b>	<b>1</b>	<b>16</b>
<b>TOTAL CHINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.2</b>	<b>10</b>	<b>42</b>
<b>COSTA RICA</b>																				
LIBERIA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	40.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	31	70.0	17	10
<b>TOTAL LIBERIA</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>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>31</b>	<b>70.0</b>	<b>17</b>	<b>10</b>
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	17	0	0	5.9	23.5	23.5	17.6	11.8	11.8	5.9	0.0	0.0	0.0	0.0	25	64.7	14	17



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 SAN JOSE COST RICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>23.5</b>	<b>17.6</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>25</b>	<b>64.7</b>	<b>14</b>	<b>17</b>
<b>TOTAL COSTA RICA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>29.6</b>	<b>14.8</b>	<b>11.1</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.7</b>	<b>15</b>	<b>27</b>	
<b>CROATIA</b>																				
DUBROVNIK	BRITISH AIRWAYS PLC	S	106	0	0	0.0	11.3	40.6	26.4	15.1	4.7	0.0	1.9	0.0	0.0	0.0	23	74.0	15	100
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.3	19	11
DUBROVNIK	EASYJET UK LTD	S	94	0	0	0.0	1.1	33.0	21.3	18.1	16.0	4.3	6.4	0.0	0.0	0.0	48	48.2	33	83
DUBROVNIK	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	0.0	23.1	42.3	7.7	7.7	11.5	0.0	0.0	7.7	0.0	0.0	82	87.5	11	8
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	50.0	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	72.2	8	18
<b>TOTAL DUBROVNIK</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>38.4</b>	<b>21.5</b>	<b>14.9</b>	<b>10.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>62.3</b>	<b>21</b>	<b>220</b>
PULA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	2
PULA	EASYJET UK LTD	S	42	0	2	0.0	11.4	25.0	22.7	18.2	9.1	9.1	0.0	0.0	0.0	4.5	37	58.3	23	24
PULA	TUI AIRWAYS LTD	C	28	0	0	3.6	10.7	57.1	14.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	14	66.7	23	18
<b>TOTAL PULA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>11.1</b>	<b>37.5</b>	<b>19.4</b>	<b>15.3</b>	<b>6.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>28</b>	<b>59.1</b>	<b>23</b>	<b>44</b>
RIJEKA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL RIJEKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SPLIT	CROATIA AIRLINES	S	18	0	0	0.0	0.0	0.0	27.8	27.8	22.2	16.7	5.6	0.0	0.0	0.0	70	5.6	90	18
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	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	22	18
SPLIT	EASYJET UK LTD	S	146	0	0	0.0	10.3	38.4	18.5	15.1	11.0	3.4	3.4	0.0	0.0	0.0	36	61.5	24	130
SPLIT	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	77.8	9	18
SPLIT	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	5.6	16.7	22.2	38.9	5.6	5.6	5.6	0.0	0.0	0.0	49	12.5	80	16
SPLIT	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	33.3	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	27.8	32	18
SPLIT	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	27.8	27.8	33.3	5.6	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL SPLIT</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>32.1</b>	<b>22.0</b>	<b>19.7</b>	<b>10.6</b>	<b>4.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>52.8</b>	<b>33</b>	<b>218</b>
ZADAR	EASYJET UK LTD	S	18	0	0	0.0	11.1	27.8	38.9	5.6	5.6	0.0	11.1	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>556</b>	<b>0</b>	<b>2</b>	<b>0.2</b>	<b>9.1</b>	<b>36.2</b>	<b>21.7</b>	<b>16.3</b>	<b>9.7</b>	<b>3.0</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>36</b>	<b>57.7</b>	<b>27</b>	<b>482</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	58	30.0	47	10
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>30.0</b>	<b>47</b>	<b>10</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	17.6	11.8	17.6	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	24	22.2	43	18
<b>TOTAL HAVANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>11.8</b>	<b>17.6</b>	<b>35.3</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>24</b>	<b>22.2</b>	<b>43</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	30.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	33	33.3	33	9

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			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>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>33</b>	<b>33.3</b>	<b>33</b>	<b>9</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	44.4	20	9
<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>44.4</b>	<b>20</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>8.3</b>	<b>22.2</b>	<b>22.2</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>30.4</b>	<b>37</b>	<b>46</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	42	0	0	0.0	16.7	23.8	21.4	21.4	11.9	0.0	2.4	2.4	0.0	0.0	54	65.6	19	32
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	40.0	28	70
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	25.0	46	8
LARNACA	EASYJET UK LTD	S	62	0	1	1.6	1.6	15.9	20.6	41.3	12.7	3.2	1.6	0.0	0.0	1.6	44	27.3	38	54
LARNACA	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	9	8
LARNACA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	29	18
LARNACA	THOMAS COOK AIRLINES LTD	S	27	0	0	0.0	0.0	18.5	22.2	33.3	22.2	0.0	3.7	0.0	0.0	0.0	51	23.1	36	26
LARNACA	TUI AIRWAYS LTD	C	52	0	0	0.0	7.7	25.0	30.8	15.4	17.3	1.9	1.9	0.0	0.0	0.0	37	54.5	33	44
<b>TOTAL LARNACA</b>			<b>183</b>	<b>0</b>	<b>1</b>	<b>0.5</b>	<b>6.5</b>	<b>20.7</b>	<b>23.9</b>	<b>28.3</b>	<b>15.2</b>	<b>1.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>45</b>	<b>43.3</b>	<b>31</b>	<b>260</b>
PAPHOS	BRITISH AIRWAYS PLC	S	52	0	0	9.6	7.7	34.6	28.8	11.5	0.0	7.7	0.0	0.0	0.0	0.0	25	55.6	28	54
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	43.8	19	16
PAPHOS	EASYJET UK LTD	S	124	0	0	0.0	4.8	38.7	17.7	26.6	9.7	0.8	1.6	0.0	0.0	0.0	33	40.7	28	106
PAPHOS	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	80.0	11	10
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	0.0	11.1	38.9	44.4	5.6	0.0	0.0	0.0	0.0	64	16.7	87	18
PAPHOS	TUI AIRWAYS LTD	C	52	0	1	1.9	7.5	37.7	22.6	7.5	11.3	7.5	0.0	1.9	0.0	1.9	59	43.2	32	44
<b>TOTAL PAPHOS</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>5.7</b>	<b>34.8</b>	<b>20.6</b>	<b>20.2</b>	<b>10.5</b>	<b>4.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>39</b>	<b>44.4</b>	<b>32</b>	<b>248</b>
<b>TOTAL CYPRUS</b>			<b>429</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>6.0</b>	<b>28.8</b>	<b>22.0</b>	<b>23.7</b>	<b>12.5</b>	<b>3.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>42</b>	<b>43.8</b>	<b>31</b>	<b>508</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	60.0	28	15
PRAGUE	EASYJET UK LTD	S	114	0	2	0.0	8.6	35.3	22.4	18.1	10.3	3.4	0.0	0.0	0.0	1.7	28	34.0	37	97
PRAGUE	SMARTWINGS	S	34	0	0	0.0	5.9	14.7	14.7	32.4	26.5	5.9	0.0	0.0	0.0	0.0	52	11.1	69	36
<b>TOTAL PRAGUE</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.0</b>	<b>30.7</b>	<b>20.7</b>	<b>21.3</b>	<b>14.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>34</b>	<b>31.1</b>	<b>44</b>	<b>148</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.0</b>	<b>30.7</b>	<b>20.7</b>	<b>21.3</b>	<b>14.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>34</b>	<b>31.1</b>	<b>44</b>	<b>148</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	46.4	28	27
<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>46.4</b>	<b>28</b>	<b>27</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	70.8	10	24

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
COPENHAGEN	EASYJET UK LTD	S	112	0	4	2.6	19.0	44.0	13.8	10.3	3.4	2.6	0.9	0.0	0.0	3.4	21	58.0	28	108	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	280	0	6	2.8	18.9	32.5	15.7	15.7	10.5	0.7	1.0	0.0	0.0	2.1	27	63.5	29	283	
COPENHAGEN	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
<b>TOTAL COPENHAGEN</b>			<b>392</b>	<b>0</b>	<b>10</b>	<b>2.7</b>	<b>18.9</b>	<b>35.8</b>	<b>15.2</b>	<b>14.2</b>	<b>8.5</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>25</b>	<b>62.6</b>	<b>27</b>	<b>416</b>	
<b>TOTAL DENMARK</b>			<b>392</b>	<b>0</b>	<b>10</b>	<b>2.7</b>	<b>18.9</b>	<b>35.8</b>	<b>15.2</b>	<b>14.2</b>	<b>8.5</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>25</b>	<b>61.6</b>	<b>27</b>	<b>443</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	0	3.7	25.9	29.6	11.1	25.9	0.0	0.0	0.0	3.7	0.0	0.0	53	55.6	22	27	
PUNTA CANA	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	13	26	
<b>TOTAL PUNTA CANA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.8</b>	<b>41.5</b>	<b>17.0</b>	<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>62.3</b>	<b>18</b>	<b>53</b>	
<b>TOTAL DOMINICAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.8</b>	<b>41.5</b>	<b>17.0</b>	<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>62.3</b>	<b>18</b>	<b>53</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	0.0	26	1	
HURGHADA	EASYJET UK LTD	S	18	0	0	0.0	11.1	16.7	22.2	33.3	16.7	0.0	0.0	0.0	0.0	0.0	33	40.0	22	15	
HURGHADA	THOMAS COOK AIRLINES LTD	S	36	0	0	2.8	8.3	27.8	19.4	33.3	8.3	0.0	0.0	0.0	0.0	0.0	29	55.9	23	34	
HURGHADA	TUI AIRWAYS LTD	S	28	0	0	10.7	21.4	32.1	21.4	3.6	10.7	0.0	0.0	0.0	0.0	0.0	19	66.7	12	27	
<b>TOTAL HURGHADA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>13.4</b>	<b>26.8</b>	<b>20.7</b>	<b>23.2</b>	<b>11.0</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>55.1</b>	<b>19</b>	<b>77</b>	
MARSA ALAM	TUI AIRWAYS LTD	S	17	0	0	0.0	11.8	29.4	17.6	35.3	5.9	0.0	0.0	0.0	0.0	0.0	26	50.0	34	8	
<b>TOTAL MARSA ALAM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>29.4</b>	<b>17.6</b>	<b>35.3</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>26</b>	<b>50.0</b>	<b>34</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>13.1</b>	<b>27.3</b>	<b>20.2</b>	<b>25.3</b>	<b>10.1</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>54.7</b>	<b>21</b>	<b>85</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	38	0	0	0.0	18.4	34.2	34.2	10.5	2.6	0.0	0.0	0.0	0.0	0.0	17	75.0	8	16	
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	9	4	
TALLIN	EASYJET UK LTD	S	26	0	1	11.1	11.1	40.7	11.1	14.8	3.7	0.0	3.7	0.0	0.0	3.7	22	66.7	22	24	
<b>TOTAL TALLIN</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>15.4</b>	<b>36.9</b>	<b>24.6</b>	<b>12.3</b>	<b>3.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>72.7</b>	<b>16</b>	<b>44</b>	
<b>TOTAL ESTONIA</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>15.4</b>	<b>36.9</b>	<b>24.6</b>	<b>12.3</b>	<b>3.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>72.7</b>	<b>16</b>	<b>44</b>	
<b>FINLAND</b>																					
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	114	0	1	0.9	13.9	48.7	16.5	9.6	6.1	0.9	0.9	1.7	0.0	0.9	26	71.6	25	116	
<b>TOTAL HELSINKI</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>13.9</b>	<b>48.7</b>	<b>16.5</b>	<b>9.6</b>	<b>6.1</b>	<b>0.9</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>71.6</b>	<b>25</b>	<b>116</b>	
<b>TOTAL FINLAND</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>13.9</b>	<b>48.7</b>	<b>16.5</b>	<b>9.6</b>	<b>6.1</b>	<b>0.9</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>71.6</b>	<b>25</b>	<b>116</b>	
<b>FRANCE</b>																					
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
AJACCIO	EASYJET UK LTD	S	8	0	0	0.0	12.5	25.0	12.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	60	75.0	7	8	
<b>TOTAL AJACCIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</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>60</b>	<b>80.0</b>	<b>6</b>	<b>10</b>	
BASTIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	4	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
BASTIA	EASYJET UK LTD	S	12	0	0	0.0	8.3	16.7	16.7	8.3	25.0	16.7	8.3	0.0	0.0	0.0	76	56.3	21	16
<b>TOTAL BASTIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>55.0</b>	<b>24</b>	<b>20</b>
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	4	
BIARRITZ	EASYJET UK LTD	S	64	0	2	1.5	7.6	22.7	28.8	21.2	10.6	3.0	1.5	0.0	0.0	3.0	37	51.6	32	62
<b>TOTAL BIARRITZ</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>7.6</b>	<b>22.7</b>	<b>28.8</b>	<b>21.2</b>	<b>10.6</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>37</b>	<b>51.5</b>	<b>32</b>	<b>66</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	88	0	0	1.1	33.0	38.6	17.0	6.8	2.3	0.0	1.1	0.0	0.0	0.0	14	61.2	24	98
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	65.0	12	20	
BORDEAUX	EASYJET UK LTD	S	160	0	6	9.0	22.3	23.5	12.7	16.3	9.6	2.4	0.6	0.0	0.0	3.6	26	67.6	16	140
<b>TOTAL BORDEAUX</b>			<b>248</b>	<b>0</b>	<b>6</b>	<b>6.3</b>	<b>26.0</b>	<b>28.7</b>	<b>14.2</b>	<b>13.0</b>	<b>7.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>65.0</b>	<b>19</b>	<b>258</b>
FIGARI	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
FIGARI	EASYJET UK LTD	S	15	0	1	0.0	6.3	25.0	12.5	37.5	6.3	6.3	0.0	0.0	0.0	6.3	39	58.3	18	12
<b>TOTAL FIGARI</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>39</b>	<b>57.1</b>	<b>17</b>	<b>14</b>
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	4	
LA ROCHELLE	EASYJET UK LTD	S	58	0	0	5.2	22.4	32.8	19.0	13.8	6.9	0.0	0.0	0.0	0.0	0.0	18	56.0	27	49
<b>TOTAL LA ROCHELLE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>22.4</b>	<b>32.8</b>	<b>19.0</b>	<b>13.8</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>18</b>	<b>51.9</b>	<b>29</b>	<b>53</b>
LIMOGES	BRITISH AIRWAYS PLC	S	28	0	2	20.0	30.0	26.7	6.7	3.3	3.3	3.3	0.0	0.0	0.0	6.7	12	71.9	21	32
<b>TOTAL LIMOGES</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>30.0</b>	<b>26.7</b>	<b>6.7</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>12</b>	<b>71.9</b>	<b>21</b>	<b>32</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	62.5	18	16	
LYON	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
LYON	EASYJET UK LTD	S	115	0	0	0.0	7.8	22.6	26.1	17.4	18.3	6.1	1.7	0.0	0.0	0.0	44	47.5	31	100
<b>TOTAL LYON</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>7.8</b>	<b>22.4</b>	<b>25.9</b>	<b>17.2</b>	<b>18.1</b>	<b>6.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>44</b>	<b>49.6</b>	<b>30</b>	<b>116</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	50.0	22	12	
MARSEILLE	EASYJET UK LTD	S	116	0	2	0.0	4.2	39.0	15.3	18.6	17.8	1.7	1.7	0.0	0.0	1.7	35	45.7	28	114
<b>TOTAL MARSEILLE</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.2</b>	<b>39.0</b>	<b>15.3</b>	<b>18.6</b>	<b>17.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>35</b>	<b>46.1</b>	<b>27</b>	<b>126</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	25	14	
MONTPELLIER	EASYJET UK LTD	S	114	0	6	0.0	6.7	30.8	16.7	20.8	18.3	0.8	0.8	0.0	0.0	5.0	35	55.1	30	106
<b>TOTAL MONTPELLIER</b>			<b>114</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>6.7</b>	<b>30.8</b>	<b>16.7</b>	<b>20.8</b>	<b>18.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>35</b>	<b>53.7</b>	<b>29</b>	<b>120</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	62.5	9	16	
NANTES	EASYJET UK LTD	S	112	0	2	0.0	14.9	35.1	18.4	21.1	6.1	1.8	0.9	0.0	0.0	1.8	26	60.2	21	108
<b>TOTAL NANTES</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.9</b>	<b>35.1</b>	<b>18.4</b>	<b>21.1</b>	<b>6.1</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>26</b>	<b>60.5</b>	<b>20</b>	<b>124</b>
NICE	BRITISH AIRWAYS PLC	S	152	0	4	1.3	12.8	37.8	20.5	12.8	8.3	2.6	1.3	0.0	0.0	2.6	28	54.5	25	152

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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														
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	46.2	25	38	
NICE	EASYJET UK LTD	S	313	0	11	0.3	10.5	29.6	20.4	15.1	14.5	3.7	2.5	0.0	0.0	3.4	38	49.7	32	285	
NICE	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
<b>TOTAL NICE</b>			<b>465</b>	<b>0</b>	<b>15</b>	<b>0.6</b>	<b>11.3</b>	<b>32.3</b>	<b>20.4</b>	<b>14.4</b>	<b>12.5</b>	<b>3.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>35</b>	<b>50.6</b>	<b>29</b>	<b>476</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	45.8	29	24	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	163	0	5	2.4	16.7	26.2	12.5	18.5	16.1	4.8	0.0	0.0	0.0	3.0	35	39.9	33	145	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	154	0	6	1.9	19.4	31.9	23.8	10.0	6.3	1.9	0.6	0.6	0.0	3.8	25	54.4	37	112	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>317</b>	<b>0</b>	<b>11</b>	<b>2.1</b>	<b>18.0</b>	<b>29.0</b>	<b>18.0</b>	<b>14.3</b>	<b>11.3</b>	<b>3.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>3.4</b>	<b>30</b>	<b>46.2</b>	<b>34</b>	<b>281</b>	
RENNES	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	137	0.0	0	0	
<b>TOTAL RENNES</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>137</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	64.0	22	25	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	153	0	7	2.5	17.5	25.0	15.0	16.3	13.1	2.5	3.1	0.6	0.0	4.4	39	55.7	26	183	
TOULOUSE (BLAGNAC)	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	14	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>154</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>17.4</b>	<b>25.5</b>	<b>14.9</b>	<b>16.1</b>	<b>13.0</b>	<b>2.5</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>4.3</b>	<b>39</b>	<b>56.7</b>	<b>26</b>	<b>208</b>	
<b>TOTAL FRANCE</b>			<b>1827</b>	<b>0</b>	<b>55</b>	<b>2.1</b>	<b>14.7</b>	<b>29.9</b>	<b>18.2</b>	<b>15.8</b>	<b>11.8</b>	<b>2.9</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>2.9</b>	<b>32</b>	<b>53.7</b>	<b>27</b>	<b>1904</b>	
<b>GAMBIA</b>																					
BANJUL	ENTER AIR	C	10	0	0	0.0	0.0	10.0	10.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	55	33.3	32	10	
<b>TOTAL BANJUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>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>33.3</b>	<b>32</b>	<b>10</b>	
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>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>33.3</b>	<b>32</b>	<b>10</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	S	28	0	0	0.0	14.3	25.0	28.6	25.0	3.6	0.0	3.6	0.0	0.0	0.0	31	70.0	20	20	
<b>TOTAL TBILISI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>25.0</b>	<b>28.6</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>70.0</b>	<b>20</b>	<b>20</b>	
<b>TOTAL GEORGIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>25.0</b>	<b>28.6</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>70.0</b>	<b>20</b>	<b>20</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	13	16	
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	113	0	0	2.7	30.1	25.7	15.9	13.3	8.0	4.4	0.0	0.0	0.0	0.0	24	57.0	23	98	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>30.1</b>	<b>25.7</b>	<b>15.9</b>	<b>13.3</b>	<b>8.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>58.6</b>	<b>22</b>	<b>114</b>	
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
BERLIN (TEGEL)	EASYJET UK LTD	S	110	0	6	3.4	16.4	35.3	11.2	17.2	11.2	0.0	0.0	0.0	0.0	5.2	22	60.2	21	101	
<b>TOTAL BERLIN (TEGEL)</b>			<b>110</b>	<b>0</b>	<b>6</b>	<b>3.4</b>	<b>16.4</b>	<b>35.3</b>	<b>11.2</b>	<b>17.2</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>22</b>	<b>61.2</b>	<b>20</b>	<b>119</b>	
DUSSELDORF	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	7	1	
DUSSELDORF	EASYJET UK LTD	S	49	0	5	1.9	9.3	29.6	24.1	18.5	5.6	0.0	1.9	0.0	0.0	9.3	27	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
DUSSELDORF	THOMAS COOK AIRLINES LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>49</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>9.1</b>	<b>29.1</b>	<b>23.6</b>	<b>18.2</b>	<b>5.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>27</b>	<b>50.0</b>	<b>7</b>	<b>1</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	50.0	31	8	
HAMBURG	EASYJET UK LTD	S	81	0	5	0.0	12.8	23.3	23.3	22.1	10.5	1.2	1.2	0.0	0.0	5.8	30	59.2	22	66	
<b>TOTAL HAMBURG</b>			<b>81</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>12.8</b>	<b>23.3</b>	<b>23.3</b>	<b>22.1</b>	<b>10.5</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>30</b>	<b>58.2</b>	<b>23</b>	<b>74</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	31.6	33	18	
MUNICH	EASYJET UK LTD	S	108	0	8	0.0	10.3	29.3	17.2	18.1	15.5	2.6	0.0	0.0	0.0	6.9	33	63.7	19	98	
<b>TOTAL MUNICH</b>			<b>108</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>10.3</b>	<b>29.3</b>	<b>17.2</b>	<b>18.1</b>	<b>15.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>33</b>	<b>58.7</b>	<b>21</b>	<b>116</b>	
STUTTART	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	13	12	
STUTTART	EASYJET UK LTD	S	50	0	4	5.6	16.7	35.2	11.1	13.0	7.4	0.0	3.7	0.0	0.0	7.4	29	51.9	29	52	
<b>TOTAL STUTTART</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>16.7</b>	<b>35.2</b>	<b>11.1</b>	<b>13.0</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>29</b>	<b>54.5</b>	<b>26</b>	<b>64</b>	
<b>TOTAL GERMANY</b>			<b>511</b>	<b>0</b>	<b>29</b>	<b>2.0</b>	<b>16.7</b>	<b>29.4</b>	<b>16.7</b>	<b>17.0</b>	<b>10.4</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>27</b>	<b>58.6</b>	<b>22</b>	<b>488</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	49	0	3	5.8	17.3	28.8	15.4	11.5	11.5	3.8	0.0	0.0	0.0	5.8	26	67.5	28	40	
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	57.1	29	14	
GIBRALTAR	EASYJET UK LTD	S	109	0	0	0.9	10.1	28.4	22.9	23.9	9.2	3.7	0.9	0.0	0.0	0.0	34	67.0	19	100	
<b>TOTAL GIBRALTAR</b>			<b>158</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>12.4</b>	<b>28.6</b>	<b>20.5</b>	<b>19.9</b>	<b>9.9</b>	<b>3.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>31</b>	<b>66.2</b>	<b>22</b>	<b>154</b>	
<b>TOTAL GIBRALTAR</b>			<b>158</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>12.4</b>	<b>28.6</b>	<b>20.5</b>	<b>19.9</b>	<b>9.9</b>	<b>3.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>31</b>	<b>66.2</b>	<b>22</b>	<b>154</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	50.0	23	16	
ATHENS	EASYJET UK LTD	S	117	0	1	0.8	3.4	28.8	16.9	25.4	13.6	8.5	1.7	0.0	0.0	0.8	45	48.5	28	101	
<b>TOTAL ATHENS</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>3.4</b>	<b>28.8</b>	<b>16.9</b>	<b>25.4</b>	<b>13.6</b>	<b>8.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>45</b>	<b>48.7</b>	<b>27</b>	<b>117</b>	
CHANIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	79	8	
CHANIA	EASYJET UK LTD	S	67	0	0	0.0	3.0	34.3	29.9	17.9	10.4	4.5	0.0	0.0	0.0	0.0	32	37.7	44	53	
CHANIA	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	62.5	15	8	
CHANIA	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	82.4	8	17	
CHANIA	TUI AIRWAYS LTD	C	29	0	0	3.4	6.9	27.6	13.8	17.2	6.9	6.9	17.2	0.0	0.0	0.0	69	62.1	19	29	
<b>TOTAL CHANIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>5.8</b>	<b>32.7</b>	<b>24.0</b>	<b>18.3</b>	<b>8.7</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>50.4</b>	<b>33</b>	<b>115</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	16	
CORFU	EASYJET UK LTD	S	124	0	0	0.0	8.1	32.3	26.6	17.7	9.7	4.0	1.6	0.0	0.0	0.0	33	45.0	30	109	
CORFU	ENTER AIR	C	10	0	0	0.0	0.0	50.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	28	50.0	16	10	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
CORFU	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	60.0	20	10
CORFU	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	32	77.8	12	9
CORFU	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	10.7	46.4	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	25	55.6	29	36
CORFU	TUI AIRWAYS LTD	C	56	0	0	0.0	8.9	33.9	19.6	8.9	21.4	3.6	3.6	0.0	0.0	0.0	43	47.2	29	53
<b>TOTAL CORFU</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>34.5</b>	<b>23.9</b>	<b>14.2</b>	<b>12.8</b>	<b>4.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.0</b>	<b>27</b>	<b>243</b>
HERAKLION	BRITISH AIRWAYS PLC	S	62	0	0	1.6	12.9	27.4	21.0	24.2	9.7	1.6	1.6	0.0	0.0	0.0	31	58.1	21	62
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	0	0	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	15
HERAKLION	EASYJET UK LTD	S	122	0	2	1.6	10.5	29.8	16.1	24.2	10.5	5.6	0.0	0.0	0.0	1.6	34	49.1	31	107
HERAKLION	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	50.0	19	20
HERAKLION	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	0.0	25.0	14.3	32.1	21.4	7.1	0.0	0.0	0.0	0.0	46	32.1	41	26
HERAKLION	TUI AIRWAYS LTD	C	38	0	0	5.3	2.6	21.1	26.3	31.6	10.5	0.0	2.6	0.0	0.0	0.0	36	46.2	29	26
<b>TOTAL HERAKLION</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>8.7</b>	<b>27.4</b>	<b>18.7</b>	<b>26.2</b>	<b>11.5</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>35</b>	<b>48.3</b>	<b>29</b>	<b>256</b>
KALAMATA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
KALAMATA	EASYJET UK LTD	S	26	0	0	0.0	19.2	46.2	7.7	15.4	11.5	0.0	0.0	0.0	0.0	0.0	19	75.0	11	24
KALAMATA	THOMAS COOK AIRLINES LTD	S	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	31	50.0	39	10
<b>TOTAL KALAMATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>38.2</b>	<b>14.7</b>	<b>23.5</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>22</b>	<b>69.4</b>	<b>18</b>	<b>36</b>
KAVALA	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	62.5	35	8
KAVALA	THOMAS COOK AIRLINES LTD	S	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	43	12.5	66	8
KAVALA	TUI AIRWAYS LTD	C	18	0	0	5.6	0.0	66.7	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	40.0	25	10
<b>TOTAL KAVALA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>0.0</b>	<b>53.8</b>	<b>19.2</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>38.5</b>	<b>41</b>	<b>26</b>
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	0	0	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	6
KEFALLINIA	EASYJET UK LTD	S	66	0	0	0.0	4.5	42.4	24.2	19.7	7.6	1.5	0.0	0.0	0.0	0.0	25	54.7	32	52
KEFALLINIA	ENTER AIR	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	25.0	71	8
KEFALLINIA	ENTER AIR	S	8	0	1	0.0	0.0	33.3	11.1	22.2	0.0	22.2	0.0	0.0	0.0	11.1	53	0.0	0	0
KEFALLINIA	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	61.1	21	18
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	41	56.3	26	16
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	27.8	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	54	18
KEFALLINIA	TUI AIRWAYS LTD	C	36	0	0	2.8	2.8	30.6	27.8	8.3	13.9	8.3	5.6	0.0	0.0	0.0	47	76.2	87	20
<b>TOTAL KEFALLINIA</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>5.0</b>	<b>36.0</b>	<b>24.5</b>	<b>15.8</b>	<b>9.4</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>32</b>	<b>58.6</b>	<b>42</b>	<b>138</b>
KOS	BRITISH AIRWAYS PLC	S	28	0	0	3.6	10.7	32.1	21.4	21.4	7.1	3.6	0.0	0.0	0.0	0.0	29	0.0	0	0
KOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	39	3

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
KOS	EASYJET UK LTD	S	26	0	0	0.0	0.0	30.8	15.4	38.5	3.8	7.7	3.8	0.0	0.0	0.0	45	54.2	30	24	
KOS	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	45	8	
KOS	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	55.6	90	18	
KOS	THOMAS COOK AIRLINES LTD	S	27	0	0	0.0	3.7	55.6	18.5	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	42.9	54	28	
KOS	TUI AIRWAYS LTD	C	56	0	0	12.5	7.1	42.9	16.1	10.7	8.9	1.8	0.0	0.0	0.0	0.0	23	57.1	19	35	
<b>TOTAL KOS</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>5.8</b>	<b>40.9</b>	<b>17.5</b>	<b>18.2</b>	<b>8.0</b>	<b>2.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>50.0</b>	<b>43</b>	<b>116</b>	
LEMNOS	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	9	4	
LEMNOS	ENTER AIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LEMNOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>9</b>	<b>4</b>	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.3	30	11	
MIKONOS	EASYJET UK LTD	S	98	0	1	0.0	2.0	24.2	14.1	24.2	29.3	2.0	3.0	0.0	0.0	1.0	51	30.6	48	85	
<b>TOTAL MIKONOS</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>2.0</b>	<b>24.2</b>	<b>14.1</b>	<b>24.2</b>	<b>29.3</b>	<b>2.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>51</b>	<b>30.2</b>	<b>46</b>	<b>96</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	38	37.5	27	8	
<b>TOTAL MYTILINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>38</b>	<b>37.5</b>	<b>27</b>	<b>8</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	20	10	
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
PREVEZA	EASYJET UK LTD	S	47	0	1	0.0	2.1	25.0	29.2	27.1	12.5	2.1	0.0	0.0	0.0	2.1	37	67.9	16	28	
PREVEZA	ENTER AIR	C	16	0	0	0.0	12.5	18.8	43.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	28	20	
PREVEZA	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	62.5	10	8	
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	29	20.0	46	10	
PREVEZA	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	38.9	5.6	22.2	5.6	5.6	0.0	0.0	0.0	0.0	28	30.0	56	10	
<b>TOTAL PREVEZA</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>7.1</b>	<b>25.5</b>	<b>31.6</b>	<b>23.5</b>	<b>8.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>31</b>	<b>50.0</b>	<b>27</b>	<b>90</b>		
RHODES	BRITISH AIRWAYS PLC	C	7	0	0	0.0	0.0	14.3	0.0	28.6	14.3	14.3	28.6	0.0	0.0	0.0	118	0.0	0	0	
RHODES	BRITISH AIRWAYS PLC	S	36	0	0	2.8	8.3	36.1	22.2	11.1	13.9	5.6	0.0	0.0	0.0	0.0	31	58.8	21	34	
RHODES	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
RHODES	EASYJET UK LTD	S	84	0	2	0.0	5.8	33.7	8.1	29.1	14.0	3.5	3.5	0.0	0.0	2.3	43	46.2	35	63	
RHODES	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	12.5	46	8	
RHODES	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9	
RHODES	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	38.9	16.7	16.7	22.2	5.6	0.0	0.0	0.0	0.0	41	33.3	32	27	
RHODES	TUI AIRWAYS LTD	C	41	0	2	2.3	7.0	27.9	4.7	27.9	23.3	2.3	0.0	0.0	0.0	4.7	38	39.5	49	38	
<b>TOTAL RHODES</b>			<b>186</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>5.8</b>	<b>32.6</b>	<b>10.5</b>	<b>24.2</b>	<b>16.8</b>	<b>4.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>42</b>	<b>46.6</b>	<b>33</b>	<b>187</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	70	0	0	4.3	18.6	30.0	18.6	18.6	5.7	2.9	0.0	1.4	0.0	0.0	39	54.4	21	68	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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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
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	8
SALONIKA	EASYJET UK LTD	S	62	0	0	1.6	4.8	58.1	14.5	11.3	6.5	1.6	1.6	0.0	0.0	0.0	23	74.1	15	54
SALONIKA	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	62.5	16	8
SALONIKA	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	44.4	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	21	60.0	14	10
<b>TOTAL SALONIKA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>10.7</b>	<b>43.3</b>	<b>18.0</b>	<b>16.7</b>	<b>5.3</b>	<b>2.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>62.2</b>	<b>18</b>	<b>148</b>
SAMOS	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	1	4
SAMOS	ENTER AIR	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
SAMOS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	263	62.5	11	8
<b>TOTAL SAMOS</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>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>189</b>	<b>75.0</b>	<b>8</b>	<b>12</b>
SKIATHOS	ENTER AIR	C	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	24	4
SKIATHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	26.9	19.2	15.4	26.9	7.7	0.0	0.0	0.0	0.0	43	38.5	50	26
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	11.1	38.9	11.1	0.0	0.0	0.0	0.0	0.0	31	27.8	36	18
<b>TOTAL SKIATHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>2.1</b>	<b>31.3</b>	<b>16.7</b>	<b>22.9</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>35.4</b>	<b>42</b>	<b>48</b>
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	8
THIRA (SANTORINI)	EASYJET UK LTD	S	71	0	0	1.4	4.2	28.2	19.7	22.5	21.1	2.8	0.0	0.0	0.0	0.0	40	51.5	24	66
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	8	0	2	0.0	0.0	0.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	20.0	56	22.2	53	9
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	34	63.6	18	11
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	70.0	9	10
<b>TOTAL THIRA (SANTORINI)</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>5.0</b>	<b>25.7</b>	<b>20.8</b>	<b>24.8</b>	<b>18.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>38</b>	<b>51.9</b>	<b>25</b>	<b>104</b>
VOLOS NEA ANCHIOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2
VOLOS NEA ANCHIOS	EASYJET UK LTD	S	18	0	0	0.0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	42.9	22	14
VOLOS NEA ANCHIOS	ENTER AIR	C	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	48	75.0	12	4
<b>TOTAL VOLOS NEA ANCHIOS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>31.8</b>	<b>18.2</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>30</b>	<b>55.0</b>	<b>19</b>	<b>20</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	0	0	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	6
ZAKINTHOS	EASYJET UK LTD	S	60	0	0	0.0	8.3	33.3	11.7	26.7	16.7	3.3	0.0	0.0	0.0	0.0	35	63.8	18	58
ZAKINTHOS	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	65.0	23	20
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	46	0	0	0.0	8.7	43.5	15.2	21.7	4.3	2.2	0.0	4.3	0.0	0.0	43	52.2	23	46
ZAKINTHOS	TUI AIRWAYS LTD	C	49	0	0	0.0	8.2	20.4	26.5	18.4	14.3	6.1	2.0	4.1	0.0	0.0	58	46.9	23	32
<b>TOTAL ZAKINTHOS</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.4</b>	<b>32.3</b>	<b>17.4</b>	<b>22.6</b>	<b>12.3</b>	<b>3.9</b>	<b>0.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>57.4</b>	<b>21</b>	<b>162</b>
<b>TOTAL GREECE</b>			<b>1909</b>	<b>0</b>	<b>14</b>	<b>1.4</b>	<b>6.8</b>	<b>32.7</b>	<b>19.4</b>	<b>21.0</b>	<b>12.7</b>	<b>3.6</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>38</b>	<b>50.8</b>	<b>30</b>	<b>1926</b>
GRENADA																				
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	17.6	29.4	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	58.8	17	17

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	14	0	0	0.0	64.3	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	16	13
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>45.2</b>	<b>29.0</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.3</b>	<b>17</b>	<b>30</b>
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>45.2</b>	<b>29.0</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.3</b>	<b>17</b>	<b>30</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	17.7	30.6	35.5	8.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	95.2	9	62
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>30.6</b>	<b>35.5</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.2</b>	<b>9</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>30.6</b>	<b>35.5</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.2</b>	<b>9</b>	<b>62</b>
<b>HUNGARY</b>																				
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	66.7	13	12
BUDAPEST	EASYJET UK LTD	S	92	0	4	0.0	1.0	33.3	18.8	25.0	11.5	6.3	0.0	0.0	0.0	4.2	39	48.7	32	78
BUDAPEST	WIZZ AIR	S	62	0	0	0.0	0.0	9.7	19.4	45.2	17.7	3.2	4.8	0.0	0.0	0.0	58	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.6</b>	<b>24.1</b>	<b>19.0</b>	<b>32.9</b>	<b>13.9</b>	<b>5.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>47</b>	<b>50.5</b>	<b>30</b>	<b>90</b>
<b>TOTAL HUNGARY</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.6</b>	<b>24.1</b>	<b>19.0</b>	<b>32.9</b>	<b>13.9</b>	<b>5.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>47</b>	<b>50.5</b>	<b>30</b>	<b>90</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	75.0	8	4
KEFLAVIK	EASYJET UK LTD	S	18	0	0	5.6	11.1	55.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	68.2	12	22
KEFLAVIK	ICELANDAIR	S	46	0	6	0.0	7.7	23.1	23.1	26.9	7.7	0.0	0.0	0.0	0.0	11.5	29	53.2	17	62
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	60.5	23	124
<b>TOTAL KEFLAVIK</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>8.6</b>	<b>31.4</b>	<b>20.0</b>	<b>24.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>25</b>	<b>59.4</b>	<b>20</b>	<b>212</b>
<b>TOTAL ICELAND</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>8.6</b>	<b>31.4</b>	<b>20.0</b>	<b>24.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>25</b>	<b>59.4</b>	<b>20</b>	<b>212</b>
<b>IRAQ</b>																				
BAGHDAD (GECA)	IRAQI AIRWAYS	S	8	0	0	0.0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	45	75.0	9	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>45</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
SULAYMANIYAH INT	IRAQI AIRWAYS	S	8	0	2	0.0	20.0	10.0	10.0	20.0	0.0	10.0	10.0	0.0	0.0	20.0	68	75.0	16	8
<b>TOTAL SULAYMANIYAH INT</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>68</b>	<b>75.0</b>	<b>16</b>	<b>8</b>
<b>TOTAL IRAQ</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</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>11.1</b>	<b>57</b>	<b>75.0</b>	<b>13</b>	<b>16</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	62	0	0	0.0	30.6	48.4	12.9	8.1	0.0	0.0	0.0	0.0	0.0	0.0	10	46.7	25	58
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>48.4</b>	<b>12.9</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>10</b>	<b>46.7</b>	<b>25</b>	<b>58</b>
DUBLIN	AER LINGUS	S	271	0	1	3.7	18.8	32.0	19.5	14.0	8.8	2.9	0.0	0.0	0.0	0.4	24	61.2	17	291
DUBLIN	RYANAIR	S	424	0	2	2.1	12.9	30.8	19.2	20.9	11.7	1.4	0.5	0.0	0.0	0.5	29	50.9	27	410
<b>TOTAL DUBLIN</b>			<b>695</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>15.2</b>	<b>31.2</b>	<b>19.3</b>	<b>18.2</b>	<b>10.6</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>55.2</b>	<b>23</b>	<b>701</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	59	0	3	1.6	21.0	29.0	14.5	8.1	17.7	1.6	1.6	0.0	0.0	4.8	34	53.2	26	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 IRELAND WEST (KNOCK)</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>21.0</b>	<b>29.0</b>	<b>14.5</b>	<b>8.1</b>	<b>17.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>34</b>	<b>53.2</b>	<b>26</b>	<b>62</b>
SHANNON	RYANAIR	S	62	0	0	8.1	24.2	25.8	19.4	14.5	6.5	0.0	1.6	0.0	0.0	0.0	21	45.2	35	62
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>24.2</b>	<b>25.8</b>	<b>19.4</b>	<b>14.5</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>45.2</b>	<b>35</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC ISLE OF CURACAO</b>			<b>878</b>	<b>0</b>	<b>6</b>	<b>2.8</b>	<b>17.3</b>	<b>31.9</b>	<b>18.6</b>	<b>16.5</b>	<b>10.1</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>26</b>	<b>53.8</b>	<b>24</b>	<b>883</b>
ARUBA	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	87.5	10	8
<b>TOTAL ARUBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>10</b>	<b>8</b>
<b>TOTAL ISLE OF CURACAO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>10</b>	<b>8</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	37.5	20	8
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>30</b>	<b>37.5</b>	<b>20</b>	<b>8</b>
ANCONA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
ANCONA	EASYJET UK LTD	S	18	0	0	0.0	16.7	22.2	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	71.4	9	14
<b>TOTAL ANCONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	48	0	2	4.0	14.0	40.0	20.0	12.0	6.0	0.0	0.0	0.0	0.0	4.0	17	65.9	17	44
BARI (PALESE)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
BARI (PALESE)	EASYJET UK LTD	S	62	0	0	0.0	4.8	25.8	24.2	25.8	17.7	1.6	0.0	0.0	0.0	0.0	34	59.6	28	52
<b>TOTAL BARI (PALESE)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>8.9</b>	<b>32.1</b>	<b>22.3</b>	<b>19.6</b>	<b>12.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>27</b>	<b>61.5</b>	<b>23</b>	<b>104</b>
BERGAMO	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	9	1
<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>100.0</b>	<b>9</b>	<b>1</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	37.5	26	8
BOLOGNA	EASYJET UK LTD	S	60	0	2	0.0	6.5	32.3	21.0	25.8	8.1	3.2	0.0	0.0	0.0	3.2	30	72.2	12	52
BOLOGNA	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	129	0.0	0	0
<b>TOTAL BOLOGNA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.3</b>	<b>31.7</b>	<b>20.6</b>	<b>25.4</b>	<b>7.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>32</b>	<b>67.7</b>	<b>14</b>	<b>60</b>
BRINDISI	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2
BRINDISI	EASYJET UK LTD	S	22	0	0	0.0	4.5	54.5	27.3	9.1	0.0	0.0	4.5	0.0	0.0	0.0	25	55.0	31	20
<b>TOTAL BRINDISI</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>54.5</b>	<b>27.3</b>	<b>9.1</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>25</b>	<b>59.1</b>	<b>30</b>	<b>22</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	60	0	0	3.3	20.0	40.0	18.3	13.3	5.0	0.0	0.0	0.0	0.0	0.0	17	54.0	20	50
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>40.0</b>	<b>18.3</b>	<b>13.3</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>17</b>	<b>54.0</b>	<b>20</b>	<b>50</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	70	0	0	2.9	11.4	31.4	8.6	25.7	10.0	7.1	0.0	2.9	0.0	0.0	71	55.9	25	68
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	62.5	21	8
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	80	0	0	0.0	6.3	32.5	18.8	21.3	10.0	6.3	3.8	1.3	0.0	0.0	48	43.9	38	66

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	12.5	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	61.1	16	18	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	0.0	12.5	0.0	12.5	0.0	25.0	0.0	0.0	154	60.0	17	10	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>9.0</b>	<b>31.9</b>	<b>13.3</b>	<b>22.9</b>	<b>10.2</b>	<b>6.6</b>	<b>1.8</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>52.4</b>	<b>28</b>	<b>170</b>	
FLORENCE	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	13	1	
FLORENCE	VUELING AIRLINES	S	89	0	6	4.2	11.6	27.4	14.7	16.8	12.6	0.0	5.3	1.1	0.0	6.3	45	31.0	45	67	
<b>TOTAL FLORENCE</b>			<b>89</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>11.6</b>	<b>27.4</b>	<b>14.7</b>	<b>16.8</b>	<b>12.6</b>	<b>0.0</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>6.3</b>	<b>45</b>	<b>31.9</b>	<b>45</b>	<b>68</b>	
GENOA	BRITISH AIRWAYS PLC	S	50	0	2	0.0	17.3	50.0	19.2	5.8	3.8	0.0	0.0	0.0	0.0	3.8	14	82.3	9	62	
<b>TOTAL GENOA</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.3</b>	<b>50.0</b>	<b>19.2</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>14</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
LAMETIA-TERME	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	0.0	25.0	50.0	12.5	0.0	0.0	0.0	0.0	73	0.0	0	0	
<b>TOTAL LAMETIA-TERME</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	66.7	18	24	
MILAN (LINATE)	EASYJET UK LTD	S	153	0	2	0.0	19.4	37.4	15.5	12.3	10.3	1.9	1.9	0.0	0.0	1.3	27	67.5	21	160	
<b>TOTAL MILAN (LINATE)</b>			<b>153</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.4</b>	<b>37.4</b>	<b>15.5</b>	<b>12.3</b>	<b>10.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>27</b>	<b>67.4</b>	<b>20</b>	<b>184</b>	
MILAN (MALPENSA)	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
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	39.5	48	40	
MILAN (MALPENSA)	EASYJET UK LTD	S	327	0	5	0.0	3.9	22.9	23.8	21.7	22.0	3.0	0.9	0.3	0.0	1.5	44	37.1	37	279	
<b>TOTAL MILAN (MALPENSA)</b>			<b>329</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>4.2</b>	<b>22.8</b>	<b>24.0</b>	<b>21.6</b>	<b>21.9</b>	<b>3.0</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>43</b>	<b>37.4</b>	<b>38</b>	<b>319</b>	
NAPLES	BRITISH AIRWAYS PLC	S	172	0	2	2.9	14.9	34.5	18.4	16.1	5.2	3.4	2.9	0.6	0.0	1.1	35	63.8	21	174	
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	37.5	44	16	
NAPLES	EASYJET UK LTD	S	122	0	0	0.0	6.6	27.9	21.3	26.2	13.9	2.5	1.6	0.0	0.0	0.0	38	39.6	33	106	
NAPLES	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	40.0	32	25	
NAPLES	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	0.0	45	37.5	22	8	
NAPLES	TUI AIRWAYS LTD	C	36	0	0	0.0	2.8	27.8	8.3	25.0	16.7	13.9	5.6	0.0	0.0	0.0	71	0.0	0	0	
NAPLES	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 NAPLES</b>			<b>338</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>10.3</b>	<b>30.9</b>	<b>18.5</b>	<b>20.9</b>	<b>10.3</b>	<b>4.1</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>40</b>	<b>52.4</b>	<b>27</b>	<b>330</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	40.0	30	10	
OLBIA	EASYJET UK LTD	S	96	0	0	0.0	3.1	24.0	22.9	22.9	17.7	7.3	2.1	0.0	0.0	0.0	49	50.6	27	84	
OLBIA	MERIDIANA AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	28	
OLBIA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	67	37.5	33	8	
<b>TOTAL OLBIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>22.1</b>	<b>23.1</b>	<b>24.0</b>	<b>17.3</b>	<b>8.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>48.9</b>	<b>27</b>	<b>130</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	26	6	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
PALERMO	EASYJET UK LTD	S	52	0	0	0.0	7.7	38.5	15.4	23.1	11.5	3.8	0.0	0.0	0.0	0.0	31	62.0	20	50	
<b>TOTAL PALERMO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>38.5</b>	<b>15.4</b>	<b>23.1</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>64.3</b>	<b>20</b>	<b>56</b>	
PISA	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	64.6	21	82	
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	14.3	37	14	
PISA	EASYJET UK LTD	S	129	0	4	0.8	9.0	32.3	18.0	15.0	14.3	4.5	3.0	0.0	0.0	3.0	40	48.4	34	122	
<b>TOTAL PISA</b>			<b>129</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>9.0</b>	<b>32.3</b>	<b>18.0</b>	<b>15.0</b>	<b>14.3</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>40</b>	<b>52.3</b>	<b>29</b>	<b>218</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	62	0	0	0.0	6.5	37.1	25.8	21.0	4.8	4.8	0.0	0.0	0.0	0.0	28	57.4	27	59	
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	50.0	45	32	
ROME (FIUMICINO)	EASYJET UK LTD	S	217	0	7	0.4	8.0	31.3	20.5	19.2	12.5	3.6	1.3	0.0	0.0	3.1	36	51.5	31	202	
ROME (FIUMICINO)	VUELING AIRLINES	S	158	0	1	1.3	6.3	19.5	24.5	21.4	16.4	5.0	3.8	1.3	0.0	0.6	51	16.1	57	121	
<b>TOTAL ROME (FIUMICINO)</b>			<b>437</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>7.2</b>	<b>27.9</b>	<b>22.7</b>	<b>20.2</b>	<b>12.8</b>	<b>4.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>41</b>	<b>41.8</b>	<b>39</b>	<b>414</b>	
TURIN	BRITISH AIRWAYS PLC	S	76	0	0	3.9	27.6	36.8	15.8	7.9	7.9	0.0	0.0	0.0	0.0	0.0	16	73.5	27	68	
TURIN	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 TURIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>27.6</b>	<b>36.8</b>	<b>15.8</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.9</b>	<b>26</b>	<b>69</b>	
VENICE	BRITISH AIRWAYS PLC	S	229	0	2	0.9	19.5	37.2	18.6	12.6	6.9	2.6	0.9	0.0	0.0	0.9	24	57.1	27	230	
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	54.8	28	30	
VENICE	EASYJET UK LTD	S	225	0	8	0.0	8.2	23.6	19.3	21.5	16.7	3.9	2.6	0.9	0.0	3.4	45	53.7	26	208	
VENICE	TUI AIRWAYS LTD	C	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	21	62.5	16	8	
<b>TOTAL VENICE</b>			<b>462</b>	<b>0</b>	<b>10</b>	<b>0.4</b>	<b>13.6</b>	<b>30.5</b>	<b>19.5</b>	<b>16.7</b>	<b>11.9</b>	<b>3.2</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>34</b>	<b>55.5</b>	<b>27</b>	<b>476</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	124	0	0	3.2	16.1	37.9	17.7	16.9	4.0	3.2	0.0	0.8	0.0	0.0	30	58.5	25	123	
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	41.7	25	12	
VERONA VILLAFRANCA	EASYJET UK LTD	S	100	0	6	0.0	8.5	33.0	19.8	17.9	9.4	3.8	1.9	0.0	0.0	5.7	33	64.0	19	86	
VERONA VILLAFRANCA	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	75.0	9	8	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	25	75.0	8	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>242</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>12.9</b>	<b>35.5</b>	<b>19.0</b>	<b>17.3</b>	<b>6.9</b>	<b>3.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>2.4</b>	<b>31</b>	<b>60.8</b>	<b>22</b>	<b>237</b>	
<b>TOTAL ITALY</b>			<b>2914</b>	<b>0</b>	<b>49</b>	<b>0.9</b>	<b>10.5</b>	<b>30.8</b>	<b>19.7</b>	<b>18.6</b>	<b>12.3</b>	<b>3.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.7</b>	<b>37</b>	<b>52.8</b>	<b>28</b>	<b>2994</b>	
JAMAICA																					
KINGSTON	BRITISH AIRWAYS PLC	S	37	0	0	5.4	10.8	24.3	35.1	13.5	10.8	0.0	0.0	0.0	0.0	0.0	23	38.5	37	26	
<b>TOTAL KINGSTON</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>10.8</b>	<b>24.3</b>	<b>35.1</b>	<b>13.5</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>23</b>	<b>38.5</b>	<b>37</b>	<b>26</b>	
MONTEGO BAY	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	30.8	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	23	69.2	17	26	
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	5.6	0.0	11.1	33.3	33.3	11.1	5.6	0.0	0.0	0.0	0.0	39	55.0	22	20	
<b>TOTAL MONTEGO BAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>9.1</b>	<b>22.7</b>	<b>31.8</b>	<b>20.5</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>63.0</b>	<b>19</b>	<b>46</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>81</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>9.9</b>	<b>23.5</b>	<b>33.3</b>	<b>17.3</b>	<b>11.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>54.2</b>	<b>25</b>	<b>72</b>
<b>LATVIA</b>																				
<b>RIGA</b>	AIR BALTIC	S	124	0	0	0.0	6.5	25.0	32.3	27.4	7.3	0.8	0.8	0.0	0.0	0.0	30	71.0	14	124
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>25.0</b>	<b>32.3</b>	<b>27.4</b>	<b>7.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>71.0</b>	<b>14</b>	<b>124</b>
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>25.0</b>	<b>32.3</b>	<b>27.4</b>	<b>7.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>71.0</b>	<b>14</b>	<b>124</b>
<b>LUXEMBOURG</b>																				
<b>LUXEMBOURG</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	50.0	23	4
<b>LUXEMBOURG</b>	EASYJET UK LTD	S	32	0	2	0.0	5.9	35.3	11.8	11.8	23.5	5.9	0.0	0.0	0.0	5.9	42	40.6	32	32
<b>TOTAL LUXEMBOURG</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>42</b>	<b>41.7</b>	<b>31</b>	<b>36</b>
<b>TOTAL LUXEMBOURG</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>42</b>	<b>41.7</b>	<b>31</b>	<b>36</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	62	0	0	1.6	6.5	27.4	22.6	33.9	4.8	3.2	0.0	0.0	0.0	0.0	31	59.7	16	62
<b>MALTA</b>	BRITISH AIRWAYS PLC	S	56	0	0	1.8	10.7	39.3	23.2	10.7	10.7	1.8	0.0	1.8	0.0	0.0	48	60.7	15	61
<b>MALTA</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	72.7	17	11
<b>MALTA</b>	EASYJET UK LTD	S	86	0	2	1.1	6.8	39.8	20.5	20.5	6.8	1.1	1.1	0.0	0.0	2.3	26	64.9	21	77
<b>MALTA</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	100.0	1	10
<b>MALTA</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	22.2	58	18
<b>MALTA</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	22.2	5.6	11.1	11.1	5.6	0.0	0.0	0.0	47	50.0	21	8
<b>TOTAL MALTA</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>9.1</b>	<b>36.0</b>	<b>22.3</b>	<b>19.8</b>	<b>7.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>33</b>	<b>60.7</b>	<b>20</b>	<b>247</b>
<b>TOTAL MALTA</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>9.1</b>	<b>36.0</b>	<b>22.3</b>	<b>19.8</b>	<b>7.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>33</b>	<b>60.7</b>	<b>20</b>	<b>247</b>
<b>MAURITIUS</b>																				
<b>MAURITIUS</b>	BRITISH AIRWAYS PLC	S	27	0	0	0.0	63.0	14.8	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	96.2	3	26
<b>MAURITIUS</b>	TUI AIRWAYS LTD	S	9	0	0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	50.0	11	10
<b>TOTAL MAURITIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>5</b>	<b>36</b>
<b>TOTAL MAURITIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>5</b>	<b>36</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	BRITISH AIRWAYS PLC	S	44	0	0	11.4	29.5	34.1	6.8	9.1	6.8	0.0	0.0	2.3	0.0	0.0	43	63.0	17	27
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	11.1	22.2	38.9	5.6	11.1	0.0	0.0	0.0	0.0	45	44.4	20	18
<b>CANCUN</b>	TUI AIRWAYS LTD	S	52	0	0	5.8	13.5	42.3	15.4	13.5	5.8	3.8	0.0	0.0	0.0	0.0	22	79.0	10	62
<b>CANCUN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.1	30	9
<b>TOTAL CANCUN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>19.3</b>	<b>34.2</b>	<b>13.2</b>	<b>15.8</b>	<b>6.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>64.7</b>	<b>15</b>	<b>116</b>
<b>PUERTO VALLARTA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	9	8
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>9</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>19.7</b>	<b>35.2</b>	<b>13.9</b>	<b>14.8</b>	<b>5.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.1</b>	<b>14</b>	<b>124</b>
<b>MOROCCO</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	100.0	7	2	
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	26	0	0	7.7	7.7	50.0	7.7	23.1	3.8	0.0	0.0	0.0	0.0	0.0	21	79.2	8	24	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	5.6	16.7	16.7	16.7	0.0	22.2	16.7	5.6	0.0	0.0	0.0	60	66.7	15	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>11.4</b>	<b>36.4</b>	<b>11.4</b>	<b>13.6</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>75.0</b>	<b>11</b>	<b>44</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	58	0	1	0.0	13.6	13.6	15.3	33.9	16.9	1.7	3.4	0.0	0.0	1.7	44	78.1	12	64	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.6</b>	<b>13.6</b>	<b>15.3</b>	<b>33.9</b>	<b>16.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>44</b>	<b>78.1</b>	<b>12</b>	<b>64</b>	
FEZ	AIR ARABIA MAROC	S	18	0	0	0.0	16.7	61.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	68.8	46	16	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.8</b>	<b>46</b>	<b>16</b>	
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	11.1	27.8	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	62.5	15	8	
MARRAKESH	BRITISH AIRWAYS PLC	S	50	0	0	14.0	14.0	44.0	18.0	6.0	2.0	0.0	2.0	0.0	0.0	0.0	19	84.1	9	44	
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	100.0	2	9	
MARRAKESH	EASYJET UK LTD	S	80	0	0	1.3	15.0	36.3	15.0	17.5	10.0	2.5	2.5	0.0	0.0	0.0	31	72.6	10	62	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	38.9	16.7	33.3	5.6	0.0	0.0	5.6	0.0	0.0	58	83.3	7	18	
<b>TOTAL MARRAKESH</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>14.5</b>	<b>39.8</b>	<b>15.7</b>	<b>13.9</b>	<b>6.6</b>	<b>1.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>78.7</b>	<b>9</b>	<b>141</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	26	0	0	0.0	0.0	34.6	23.1	15.4	15.4	0.0	11.5	0.0	0.0	0.0	58	61.1	43	18	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>34.6</b>	<b>23.1</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>61.1</b>	<b>43</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>312</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>12.8</b>	<b>35.1</b>	<b>15.3</b>	<b>17.3</b>	<b>9.9</b>	<b>1.9</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>34</b>	<b>76.3</b>	<b>14</b>	<b>283</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	174	0	4	0.6	16.9	47.8	13.5	14.6	2.8	0.6	0.6	0.6	0.0	2.2	19	68.3	23	174	
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	68.3	16	60	
AMSTERDAM	EASYJET UK LTD	S	393	0	17	2.2	15.6	24.4	18.5	19.5	12.4	1.5	1.7	0.0	0.0	4.1	32	55.8	25	369	
AMSTERDAM	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	20	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>568</b>	<b>0</b>	<b>21</b>	<b>1.7</b>	<b>16.0</b>	<b>31.4</b>	<b>17.1</b>	<b>18.0</b>	<b>9.5</b>	<b>1.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>3.6</b>	<b>28</b>	<b>60.6</b>	<b>24</b>	<b>603</b>	
<b>TOTAL NETHERLANDS</b>			<b>568</b>	<b>0</b>	<b>21</b>	<b>1.7</b>	<b>16.0</b>	<b>31.4</b>	<b>17.1</b>	<b>18.0</b>	<b>9.5</b>	<b>1.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>3.6</b>	<b>28</b>	<b>60.6</b>	<b>24</b>	<b>603</b>	
<b>NORWAY</b>																					
BERGEN	NORWEGIAN AIR SHUTTLE	S	114	0	2	3.4	26.7	29.3	19.0	12.1	6.9	0.9	0.0	0.0	0.0	1.7	19	68.1	14	116	
<b>TOTAL BERGEN</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>26.7</b>	<b>29.3</b>	<b>19.0</b>	<b>12.1</b>	<b>6.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>68.1</b>	<b>14</b>	<b>116</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	184	0	4	1.1	11.2	22.9	20.7	22.3	16.0	2.7	1.1	0.0	0.0	2.1	36	53.9	42	189	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	60.3	16	68	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>192</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>10.7</b>	<b>23.4</b>	<b>21.3</b>	<b>21.8</b>	<b>15.7</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>35</b>	<b>55.6</b>	<b>35</b>	<b>257</b>	
STAVANGER	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	13	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	42	0	2	0.0	4.5	31.8	11.4	27.3	4.5	2.3	13.6	0.0	0.0	4.5	54	68.2	10	42	
<b>TOTAL STAVANGER</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.5</b>	<b>31.8</b>	<b>11.4</b>	<b>27.3</b>	<b>4.5</b>	<b>2.3</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>54</b>	<b>66.1</b>	<b>11</b>	<b>60</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	0.0	38.2	32.4	8.8	8.8	5.9	0.0	5.9	0.0	0.0	0.0	23	55.6	30	36	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>32.4</b>	<b>8.8</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>55.6</b>	<b>30</b>	<b>36</b>	
<b>TOTAL NORWAY</b>			<b>382</b>	<b>0</b>	<b>9</b>	<b>1.5</b>	<b>17.1</b>	<b>26.9</b>	<b>18.4</b>	<b>18.4</b>	<b>11.0</b>	<b>1.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>32</b>	<b>60.0</b>	<b>26</b>	<b>469</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BENAZIR BHUTTO 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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>PERU</b>																					
LIMA	BRITISH AIRWAYS PLC	S	26	0	0	3.8	19.2	26.9	11.5	34.6	0.0	3.8	0.0	0.0	0.0	0.0	25	42.3	40	26	
<b>TOTAL LIMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>26.9</b>	<b>11.5</b>	<b>34.6</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>25</b>	<b>42.3</b>	<b>40</b>	<b>26</b>	
<b>TOTAL PERU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>26.9</b>	<b>11.5</b>	<b>34.6</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>25</b>	<b>42.3</b>	<b>40</b>	<b>26</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	62	0	1	3.2	7.9	46.0	15.9	11.1	12.7	1.6	0.0	0.0	0.0	1.6	25	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>7.9</b>	<b>46.0</b>	<b>15.9</b>	<b>11.1</b>	<b>12.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</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	90.0	6	10	
KRAKOW	EASYJET UK LTD	S	97	0	0	2.1	9.3	37.1	11.3	14.4	22.7	1.0	2.1	0.0	0.0	0.0	38	54.3	25	70	
<b>TOTAL KRAKOW</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>9.3</b>	<b>37.1</b>	<b>11.3</b>	<b>14.4</b>	<b>22.7</b>	<b>1.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>58.8</b>	<b>22</b>	<b>80</b>	
<b>TOTAL POLAND</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>8.8</b>	<b>40.6</b>	<b>13.1</b>	<b>13.1</b>	<b>18.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>33</b>	<b>58.8</b>	<b>22</b>	<b>80</b>	
<b>PORTUGAL(EXCLUDING</b>																					
AZORES PONTA DELGADA	SATA	S	6	0	2	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	43	25.0	22	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>43</b>	<b>25.0</b>	<b>22</b>	<b>8</b>	
FARO	BRITISH AIRWAYS PLC	S	212	0	0	9.9	19.8	38.7	15.1	9.9	4.7	1.4	0.5	0.0	0.0	0.0	17	73.9	15	199	
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	69.7	15	33	
FARO	EASYJET UK LTD	S	303	0	4	2.6	16.9	29.3	22.8	16.0	8.8	2.0	0.3	0.0	0.0	1.3	26	66.0	21	282	
FARO	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	100.0	2	18	
FARO	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	0.0	0.0	30.8	7.7	23.1	30.8	3.8	3.8	0.0	0.0	0.0	49	80.8	11	26	
FARO	TUI AIRWAYS LTD	C	27	0	0	0.0	14.8	48.1	18.5	7.4	3.7	0.0	0.0	7.4	0.0	0.0	50	90.0	6	20	
<b>TOTAL FARO</b>			<b>568</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>17.1</b>	<b>33.7</b>	<b>19.1</b>	<b>13.6</b>	<b>8.0</b>	<b>1.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>25</b>	<b>71.5</b>	<b>17</b>	<b>578</b>	
LISBON	AIR PORTUGAL	S	100	0	0	1.0	11.0	31.0	25.0	20.0	11.0	1.0	0.0	0.0	0.0	0.0	26	63.5	15	94	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
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	68.8	24	16
LISBON	EASYJET UK LTD	S	124	0	0	0.8	16.1	22.6	22.6	19.4	14.5	2.4	1.6	0.0	0.0	0.0	34	47.7	29	104
<b>TOTAL LISBON</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>13.8</b>	<b>26.3</b>	<b>23.7</b>	<b>19.6</b>	<b>12.9</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>56.2</b>	<b>22</b>	<b>214</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	0.0	15.3	25.0	16.1	26.6	12.1	4.0	0.8	0.0	0.0	0.0	35	61.6	20	123
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	54	0	0	3.7	22.2	27.8	27.8	9.3	7.4	1.9	0.0	0.0	0.0	0.0	20	55.6	39	54
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	50.0	24	12
OPORTO (PORTUGAL)	EASYJET UK LTD	S	88	0	0	2.3	13.6	39.8	15.9	18.2	9.1	1.1	0.0	0.0	0.0	0.0	23	50.0	30	80
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>16.2</b>	<b>30.5</b>	<b>18.4</b>	<b>20.3</b>	<b>10.2</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>56.0</b>	<b>27</b>	<b>269</b>
<b>TOTAL PORTUGAL</b>			<b>1064</b>	<b>0</b>	<b>6</b>	<b>3.3</b>	<b>16.1</b>	<b>31.3</b>	<b>19.7</b>	<b>16.6</b>	<b>9.7</b>	<b>2.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>27</b>	<b>64.1</b>	<b>20</b>	<b>1069</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	BRITISH AIRWAYS PLC	S	54	0	0	27.8	14.8	35.2	11.1	7.4	0.0	3.7	0.0	0.0	0.0	0.0	13	76.7	14	60
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	75.0	18	8
FUNCHAL	EASYJET UK LTD	S	62	0	0	4.8	19.4	46.8	12.9	12.9	0.0	0.0	3.2	0.0	0.0	0.0	21	75.9	16	54
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	16.7	16.7	5.6	11.1	5.6	0.0	0.0	0.0	45	88.9	6	18
<b>TOTAL FUNCHAL</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>15.7</b>	<b>41.0</b>	<b>12.7</b>	<b>11.2</b>	<b>0.7</b>	<b>3.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.9</b>	<b>14</b>	<b>140</b>
PORTO SANTO	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	100.0	2	10
PORTO SANTO	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL PORTO SANTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>16.7</b>	<b>42.4</b>	<b>12.5</b>	<b>10.4</b>	<b>0.7</b>	<b>2.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>79.3</b>	<b>13</b>	<b>150</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	4.8	19.4	39.2	21.0	10.2	2.7	1.6	1.1	0.0	0.0	0.0	19	62.1	24	140
<b>TOTAL DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>39.2</b>	<b>21.0</b>	<b>10.2</b>	<b>2.7</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.1</b>	<b>24</b>	<b>140</b>
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>39.2</b>	<b>21.0</b>	<b>10.2</b>	<b>2.7</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.1</b>	<b>24</b>	<b>140</b>
<b>REPUBLIC OF</b>																				
PODGORICA	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	26	66.7	15	18
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>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>26</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
TIVAT	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
TIVAT	EASYJET UK LTD	S	19	0	0	0.0	10.5	21.1	47.4	5.3	15.8	0.0	0.0	0.0	0.0	0.0	26	75.0	14	16
TIVAT	MONTENEGRO AIRLINES	S	32	0	4	0.0	8.3	22.2	19.4	27.8	11.1	0.0	0.0	0.0	0.0	11.1	32	38.5	28	26
<b>TOTAL TIVAT</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>9.1</b>	<b>21.8</b>	<b>29.1</b>	<b>20.0</b>	<b>12.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>30</b>	<b>52.3</b>	<b>22</b>	<b>44</b>
<b>TOTAL REPUBLIC OF</b>			<b>69</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>6.8</b>	<b>26.0</b>	<b>28.8</b>	<b>21.9</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>29</b>	<b>56.5</b>	<b>20</b>	<b>62</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	WIZZ AIR	S	62	0	0	0.0	1.6	14.5	12.9	27.4	29.0	11.3	3.2	0.0	0.0	0.0	65	25.8	51	62

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>14.5</b>	<b>12.9</b>	<b>27.4</b>	<b>29.0</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>25.8</b>	<b>51</b>	<b>62</b>
CLUJ NAPOCA	WIZZ AIR	S	62	0	0	0.0	4.8	11.3	30.6	27.4	16.1	6.5	3.2	0.0	0.0	0.0	50	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>11.3</b>	<b>30.6</b>	<b>27.4</b>	<b>16.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>12.9</b>	<b>21.8</b>	<b>27.4</b>	<b>22.6</b>	<b>8.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>25.8</b>	<b>51</b>	<b>62</b>
<b>RUSSIA</b>																				
ST PETERSBURG	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	12	1
ST PETERSBURG	ROSSIYA AIRLINES	S	62	0	0	1.6	43.5	45.2	8.1	0.0	0.0	0.0	1.6	0.0	0.0	0.0	8	91.9	6	62
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>45.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.1</b>	<b>6</b>	<b>63</b>
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>45.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.1</b>	<b>6</b>	<b>63</b>
<b>RWANDA</b>																				
KIGALI	RWANDAIR EXPRESS	S	38	0	0	0.0	2.6	15.8	10.5	26.3	23.7	7.9	7.9	5.3	0.0	0.0	91	46.2	27	26
<b>TOTAL KIGALI</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.6</b>	<b>15.8</b>	<b>10.5</b>	<b>26.3</b>	<b>23.7</b>	<b>7.9</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>46.2</b>	<b>27</b>	<b>26</b>
<b>TOTAL RWANDA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.6</b>	<b>15.8</b>	<b>10.5</b>	<b>26.3</b>	<b>23.7</b>	<b>7.9</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>46.2</b>	<b>27</b>	<b>26</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	11.8	11.8	23.5	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	22	82.4	17	17
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>29.4</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>22</b>	<b>82.4</b>	<b>17</b>	<b>17</b>
<b>TOTAL SAINT KITTS AND SINGAPORE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>29.4</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>22</b>	<b>82.4</b>	<b>17</b>	<b>17</b>
<b>SINGAPORE</b>																				
SINGAPORE	NORWEGIAN AIR UK LTD	S	0	0	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	21	36
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>21</b>	<b>36</b>
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>21</b>	<b>36</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	50.0	38	6
LJUBLJANA	EASYJET UK LTD	S	34	0	2	0.0	5.6	36.1	22.2	22.2	8.3	0.0	0.0	0.0	0.0	5.6	27	46.7	27	30
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>36.1</b>	<b>22.2</b>	<b>22.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>47.2</b>	<b>29</b>	<b>36</b>
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>36.1</b>	<b>22.2</b>	<b>22.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>47.2</b>	<b>29</b>	<b>36</b>
<b>SPAIN</b>																				
ALICANTE	BRITISH AIRWAYS PLC	S	198	0	0	7.6	19.7	31.8	19.2	11.6	7.1	1.0	2.0	0.0	0.0	0.0	23	66.5	26	197
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	63.6	15	33
ALICANTE	EASYJET UK LTD	S	269	0	4	2.2	14.7	31.5	16.8	15.8	13.2	3.7	0.7	0.0	0.0	1.5	32	58.8	28	245
ALICANTE	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	50.0	35	18
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	3.7	20.4	35.2	13.0	13.0	9.3	1.9	0.0	3.7	0.0	0.0	50	67.6	17	34
ALICANTE	RYANAIR	S	54	0	0	3.7	22.2	42.6	14.8	9.3	7.4	0.0	0.0	0.0	0.0	0.0	15	59.6	22	48
ALICANTE	TUI AIRWAYS LTD	C	26	0	0	3.8	38.5	23.1	15.4	15.4	0.0	3.8	0.0	0.0	0.0	0.0	16	75.0	24	16
ALICANTE	VUELING AIRLINES	S	54	0	2	0.0	17.9	28.6	7.1	17.9	14.3	5.4	5.4	0.0	0.0	3.6	43	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 ALICANTE</b>			<b>655</b>	<b>0</b>	<b>6</b>	<b>3.9</b>	<b>18.5</b>	<b>32.2</b>	<b>16.2</b>	<b>13.9</b>	<b>10.1</b>	<b>2.6</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>29</b>	<b>62.4</b>	<b>25</b>	<b>591</b>	
ALMERIA	BRITISH AIRWAYS PLC	S	36	0	0	8.3	16.7	50.0	11.1	5.6	8.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
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	75.0	6	8	
ALMERIA	EASYJET UK LTD	S	62	0	0	4.8	24.2	48.4	11.3	3.2	6.5	1.6	0.0	0.0	0.0	0.0	15	83.3	7	54	
ALMERIA	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	100.0	5	8	
ALMERIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	27.8	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	56.3	24	16	
ALMERIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.8</b>	<b>44.4</b>	<b>15.3</b>	<b>6.5</b>	<b>6.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.1</b>	<b>10</b>	<b>86</b>	
ASTURIAS	VUELING AIRLINES	S	26	0	0	0.0	0.0	11.5	30.8	42.3	15.4	0.0	0.0	0.0	0.0	0.0	39	30.8	45	26	
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>42.3</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>30.8</b>	<b>45</b>	<b>26</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.6	14	128	
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	59.6	37	46	
BARCELONA	EASYJET UK LTD	S	366	0	4	1.9	15.1	31.4	16.5	20.3	9.7	3.2	0.8	0.0	0.0	1.1	30	60.0	30	323	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	115	0	0	0.0	14.8	36.5	22.6	12.2	5.2	2.6	5.2	0.9	0.0	0.0	37	27.4	39	62	
BARCELONA	VUELING AIRLINES	S	439	0	16	1.1	7.9	22.2	21.3	20.4	14.5	5.1	3.5	0.4	0.0	3.5	49	34.5	46	380	
<b>TOTAL BARCELONA</b>			<b>920</b>	<b>0</b>	<b>20</b>	<b>1.3</b>	<b>11.6</b>	<b>27.6</b>	<b>19.6</b>	<b>19.4</b>	<b>11.5</b>	<b>4.0</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>2.1</b>	<b>40</b>	<b>49.2</b>	<b>35</b>	<b>939</b>	
BILBAO	BRITISH AIRWAYS PLC	S	104	0	0	15.4	26.9	29.8	14.4	4.8	4.8	1.0	2.9	0.0	0.0	0.0	19	0.0	0	0	
BILBAO	VUELING AIRLINES	S	58	0	4	0.0	11.3	40.3	17.7	21.0	3.2	0.0	0.0	0.0	0.0	6.5	20	67.7	16	62	
<b>TOTAL BILBAO</b>			<b>162</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>21.1</b>	<b>33.7</b>	<b>15.7</b>	<b>10.8</b>	<b>4.2</b>	<b>0.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>67.7</b>	<b>16</b>	<b>62</b>	
GIRONA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	2	18	
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.4</b>	<b>2</b>	<b>18</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	100.0	5	2	
GRANADA	EASYJET UK LTD	S	26	0	0	7.7	15.4	38.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	29	58.3	42	24	
<b>TOTAL GRANADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>61.5</b>	<b>39</b>	<b>26</b>	
IBIZA	BRITISH AIRWAYS PLC	S	104	0	0	2.9	19.2	34.6	14.4	15.4	6.7	3.8	2.9	0.0	0.0	0.0	30	72.4	29	104	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
IBIZA	EASYJET UK LTD	S	172	0	6	2.2	22.5	25.3	16.9	14.6	9.0	5.1	1.1	0.0	0.0	3.4	30	60.0	22	144	
IBIZA	EXECUJET SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1	
IBIZA	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	21	1	
IBIZA	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	67.6	21	34	
IBIZA	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	17	8	
IBIZA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	23.1	46.2	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	18	80.8	11	26	

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IBIZA	TUI AIRWAYS LTD	C	65	0	0	1.5	15.4	40.0	20.0	15.4	3.1	3.1	1.5	0.0	0.0	0.0	25	77.1	32	35	
<b>TOTAL IBIZA</b>			<b>367</b>	<b>0</b>	<b>6</b>	<b>2.1</b>	<b>20.4</b>	<b>31.9</b>	<b>16.4</b>	<b>14.7</b>	<b>7.2</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>28</b>	<b>68.1</b>	<b>24</b>	<b>368</b>	
JEREZ	EASYJET UK LTD	S	26	0	0	3.8	15.4	46.2	19.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
JEREZ	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	4	8	
<b>TOTAL JEREZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>44.1</b>	<b>20.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
MADRID	AIR EUROPA	S	124	0	0	0.0	9.7	34.7	16.9	22.6	8.1	6.5	1.6	0.0	0.0	0.0	37	61.6	19	124	
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	50.0	24	30	
MADRID	EASYJET UK LTD	S	201	0	3	7.8	13.7	31.4	12.3	17.6	10.8	2.9	2.0	0.0	0.0	1.5	32	62.0	19	184	
MADRID	IBERIA EXPRESS	S	124	0	0	4.0	25.0	30.6	21.8	12.9	3.2	1.6	0.8	0.0	0.0	0.0	18	83.9	7	124	
MADRID	NORWEGIAN AIR INTERNATIONAL	S	78	0	0	2.6	12.8	30.8	21.8	23.1	3.8	1.3	1.3	2.6	0.0	0.0	40	70.8	15	106	
<b>TOTAL MADRID</b>			<b>527</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>15.3</b>	<b>31.9</b>	<b>17.0</b>	<b>18.5</b>	<b>7.4</b>	<b>3.2</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>31</b>	<b>67.5</b>	<b>16</b>	<b>568</b>	
MAHON	BRITISH AIRWAYS PLC	S	54	0	0	5.6	5.6	40.7	20.4	18.5	9.3	0.0	0.0	0.0	0.0	0.0	21	67.5	16	40	
MAHON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	14	
MAHON	EASYJET UK LTD	S	128	0	4	0.0	10.6	33.3	18.2	16.7	12.1	3.8	2.3	0.0	0.0	3.0	36	53.3	33	122	
MAHON	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	37.5	44	32	
MAHON	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	20.6	44.1	20.6	8.8	2.9	0.0	0.0	0.0	0.0	0.0	14	71.4	13	35	
MAHON	TUI AIRWAYS LTD	C	61	0	1	0.0	17.7	27.4	16.1	17.7	16.1	1.6	0.0	1.6	0.0	1.6	39	70.8	21	48	
<b>TOTAL MAHON</b>			<b>277</b>	<b>0</b>	<b>5</b>	<b>1.4</b>	<b>12.4</b>	<b>34.8</b>	<b>18.4</b>	<b>16.3</b>	<b>11.3</b>	<b>2.1</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>31</b>	<b>58.4</b>	<b>27</b>	<b>291</b>	
MALAGA	BRITISH AIRWAYS PLC	S	299	0	0	10.7	24.4	32.8	15.1	9.4	5.4	1.7	0.7	0.0	0.0	0.0	18	76.4	19	324	
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	71.1	20	45	
MALAGA	EASYJET UK LTD	S	360	0	2	3.3	14.4	35.4	15.7	14.4	10.8	4.1	1.4	0.0	0.0	0.6	30	62.3	25	316	
MALAGA	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	84.6	7	26	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	132	0	0	0.8	17.4	42.4	15.2	15.9	8.3	0.0	0.0	0.0	0.0	0.0	20	69.0	14	71	
MALAGA	TUI AIRWAYS LTD	C	29	0	1	0.0	3.3	50.0	23.3	16.7	0.0	3.3	0.0	0.0	0.0	3.3	21	61.1	19	18	
<b>TOTAL MALAGA</b>			<b>820</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>18.1</b>	<b>36.1</b>	<b>15.7</b>	<b>12.9</b>	<b>8.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>24</b>	<b>69.8</b>	<b>21</b>	<b>800</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	121	0	4	0.8	8.8	29.6	20.0	23.2	12.0	2.4	0.0	0.0	0.0	3.2	31	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>8.8</b>	<b>29.6</b>	<b>20.0</b>	<b>23.2</b>	<b>12.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>31</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	66.7	13	15	
MURCIA SAN JAVIER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.7	18	107	
<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>63.2</b>	<b>17</b>	<b>122</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	88	0	0	3.4	21.6	33.0	17.0	17.0	5.7	2.3	0.0	0.0	0.0	0.0	22	57.6	24	85	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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
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	48.6	30	37
PALMA DE MALLORCA	EASYJET UK LTD	S	311	0	2	0.6	8.6	29.7	22.0	25.2	9.6	2.9	0.0	0.6	0.0	0.6	33	41.4	38	281
PALMA DE MALLORCA	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	81.8	14	55
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	58	0	0	1.7	24.1	22.4	13.8	15.5	13.8	8.6	0.0	0.0	0.0	0.0	36	59.0	18	61
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	70	0	0	2.9	20.0	44.3	20.0	10.0	2.9	0.0	0.0	0.0	0.0	0.0	14	67.6	16	68
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	93	0	1	2.1	13.8	30.9	24.5	12.8	9.6	2.1	3.2	0.0	0.0	1.1	32	54.2	18	83
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>620</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>14.0</b>	<b>31.3</b>	<b>20.7</b>	<b>19.6</b>	<b>8.7</b>	<b>2.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>29</b>	<b>53.0</b>	<b>28</b>	<b>671</b>
REUS	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	75.0	11	8
REUS	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	18.8	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	19	18
REUS	TUI AIRWAYS LTD	C	26	0	0	0.0	7.7	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	18
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>11.9</b>	<b>54.8</b>	<b>14.3</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.6</b>	<b>11</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET UK LTD	S	36	0	0	13.9	30.6	41.7	5.6	2.8	5.6	0.0	0.0	0.0	0.0	0.0	9	80.0	13	30
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>30.6</b>	<b>41.7</b>	<b>5.6</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.4</b>	<b>12</b>	<b>34</b>
SEVILLE	BRITISH AIRWAYS PLC	S	74	0	0	4.1	28.4	37.8	6.8	12.2	8.1	0.0	2.7	0.0	0.0	0.0	24	68.8	17	64
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	75.0	17	8
SEVILLE	EASYJET UK LTD	S	62	0	0	1.6	19.4	27.4	22.6	21.0	4.8	0.0	3.2	0.0	0.0	0.0	27	75.9	26	54
<b>TOTAL SEVILLE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>24.3</b>	<b>33.1</b>	<b>14.0</b>	<b>16.2</b>	<b>6.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>21</b>	<b>126</b>
VALENCIA	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	69.4	17	62
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	54.5	21	22
VALENCIA	EASYJET UK LTD	S	186	0	0	1.1	17.2	36.0	22.0	13.4	8.6	1.6	0.0	0.0	0.0	0.0	22	69.4	22	160
<b>TOTAL VALENCIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>17.2</b>	<b>36.0</b>	<b>22.0</b>	<b>13.4</b>	<b>8.6</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>68.0</b>	<b>21</b>	<b>244</b>
<b>TOTAL SPAIN</b>			<b>5097</b>	<b>0</b>	<b>54</b>	<b>3.3</b>	<b>16.1</b>	<b>32.7</b>	<b>17.7</b>	<b>16.0</b>	<b>8.9</b>	<b>2.8</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>29</b>	<b>61.9</b>	<b>25</b>	<b>5024</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BRITISH AIRWAYS PLC	S	44	0	0	20.5	18.2	20.5	20.5	11.4	6.8	0.0	0.0	2.3	0.0	0.0	47	73.9	14	46
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	66.7	44	9
ARRECIFE	EASYJET UK LTD	S	62	0	1	0.0	9.5	50.8	12.7	19.0	4.8	0.0	1.6	0.0	0.0	1.6	25	68.5	20	54
ARRECIFE	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	65.0	17	20
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	75.0	10	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	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	27	0	0	7.4	14.8	22.2	11.1	37.0	7.4	0.0	0.0	0.0	0.0	0.0	27	28.6	60	28	
ARRECIFE	TUI AIRWAYS LTD	C	37	0	0	8.1	16.2	37.8	10.8	18.9	8.1	0.0	0.0	0.0	0.0	0.0	19	76.5	23	17	
<b>TOTAL ARRECIFE</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>14.0</b>	<b>35.7</b>	<b>14.0</b>	<b>19.9</b>	<b>6.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>30</b>	<b>64.3</b>	<b>25</b>	<b>182</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	85.7	4	7	
FUERTEVENTURA	EASYJET UK LTD	S	46	0	0	2.2	17.4	50.0	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	14	86.8	10	38	
FUERTEVENTURA	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	66.7	19	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	33.3	16.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	33	37.5	32	16	
FUERTEVENTURA	TUI AIRWAYS LTD	C	28	0	0	3.6	7.1	67.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	8	
<b>TOTAL FUERTEVENTURA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>13.0</b>	<b>52.2</b>	<b>16.3</b>	<b>8.7</b>	<b>5.4</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>72.4</b>	<b>15</b>	<b>87</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	16.7	30	6	
LAS PALMAS	EASYJET UK LTD	S	46	0	0	0.0	8.7	28.3	17.4	32.6	8.7	0.0	4.3	0.0	0.0	0.0	37	68.4	18	38	
LAS PALMAS	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	15	0.0	0	0	
LAS PALMAS	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	50.0	23	8	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	16.7	50.0	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	73.1	13	26	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	22.2	22.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	53.6	30	28	
LAS PALMAS	TUI AIRWAYS LTD	C	39	0	0	0.0	2.6	28.2	25.6	28.2	15.4	0.0	0.0	0.0	0.0	0.0	32	65.7	17	35	
<b>TOTAL LAS PALMAS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>9.0</b>	<b>31.1</b>	<b>20.5</b>	<b>26.2</b>	<b>9.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>62.4</b>	<b>20</b>	<b>141</b>	
SANTA CRUZ DE LA PALMA	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	62.5	18	8	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>18</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	96	0	2	13.3	22.4	28.6	17.3	8.2	2.0	3.1	2.0	1.0	0.0	2.0	31	72.8	18	102	
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	76.9	17	13	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	92	0	4	6.3	18.8	33.3	14.6	15.6	5.2	2.1	0.0	0.0	0.0	4.2	20	75.3	13	85	
TENERIFE (SURREINA SOFIA)	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	65.4	30	26	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	44	0	0	4.5	20.5	25.0	22.7	15.9	6.8	4.5	0.0	0.0	0.0	0.0	25	86.4	7	44	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	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	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	34	0	0	5.9	8.8	29.4	29.4	17.6	8.8	0.0	0.0	0.0	0.0	0.0	25	45.2	40	42	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	58	0	0	0.0	5.2	37.9	27.6	20.7	1.7	3.4	3.4	0.0	0.0	0.0	32	58.3	17	36	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 TENERIFE (SURREINA SOFIA)</b>			<b>324</b>	<b>0</b>	<b>6</b>	<b>7.0</b>	<b>16.7</b>	<b>31.2</b>	<b>20.3</b>	<b>14.5</b>	<b>4.2</b>	<b>2.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>27</b>	<b>69.7</b>	<b>19</b>	<b>349</b>	
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>716</b>	<b>0</b>	<b>7</b>	<b>5.9</b>	<b>14.4</b>	<b>34.7</b>	<b>18.7</b>	<b>17.0</b>	<b>5.7</b>	<b>1.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>26</b>	<b>67.3</b>	<b>20</b>	<b>767</b>	
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	8	9	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS 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	100.0	4	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>14</b>	
<b>TOTAL ST LUCIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>14</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	16	0	0	0.0	18.8	31.3	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	43	55.0	60	20	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	80	0	2	0.0	8.5	34.1	29.3	13.4	8.5	2.4	1.2	0.0	0.0	2.4	28	46.3	30	80	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.2</b>	<b>33.7</b>	<b>24.5</b>	<b>15.3</b>	<b>9.2</b>	<b>4.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>30</b>	<b>48.0</b>	<b>36</b>	<b>100</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	213	0	2	0.9	16.3	34.4	14.4	18.1	10.7	3.7	0.5	0.0	0.0	0.9	29	70.3	17	265	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	0.0	12.5	0.0	12.5	50.0	25.0	0.0	0.0	0.0	0.0	93	80.0	9	10	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>221</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>15.7</b>	<b>33.6</b>	<b>13.9</b>	<b>17.9</b>	<b>12.1</b>	<b>4.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>31</b>	<b>70.6</b>	<b>16</b>	<b>275</b>	
<b>TOTAL SWEDEN</b>			<b>317</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>14.0</b>	<b>33.6</b>	<b>17.1</b>	<b>17.1</b>	<b>11.2</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>31</b>	<b>64.6</b>	<b>22</b>	<b>375</b>	
<b>SWITZERLAND</b>																					
ALTENRHEIN	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 ALTENRHEIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
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	37.5	38	24	
BALE MULHOUSE	EASYJET SWITZERLAND	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BALE MULHOUSE	EASYJET UK LTD	S	166	0	10	0.0	12.5	25.6	19.3	20.5	14.8	0.6	1.1	0.0	0.0	5.7	33	46.0	33	146	
<b>TOTAL BALE MULHOUSE</b>			<b>166</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>12.4</b>	<b>25.3</b>	<b>19.1</b>	<b>20.2</b>	<b>14.6</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>33</b>	<b>43.8</b>	<b>33</b>	<b>170</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	31.8	38	44	
GENEVA	EASYJET SWITZERLAND	S	0	0	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GENEVA	EASYJET UK LTD	S	330	0	11	0.3	8.2	25.5	21.4	22.6	15.2	2.3	0.9	0.3	0.0	3.2	37	43.2	32	290	
<b>TOTAL GENEVA</b>			<b>330</b>	<b>0</b>	<b>26</b>	<b>0.3</b>	<b>7.9</b>	<b>24.4</b>	<b>20.5</b>	<b>21.6</b>	<b>14.6</b>	<b>2.2</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>7.3</b>	<b>37</b>	<b>40.4</b>	<b>33</b>	<b>334</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	0.0	0.0	0.0	0	41.7	25	11	
ZURICH	EASYJET UK LTD	S	84	0	4	0.0	15.9	29.5	17.0	15.9	14.8	1.1	0.0	1.1	0.0	4.5	33	57.8	23	81	
ZURICH	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	135	1	
<b>TOTAL ZURICH</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>15.9</b>	<b>29.5</b>	<b>17.0</b>	<b>15.9</b>	<b>14.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>4.5</b>	<b>33</b>	<b>55.2</b>	<b>25</b>	<b>93</b>	
<b>TOTAL SWITZERLAND</b>			<b>580</b>	<b>0</b>	<b>42</b>	<b>0.2</b>	<b>10.3</b>	<b>25.4</b>	<b>19.6</b>	<b>20.4</b>	<b>14.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>6.8</b>	<b>35</b>	<b>43.8</b>	<b>32</b>	<b>598</b>	
<b>TAIWAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>TAIPEI</b>	CHINA AIRLINES	S	46	0	0	30.4	15.2	39.1	10.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	38.6	28	44	
<b>TOTAL TAIPEI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>15.2</b>	<b>39.1</b>	<b>10.9</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>6</b>	<b>38.6</b>	<b>28</b>	<b>44</b>	
<b>TOTAL TAIWAN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>15.2</b>	<b>39.1</b>	<b>10.9</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>6</b>	<b>38.6</b>	<b>28</b>	<b>44</b>	
<b>TRINIDAD AND TOBAGO</b>																					
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	45	0	0	15.6	26.7	44.4	6.7	4.4	2.2	0.0	0.0	0.0	0.0	0.0	9	71.1	12	45	
<b>TOTAL PORT OF SPAIN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>26.7</b>	<b>44.4</b>	<b>6.7</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>0.0</b>	<b>9</b>	<b>71.1</b>	<b>12</b>	<b>45</b>	
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	18	0	0	11.1	16.7	55.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	64.7	25	17	
<b>TOBAGO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	11.1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	50.0	23	10	
<b>TOTAL TOBAGO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>14.8</b>	<b>51.9</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.3</b>	<b>24</b>	<b>27</b>	
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>47.2</b>	<b>8.3</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>11</b>	<b>66.7</b>	<b>17</b>	<b>72</b>	
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	37	0	0	2.7	10.8	29.7	24.3	24.3	8.1	0.0	0.0	0.0	0.0	0.0	26	72.2	26	36	
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	16.7	22.2	11.1	0.0	0.0	11.1	0.0	0.0	133	75.0	12	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>7.3</b>	<b>32.7</b>	<b>21.8</b>	<b>23.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>72.7</b>	<b>24</b>	<b>44</b>	
<b>TUNIS</b>	TUNISAIR	S	28	0	0	0.0	7.1	10.7	14.3	35.7	21.4	10.7	0.0	0.0	0.0	0.0	56	23.1	69	26	
<b>TOTAL TUNIS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>10.7</b>	<b>14.3</b>	<b>35.7</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>23.1</b>	<b>69</b>	<b>26</b>	
<b>TOTAL TUNISIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>7.2</b>	<b>25.3</b>	<b>19.3</b>	<b>27.7</b>	<b>13.3</b>	<b>3.6</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>54.3</b>	<b>40</b>	<b>70</b>	
<b>TURKEY</b>																					
<b>ANKARA (ESENBOGA)</b>	THY TURKISH AIRLINES	S	18	0	0	0.0	5.6	27.8	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ANTALYA</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	25.0	114	4	
<b>ANTALYA</b>	EASYJET UK LTD	S	39	0	3	0.0	7.1	21.4	26.2	19.0	11.9	2.4	4.8	0.0	0.0	7.1	45	29.7	34	37	
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	123	0	1	3.2	12.9	26.6	18.5	27.4	6.5	3.2	0.0	0.8	0.0	0.8	36	43.5	53	115	
<b>ANTALYA</b>	THY TURKISH AIRLINES	S	62	0	0	0.0	0.0	25.8	37.1	21.0	14.5	1.6	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	53	0	0	0.0	13.2	47.2	17.0	9.4	11.3	1.9	0.0	0.0	0.0	0.0	25	45.3	28	53	
<b>TOTAL ANTALYA</b>			<b>277</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>9.3</b>	<b>29.5</b>	<b>23.5</b>	<b>21.4</b>	<b>10.0</b>	<b>2.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>35</b>	<b>41.1</b>	<b>45</b>	<b>209</b>	
<b>BODRUM (MILAS)</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	62.5	14	8	
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	54	0	0	0.0	0.0	27.8	25.9	27.8	16.7	0.0	1.9	0.0	0.0	0.0	39	47.8	27	46	
<b>BODRUM (MILAS)</b>	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>BODRUM (MILAS)</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	0.0	27.8	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	36	27.8	101	18	
<b>BODRUM (MILAS)</b>	THY TURKISH AIRLINES	S	28	0	0	7.1	35.7	32.1	10.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	35.7	27	14	
<b>BODRUM (MILAS)</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	55.6	16.7	5.6	0.0	0.0	0.0	22.2	0.0	0.0	233	44.4	64	18	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 BODRUM (MILAS)</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>8.4</b>	<b>33.6</b>	<b>19.3</b>	<b>20.2</b>	<b>11.8</b>	<b>0.0</b>	<b>0.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>43.3</b>	<b>45</b>	<b>104</b>	
DALAMAN	BRITISH AIRWAYS PLC	S	54	0	0	1.9	9.3	27.8	22.2	22.2	5.6	7.4	1.9	1.9	0.0	0.0	57	61.4	27	44	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	32	8	
DALAMAN	EASYJET UK LTD	S	57	0	3	0.0	3.3	11.7	23.3	35.0	13.3	6.7	1.7	0.0	0.0	5.0	48	27.7	46	46	
DALAMAN	PEGASUS AIRLINES	S	10	0	0	0.0	0.0	40.0	0.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	49	40.0	29	10	
DALAMAN	THOMAS COOK AIRLINES LTD	S	144	0	0	4.2	13.2	37.5	19.4	16.0	9.0	0.7	0.0	0.0	0.0	0.0	23	56.2	33	130	
DALAMAN	TUI AIRWAYS LTD	C	68	0	0	1.5	8.8	30.9	25.0	13.2	14.7	5.9	0.0	0.0	0.0	0.0	35	54.0	32	62	
<b>TOTAL DALAMAN</b>			<b>333</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>9.5</b>	<b>30.1</b>	<b>21.1</b>	<b>20.5</b>	<b>10.4</b>	<b>4.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>36</b>	<b>50.7</b>	<b>34</b>	<b>300</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	0.0	1.6	25.0	27.4	28.2	14.5	3.2	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>25.0</b>	<b>27.4</b>	<b>28.2</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	62	0	0	0.0	11.3	45.2	16.1	22.6	4.8	0.0	0.0	0.0	0.0	0.0	20	74.2	9	62	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>45.2</b>	<b>16.1</b>	<b>22.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>74.2</b>	<b>9</b>	<b>62</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	0.0	0	36.8	36	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>0.0</b>	<b>0</b>	<b>36.8</b>	<b>36</b>	<b>124</b>	
IZMIR (ADNAN MENDERES)	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	23	4	
IZMIR (ADNAN MENDERES)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
IZMIR (ADNAN MENDERES)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	26	0	0	0.0	3.8	30.8	30.8	19.2	3.8	7.7	3.8	0.0	0.0	0.0	40	50.0	44	24	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	5.6	22.2	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	29	56.3	31	16	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	33.3	16.7	22.2	16.7	11.1	0.0	0.0	0.0	0.0	49	25.0	38	8	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>3.2</b>	<b>29.0</b>	<b>24.2</b>	<b>22.6</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>39</b>	<b>46.6</b>	<b>37</b>	<b>58</b>	
<b>TOTAL TURKEY</b>			<b>995</b>	<b>0</b>	<b>7</b>	<b>1.7</b>	<b>8.0</b>	<b>30.5</b>	<b>22.5</b>	<b>21.9</b>	<b>10.7</b>	<b>2.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.7</b>	<b>38</b>	<b>46.9</b>	<b>37</b>	<b>857</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	17	0	0	17.6	35.3	5.9	0.0	17.6	17.6	0.0	0.0	5.9	0.0	0.0	103	77.8	8	18	
<b>TOTAL PROVIDENCIALES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>5.9</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>77.8</b>	<b>8</b>	<b>18</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>5.9</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	122	0	2	0.0	8.9	28.2	23.4	23.4	11.3	0.0	3.2	0.0	0.0	1.6	35	56.5	18	124	
<b>TOTAL KIEV (BORISPOL)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.9</b>	<b>28.2</b>	<b>23.4</b>	<b>23.4</b>	<b>11.3</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>35</b>	<b>56.5</b>	<b>18</b>	<b>124</b>	
<b>TOTAL UKRAINE</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.9</b>	<b>28.2</b>	<b>23.4</b>	<b>23.4</b>	<b>11.3</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>35</b>	<b>56.5</b>	<b>18</b>	<b>124</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	192	0	0	9.4	28.1	38.5	14.6	7.3	2.1	0.0	0.0	0.0	0.0	0.0	11	72.0	13	186	
<b>TOTAL DUBAI</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>38.5</b>	<b>14.6</b>	<b>7.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.0</b>	<b>13</b>	<b>186</b>	
<b>TOTAL UNITED ARAB</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>38.5</b>	<b>14.6</b>	<b>7.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.0</b>	<b>13</b>	<b>186</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>																				
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	62.5	34	16
ABERDEEN	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.5	29	60
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.6</b>	<b>30</b>	<b>76</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	62.0	20	50
BELFAST INTERNATIONAL	EASYJET UK LTD	S	291	0	11	2.0	12.9	24.2	19.9	18.9	12.9	4.0	1.7	0.0	0.0	3.6	35	56.3	26	274
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>291</b>	<b>0</b>	<b>11</b>	<b>2.0</b>	<b>12.9</b>	<b>24.2</b>	<b>19.9</b>	<b>18.9</b>	<b>12.9</b>	<b>4.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>35</b>	<b>57.1</b>	<b>26</b>	<b>324</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	0.0	0	50.0	40	2
BIRMINGHAM	LOGANAIR 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	7	0.0	0	0
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>50.0</b>	<b>40</b>	<b>2</b>
BRISTOL	THOMAS COOK AIRLINES LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DONCASTER SHEFFIELD	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>1</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	196	0	10	7.3	30.6	32.5	11.7	7.3	3.4	2.4	0.0	0.0	0.0	4.9	15	70.4	17	198
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	54.5	34	33
EDINBURGH	EASYJET UK LTD	S	234	0	6	3.3	17.1	22.1	14.6	17.1	18.3	3.8	1.3	0.0	0.0	2.5	36	38.5	37	209
<b>TOTAL EDINBURGH</b>			<b>430</b>	<b>0</b>	<b>16</b>	<b>5.2</b>	<b>23.3</b>	<b>26.9</b>	<b>13.2</b>	<b>12.6</b>	<b>11.4</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>27</b>	<b>54.1</b>	<b>28</b>	<b>440</b>
FARNBOROUGH	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
GLASGOW	BRITISH AIRWAYS PLC	S	202	0	4	5.3	30.1	28.6	15.0	7.3	9.2	2.4	0.0	0.0	0.0	1.9	20	71.9	17	197
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	58.3	20	24
GLASGOW	EASYJET UK LTD	S	164	0	6	2.9	12.9	27.1	18.8	15.3	17.1	2.4	0.0	0.0	0.0	3.5	34	53.4	26	144
GLASGOW	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	10	1
GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
<b>TOTAL GLASGOW</b>			<b>366</b>	<b>0</b>	<b>10</b>	<b>4.3</b>	<b>22.3</b>	<b>27.9</b>	<b>16.8</b>	<b>10.9</b>	<b>12.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>26</b>	<b>63.6</b>	<b>21</b>	<b>367</b>
GUERNSEY	AURIGNY AIR SERVICES	S	353	0	3	0.8	28.4	35.4	16.3	11.8	5.3	1.1	0.0	0.0	0.0	0.8	17	72.3	15	358
<b>TOTAL GUERNSEY</b>			<b>353</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>28.4</b>	<b>35.4</b>	<b>16.3</b>	<b>11.8</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>72.3</b>	<b>15</b>	<b>358</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
HEATHROW	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	33	2

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 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>33</b>	<b>2</b>	
HUMBERSIDE	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 HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	20	
INVERNESS	EASYJET UK LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
INVERNESS	EASYJET UK LTD	S	140	0	20	0.0	11.9	32.5	18.1	13.1	7.5	3.1	1.3	0.0	0.0	12.5	30	64.3	17	140	
<b>TOTAL INVERNESS</b>			<b>140</b>	<b>0</b>	<b>22</b>	<b>0.0</b>	<b>11.7</b>	<b>32.1</b>	<b>17.9</b>	<b>13.0</b>	<b>7.4</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13.6</b>	<b>30</b>	<b>65.6</b>	<b>17</b>	<b>160</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	83.3	8	12	
ISLE OF MAN	EASYJET UK LTD	S	90	0	8	3.1	13.3	28.6	14.3	20.4	10.2	2.0	0.0	0.0	0.0	8.2	28	58.6	23	82	
<b>TOTAL ISLE OF MAN</b>			<b>90</b>	<b>0</b>	<b>8</b>	<b>3.1</b>	<b>13.3</b>	<b>28.6</b>	<b>14.3</b>	<b>20.4</b>	<b>10.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>28</b>	<b>61.6</b>	<b>21</b>	<b>94</b>	
JERSEY	BRITISH AIRWAYS PLC	S	296	0	6	7.0	35.4	28.5	13.6	9.3	3.6	0.3	0.3	0.0	0.0	2.0	13	71.1	17	300	
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	79.2	12	24	
JERSEY	EASYJET UK LTD	S	180	0	6	8.1	24.2	31.7	17.2	10.8	3.2	1.6	0.0	0.0	0.0	3.2	15	63.8	21	162	
<b>TOTAL JERSEY</b>			<b>476</b>	<b>0</b>	<b>12</b>	<b>7.4</b>	<b>31.1</b>	<b>29.7</b>	<b>15.0</b>	<b>9.8</b>	<b>3.5</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>14</b>	<b>69.0</b>	<b>18</b>	<b>486</b>	
MANCHESTER	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	36	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>36</b>	<b>33.3</b>	<b>1</b>	<b>1</b>	
NEWCASTLE	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL NEWCASTLE</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>	
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	67.7	17	156	
<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>67.7</b>	<b>17</b>	<b>156</b>	
STANSTED	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
STANSTED	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
STANSTED	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	
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>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>1</b>	<b>25.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2152</b>	<b>0</b>	<b>91</b>	<b>3.9</b>	<b>22.9</b>	<b>29.0</b>	<b>15.9</b>	<b>12.8</b>	<b>8.8</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>24</b>	<b>63.1</b>	<b>21</b>	<b>2471</b>	
<b>USA</b>																					
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ATLANTA</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>	
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	26	0	0	7.7	19.2	42.3	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	65.4	14	26	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>42.3</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.4</b>	<b>14</b>	<b>26</b>	

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BOSTON	NORWEGIAN AIR UK LTD	S	62	0	0	1.6	14.5	38.7	17.7	16.1	1.6	9.7	0.0	0.0	0.0	0.0	30	56.5	28	62
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>38.7</b>	<b>17.7</b>	<b>16.1</b>	<b>1.6</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>56.5</b>	<b>28</b>	<b>62</b>
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	36	0	1	0.0	21.6	27.0	13.5	24.3	5.4	2.7	0.0	2.7	0.0	2.7	36	69.4	19	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.6</b>	<b>27.0</b>	<b>13.5</b>	<b>24.3</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>36</b>	<b>69.4</b>	<b>19</b>	<b>62</b>
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	26	0	0	0.0	34.6	7.7	15.4	26.9	11.5	0.0	3.8	0.0	0.0	0.0	35	65.4	20	26
<b>TOTAL DENVER INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>7.7</b>	<b>15.4</b>	<b>26.9</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>65.4</b>	<b>20</b>	<b>26</b>
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	24	0	2	3.8	11.5	46.2	11.5	15.4	0.0	0.0	3.8	0.0	0.0	7.7	23	77.8	9	25
FORT LAUDERDALE	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.4	20	26
<b>TOTAL FORT LAUDERDALE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>23</b>	<b>71.7</b>	<b>15</b>	<b>51</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	52	0	2	1.9	11.1	33.3	18.5	14.8	5.6	3.7	7.4	0.0	0.0	3.7	40	40.7	35	27
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.0	27	60
<b>TOTAL LAS VEGAS</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>11.1</b>	<b>33.3</b>	<b>18.5</b>	<b>14.8</b>	<b>5.6</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>40</b>	<b>43.7</b>	<b>30</b>	<b>87</b>
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	70	0	0	1.4	31.4	37.1	18.6	10.0	1.4	0.0	0.0	0.0	0.0	0.0	12	73.9	15	88
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>31.4</b>	<b>37.1</b>	<b>18.6</b>	<b>10.0</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>12</b>	<b>73.9</b>	<b>15</b>	<b>88</b>
MIAMI INTERNATIONAL	NORWEGIAN AIR UK LTD	S	58	0	6	7.8	7.8	29.7	23.4	14.1	3.1	1.6	1.6	1.6	0.0	9.4	36	0.0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>7.8</b>	<b>7.8</b>	<b>29.7</b>	<b>23.4</b>	<b>14.1</b>	<b>3.1</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>9.4</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	0	1	4.8	17.7	38.7	11.3	9.7	11.3	3.2	1.6	0.0	0.0	1.6	27	58.1	26	60
NEW YORK (JF KENNEDY)	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	155	0	4	11.3	27.7	23.9	13.2	13.8	4.4	0.6	1.9	0.6	0.0	2.5	26	67.0	18	109
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>217</b>	<b>0</b>	<b>15</b>	<b>9.1</b>	<b>23.7</b>	<b>26.7</b>	<b>12.1</b>	<b>12.5</b>	<b>6.0</b>	<b>1.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>6.5</b>	<b>26</b>	<b>63.7</b>	<b>21</b>	<b>169</b>
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL NEW YORK (NEWARK)</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>
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	53.8	53	25
OAKLAND	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.8	15	53
<b>TOTAL OAKLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.6</b>	<b>27</b>	<b>78</b>
ORLANDO	BRITISH AIRWAYS PLC	S	125	0	1	4.0	14.3	42.1	13.5	13.5	9.5	0.8	0.8	0.8	0.0	0.8	30	66.1	24	115
ORLANDO	NORWEGIAN AIR UK LTD	S	62	0	0	1.6	3.2	22.6	6.5	19.4	25.8	8.1	12.9	0.0	0.0	0.0	76	61.5	19	51
ORLANDO	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	0.0	20.0	8.0	48.0	20.0	4.0	0.0	0.0	0.0	0.0	50	44.0	37	25
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	119	0	1	1.7	12.5	31.7	17.5	20.0	9.2	5.8	0.8	0.0	0.0	0.8	32	46.7	35	105

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<b>TOTAL ORLANDO</b>			<b>331</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>10.5</b>	<b>33.0</b>	<b>13.2</b>	<b>19.5</b>	<b>13.2</b>	<b>4.2</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>41</b>	<b>56.6</b>	<b>28</b>	<b>296</b>
<b>SAN FRANCISCO</b>	NORWEGIAN AIR UK LTD	S	45	0	0	11.1	28.9	28.9	11.1	8.9	8.9	2.2	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>28.9</b>	<b>28.9</b>	<b>11.1</b>	<b>8.9</b>	<b>8.9</b>	<b>2.2</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>SANFORD</b>	TUI AIRWAYS LTD	C	17	0	0	5.9	0.0	41.2	17.6	23.5	5.9	0.0	5.9	0.0	0.0	0.0	37	70.6	10	17
<b>TOTAL SANFORD</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>0.0</b>	<b>41.2</b>	<b>17.6</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>70.6</b>	<b>10</b>	<b>17</b>
<b>SEATTLE (TACOMA)</b>	NORWEGIAN AIR UK LTD	S	36	0	0	8.3	19.4	41.7	11.1	5.6	8.3	5.6	0.0	0.0	0.0	0.0	25	55.6	25	36
<b>TOTAL SEATTLE (TACOMA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>19.4</b>	<b>41.7</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>25</b>	<b>36</b>
<b>TAMPA</b>	BRITISH AIRWAYS PLC	S	62	0	0	9.7	14.5	33.9	19.4	17.7	4.8	0.0	0.0	0.0	0.0	0.0	17	64.5	35	61
<b>TAMPA</b>	NORWEGIAN AIR UK LTD	S	17	0	0	0.0	29.4	29.4	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL TAMPA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>17.7</b>	<b>32.9</b>	<b>19.0</b>	<b>17.7</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>17</b>	<b>64.5</b>	<b>35</b>	<b>61</b>
<b>TOTAL USA</b>			<b>1079</b>	<b>0</b>	<b>30</b>	<b>5.0</b>	<b>17.2</b>	<b>32.0</b>	<b>14.9</b>	<b>15.8</b>	<b>7.4</b>	<b>2.7</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.7</b>	<b>30</b>	<b>61.3</b>	<b>24</b>	<b>1059</b>
<b>TOTAL GATWICK</b>			<b>27271</b>	<b>0</b>	<b>493</b>	<b>2.8</b>	<b>14.5</b>	<b>31.6</b>	<b>18.4</b>	<b>16.9</b>	<b>9.9</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>31</b>	<b>58.2</b>	<b>25</b>	<b>27622</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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>ARMENIA</b>																				
YEREVAN	JETMAGIC (MALTA)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2
<b>TOTAL YEREVAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
<b>TOTAL ARMENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
<b>AUSTRIA</b>																				
LINZ	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
LINZ	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
SALZBURG	BA CITYFLYER LTD	C	8	0	0	25.0	12.5	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	75.0	6	8
SALZBURG	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.8</b>	<b>6</b>	<b>9</b>
VIENNA	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>83.3</b>	<b>5</b>	<b>12</b>
<b>BELGIUM</b>																				
CHARLEROI	RYANAIR	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	12	33.3	34	18
<b>TOTAL CHARLEROI</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>12</b>	<b>33.3</b>	<b>34</b>	<b>18</b>
LIEGE	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 LIEGE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL BELGIUM</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>12</b>	<b>40.0</b>	<b>31</b>	<b>20</b>
<b>BOSNIA-HERZEGOVINA</b>																				
SARAJEVO	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	10	0.0	0	0
<b>TOTAL SARAJEVO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BOSNIA- BULGARIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	22	0	0	9.1	27.3	22.7	18.2	9.1	4.5	0.0	0.0	9.1	0.0	0.0	56	84.0	22	25
BURGAS	JET2.COM LTD	S	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
BURGAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	9	8
BURGAS	TUI AIRWAYS LTD	C	10	0	0	20.0	10.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	5	10
<b>TOTAL BURGAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.8</b>	<b>32.7</b>	<b>19.2</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>86.0</b>	<b>15</b>	<b>43</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	61.1	17	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>61.1</b>	<b>17</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.8</b>	<b>32.7</b>	<b>19.2</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>78.7</b>	<b>16</b>	<b>61</b>
<b>CANADA</b>																				
HALIFAX INT	WEST JET AIRLINES	S	54	0	3	5.3	24.6	28.1	15.8	15.8	3.5	0.0	1.8	0.0	0.0	5.3	20	0.0	0	0
<b>TOTAL HALIFAX INT</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>5.3</b>	<b>24.6</b>	<b>28.1</b>	<b>15.8</b>	<b>15.8</b>	<b>3.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	26	0	0	11.5	15.4	38.5	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	22	28

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
TORONTO	AIR TRANSAT	S	44	0	0	4.5	20.5	38.6	13.6	4.5	9.1	6.8	2.3	0.0	0.0	0.0	29	83.3	19	42	
TORONTO	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	11	62	
<b>TOTAL TORONTO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>18.6</b>	<b>38.6</b>	<b>15.7</b>	<b>8.6</b>	<b>5.7</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>78.0</b>	<b>16</b>	<b>132</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	80.0	6	10	
<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>80.0</b>	<b>6</b>	<b>10</b>	
<b>TOTAL CANADA</b>			<b>124</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>21.3</b>	<b>33.9</b>	<b>15.7</b>	<b>11.8</b>	<b>4.7</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>78.2</b>	<b>15</b>	<b>142</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	44.4	27	9	
<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>44.4</b>	<b>27</b>	<b>9</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>44.4</b>	<b>27</b>	<b>9</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	40.0	20	10	
DUBROVNIK	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	
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.1</b>	<b>14</b>	<b>18</b>	
OSIJEK	CROATIA 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	
OSIJEK	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	58	1	
<b>TOTAL OSIJEK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>29</b>	<b>2</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	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	43	4	
SPLIT	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	64.3	13	14	
<b>TOTAL SPLIT</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.6</b>	<b>20</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>32.4</b>	<b>26.5</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>57.9</b>	<b>17</b>	<b>38</b>	
<b>CUBA</b>																					
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	100.0	4	1	
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
<b>TOTAL CUBA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	8	8	
LARNACA	THOMAS COOK AIRLINES LTD	S	18	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	38.9	25	18	
LARNACA	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	34	50.0	21	10	
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>47.2</b>	<b>20</b>	<b>36</b>	
PAPHOS	JET2.COM LTD	S	17	0	0	0.0	5.9	35.3	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	20	11.8	42	17	
PAPHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	12.5	33	8	
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>33.3</b>	<b>25.9</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>12.0</b>	<b>39</b>	<b>25</b>	
<b>TOTAL CYPRUS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.7</b>	<b>39.7</b>	<b>30.2</b>	<b>15.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>32.8</b>	<b>28</b>	<b>61</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	11.1	33.3	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	22	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.6</b>	<b>22</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.6</b>	<b>22</b>	<b>18</b>	
<b>EGYPT</b>																					
CAIRO	FLYNAS	C	0	0	0	0.0	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 CAIRO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>	
<b>ESTONIA</b>																					
TALLIN	AIR X CHARTER	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<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	16	4	
BORDEAUX	EASYJET UK LTD	S	28	0	0	0.0	28.6	39.3	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	36.4	26	22	
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>39.3</b>	<b>17.9</b>	<b>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>38.5</b>	<b>24</b>	<b>26</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	62.5	14	16	
<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>62.5</b>	<b>14</b>	<b>16</b>	
DINARD	HOP - R C A E	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL DINARD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</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	50.0	10	2	
MARSEILLE	EASYJET UK LTD	S	18	0	0	0.0	22.2	22.2	11.1	27.8	11.1	0.0	5.6	0.0	0.0	0.0	39	42.9	33	14	
MARSEILLE	HOP - R C A E	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	52	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>21.1</b>	<b>10.5</b>	<b>31.6</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>43.8</b>	<b>30</b>	<b>16</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	25.0	39	8	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	62	0	0	0.0	16.1	51.6	17.7	9.7	1.6	3.2	0.0	0.0	0.0	0.0	18	63.0	17	54	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>51.6</b>	<b>17.7</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.1</b>	<b>20</b>	<b>62</b>	
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	142	0.0	84	2	
TARBES-LOURDES INTERNATIONAL	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	22	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>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>82</b>	<b>25.0</b>	<b>61</b>	<b>4</b>	
<b>TOTAL FRANCE</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>19.1</b>	<b>42.6</b>	<b>15.7</b>	<b>13.9</b>	<b>4.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>51.2</b>	<b>23</b>	<b>124</b>	



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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	6	
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	44	0	0	20.5	52.3	22.7	0.0	0.0	2.3	2.3	0.0	0.0	0.0	0.0	6	92.5	7	40	
BERLIN (SCHONEFELD)	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	66.7	15	54		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>52.3</b>	<b>22.7</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>0.0</b>	<b>6</b>	<b>76.0</b>	<b>12</b>	<b>100</b>	
DUSSELDORF	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	86.5	11	52		
DUSSELDORF	LOGANAIR LTD	S	61	0	1	0.0	16.1	33.9	21.0	16.1	1.6	4.8	4.8	0.0	0.0	1.6	34	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.1</b>	<b>33.9</b>	<b>21.0</b>	<b>16.1</b>	<b>1.6</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>34</b>	<b>86.5</b>	<b>11</b>	<b>52</b>	
FRANKFURT MAIN	LUFTHANSA	S	60	0	2	0.0	19.4	38.7	19.4	12.9	3.2	3.2	0.0	0.0	0.0	3.2	20	58.1	15	62	
<b>TOTAL FRANKFURT MAIN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.4</b>	<b>38.7</b>	<b>19.4</b>	<b>12.9</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>58.1</b>	<b>15</b>	<b>62</b>	
MUNICH	LUFTHANSA	S	44	0	0	0.0	6.8	72.7	15.9	4.5	0.0	0.0	0.0	0.0	0.0	10	59.1	19	42		
<b>TOTAL MUNICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>72.7</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>10</b>	<b>59.1</b>	<b>19</b>	<b>42</b>		
<b>TOTAL GERMANY</b>			<b>209</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>22.6</b>	<b>41.0</b>	<b>15.1</b>	<b>9.4</b>	<b>1.9</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>70.9</b>	<b>14</b>	<b>256</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL GIBRALTAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GIBRALTAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
CHANIA	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	12.5	43	8		
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>12.5</b>	<b>43</b>	<b>8</b>		
CORFU	JET2.COM LTD	S	10	0	0	0.0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	36	25.0	32	8	
CORFU	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	83.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	70.6	8	17	
CORFU	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	62.5	18	8	
<b>TOTAL CORFU</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>8.3</b>	<b>50.0</b>	<b>12.5</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>25</b>	<b>57.6</b>	<b>16</b>	<b>33</b>	
HERAKLION	JET2.COM LTD	S	25	0	0	8.0	16.0	32.0	20.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.9	36	27	
HERAKLION	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	40.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	41	41.2	180	17	
HERAKLION	TUI AIRWAYS LTD	C	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	16	100.0	2	10	
<b>TOTAL HERAKLION</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>15.6</b>	<b>35.6</b>	<b>15.6</b>	<b>24.4</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>44.4</b>	<b>75</b>	<b>54</b>	
KEFALLINIA	JET2.COM LTD	S	10	0	0	0.0	20.0	20.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	13	8	
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</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>17</b>	<b>50.0</b>	<b>13</b>	<b>8</b>	
KOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	2		
KOS	EASYJET UK LTD	S	18	0	0	0.0	0.0	11.1	50.0	22.2	16.7	0.0	0.0	0.0	0.0	0.0	34	26.7	45	15	
KOS	JET2.COM LTD	S	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	0.0	0	0	
KOS	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	70.0	13	10		
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>21.4</b>	<b>39.3</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>40.7</b>	<b>33</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>RHODES</b>	JET2.COM LTD	S	18	0	0	5.6	22.2	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	61.1	14	18
<b>RHODES</b>	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	25.0	31	8
<b>RHODES</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>20.0</b>	<b>25.7</b>	<b>31.4</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>30</b>	<b>50.0</b>	<b>19</b>	<b>26</b>
<b>SALONIKA</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	10
<b>TOTAL SALONIKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>10</b>
<b>ZAKINTHOS</b>	JET2.COM LTD	S	10	0	0	0.0	50.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	62.5	15	8
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES 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	14	66.7	19	18
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	195	40.0	27	10
<b>TOTAL ZAKINTHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>11.1</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>54</b>	<b>58.3</b>	<b>20</b>	<b>36</b>
<b>TOTAL GREECE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>14.0</b>	<b>32.6</b>	<b>23.0</b>	<b>20.2</b>	<b>6.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>48.5</b>	<b>36</b>	<b>202</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	0.0	33.3	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	8	18
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	ICELANDAIR	S	60	0	0	10.0	38.3	35.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	54.0	39	61
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>38.3</b>	<b>35.0</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>54.0</b>	<b>39</b>	<b>61</b>
<b>TOTAL ICELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>38.3</b>	<b>35.0</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>54.0</b>	<b>39</b>	<b>61</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	AER LINGUS	S	52	0	2	1.9	27.8	50.0	13.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	10	58.7	14	46
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>27.8</b>	<b>50.0</b>	<b>13.0</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>3.7</b>	<b>10</b>	<b>58.7</b>	<b>14</b>	<b>46</b>
<b>DONEGAL</b>	LOGANAIR LTD	S	44	0	0	4.5	34.1	38.6	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	12	44
<b>TOTAL DONEGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>38.6</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>81.8</b>	<b>12</b>	<b>44</b>
<b>DUBLIN</b>	AER LINGUS	S	273	0	0	2.6	31.5	35.9	19.8	6.2	2.6	1.5	0.0	0.0	0.0	0.0	14	72.1	15	276
<b>DUBLIN</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>DUBLIN</b>	JETMAGIC (MALTA)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>DUBLIN</b>	RYANAIR	S	178	0	0	1.1	35.4	39.9	14.0	5.6	3.9	0.0	0.0	0.0	0.0	0.0	11	59.1	20	172
<b>TOTAL DUBLIN</b>			<b>451</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>33.0</b>	<b>37.5</b>	<b>17.5</b>	<b>6.0</b>	<b>3.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.3</b>	<b>17</b>	<b>451</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>547</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>32.6</b>	<b>38.8</b>	<b>16.4</b>	<b>6.0</b>	<b>2.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>67.7</b>	<b>16</b>	<b>541</b>
<b>ITALY</b>																				
<b>GENOA</b>	BA CITYFLYER LTD	C	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	28	80.0	9	10
<b>TOTAL GENOA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>28</b>	<b>80.0</b>	<b>9</b>	<b>10</b>
<b>MILAN (MALPENSA)</b>	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	8
<b>MILAN (MALPENSA)</b>	CARPATAIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	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	34	24
<b>TOTAL MILAN (MALPENSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.2</b>	<b>30</b>	<b>34</b>
NAPLES	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	22.2	11.1	33.3	11.1	5.6	0.0	0.0	0.0	0.0	35	50.0	35	8
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>26.9</b>	<b>15.4</b>	<b>26.9</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>50.0</b>	<b>35</b>	<b>8</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	11.1	50.0	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	50.0	23	18
ROME (FIUMICINO)	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>47.4</b>	<b>22</b>	<b>19</b>
VENICE	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8
VENICE	EASYJET UK LTD	S	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	0.0	0	0
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</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>87.5</b>	<b>11</b>	<b>8</b>
VERONA VILLAFRANCA	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	25	8
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	18	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	0.0	0	0
VERONA VILLAFRANCA	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	62.5	11	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>32.1</b>	<b>17.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>18</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>35.0</b>	<b>18.0</b>	<b>17.0</b>	<b>5.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.6</b>	<b>23</b>	<b>95</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	29	7
<b>TOTAL MONTEGO BAY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>29</b>	<b>7</b>
<b>TOTAL JAMAICA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>29</b>	<b>7</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	72.2	35	18
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>35</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>35</b>	<b>18</b>
<b>LITHUANIA</b>																				
PALANGA	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	61.1	24	18
<b>TOTAL PALANGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>24</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>24</b>	<b>18</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
LUXEMBOURG	MALETH AERO	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 LUXEMBOURG</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MACEDONIA</b>																				
SKOPJE	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>TOTAL SKOPJE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL MACEDONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>MALTA</b>																				
<b>MALTA</b>	JET2.COM LTD	S	18	0	0	0.0	33.3	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18
<b>TOTAL MALTA</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
<b>TOTAL MALTA</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	S	14	0	2	6.3	12.5	18.8	6.3	12.5	18.8	12.5	0.0	0.0	0.0	12.5	52	35.7	63	14
<b>CANCUN</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	18
<b>CANCUN</b>	TUI AIRWAYS LTD	S	16	0	0	6.3	31.3	31.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL CANCUN</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>21.9</b>	<b>25.0</b>	<b>9.4</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>33</b>	<b>53.1</b>	<b>36</b>	<b>32</b>
<b>TOTAL MEXICO</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>21.9</b>	<b>25.0</b>	<b>9.4</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>33</b>	<b>53.1</b>	<b>36</b>	<b>32</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</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	8
<b>AMSTERDAM</b>	EASYJET EUROPE	S	62	0	0	6.5	33.9	40.3	3.2	4.8	6.5	4.8	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>AMSTERDAM</b>	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	178	71.7	16	44
<b>AMSTERDAM</b>	KLM	S	177	0	2	1.1	28.5	44.7	16.2	5.6	2.8	0.0	0.0	0.0	0.0	1.1	11	88.1	6	174
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	60	0	0	3.3	28.3	41.7	18.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	11	95.2	3	62
<b>TOTAL AMSTERDAM</b>			<b>301</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>29.4</b>	<b>42.9</b>	<b>13.9</b>	<b>5.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>87.3</b>	<b>7</b>	<b>288</b>
<b>TOTAL NETHERLANDS</b>			<b>301</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>29.4</b>	<b>42.9</b>	<b>13.9</b>	<b>5.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>87.3</b>	<b>7</b>	<b>288</b>
<b>NORWAY</b>																				
<b>BERGEN</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	42.9	35	18
<b>TOTAL BERGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>35</b>	<b>18</b>
<b>STAVANGER</b>	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 STAVANGER</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>TRONDHEIM (VAERNES)</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TRONDHEIM (VAERNES)</b>	WIDEROE FLYVESELSKAP A/S	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	104	2
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>69</b>	<b>3</b>
<b>TOTAL NORWAY</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>45.8</b>	<b>40</b>	<b>21</b>
<b>POLAND</b>																				
<b>BYDGOSZCZ</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	16.7	53	18
<b>TOTAL BYDGOSZCZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>16.7</b>	<b>53</b>	<b>18</b>
<b>GDANSK</b>	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	4	1
<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>100.0</b>	<b>4</b>	<b>1</b>
<b>KATOWICE</b>	WIZZ AIR	S	18	0	0	22.2	22.2	27.8	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	26.9	37	26
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>26.9</b>	<b>37</b>	<b>26</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
KRAKOW	RYANAIR	S	18	0	0	5.6	27.8	33.3	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	9	18
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</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>77.8</b>	<b>9</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	11.1	33.3	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	23.1	53	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>23.1</b>	<b>53</b>	<b>26</b>
WROCLAW	RYANAIR	S	18	0	0	0.0	38.9	44.4	5.6	0.0	0.0	5.6	0.0	5.6	0.0	0.0	44	50.0	19	18
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>50.0</b>	<b>19</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>33.3</b>	<b>12.5</b>	<b>8.3</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>37.4</b>	<b>35</b>	<b>107</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	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	75.0	23	8
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	75.0	13	4
FARO	EASYJET UK LTD	S	44	0	1	15.6	28.9	26.7	11.1	4.4	11.1	0.0	0.0	0.0	0.0	2.2	15	71.1	15	38
FARO	JET2.COM LTD	S	58	0	0	37.9	44.8	15.5	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	2	62
<b>TOTAL FARO</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>28.2</b>	<b>37.9</b>	<b>20.4</b>	<b>4.9</b>	<b>2.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>85.7</b>	<b>8</b>	<b>112</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	27.8	42	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>27.8</b>	<b>42</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>28.2</b>	<b>37.9</b>	<b>20.4</b>	<b>4.9</b>	<b>2.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>77.7</b>	<b>13</b>	<b>130</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>10</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	34	0	0	14.7	11.8	35.3	20.6	14.7	2.9	0.0	0.0	0.0	0.0	0.0	14	67.9	11	28
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>11.8</b>	<b>35.3</b>	<b>20.6</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.9</b>	<b>11</b>	<b>28</b>
<b>TOTAL ROMANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>11.8</b>	<b>35.3</b>	<b>20.6</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.9</b>	<b>11</b>	<b>28</b>
<b>SPAIN</b>																				
ALICANTE	BA CITYFLYER LTD	C	8	0	0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	8	8
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	100.0	1	8
ALICANTE	EASYJET UK LTD	S	62	0	0	6.5	48.4	30.6	11.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	10	54
ALICANTE	JET2.COM LTD	S	76	0	0	3.9	46.1	30.3	9.2	9.2	1.3	0.0	0.0	0.0	0.0	0.0	9	92.2	4	77
ALICANTE	RYANAIR	S	26	0	0	7.7	19.2	42.3	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	12	50.0	29	34
ALICANTE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	9	7
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>40.1</b>	<b>33.5</b>	<b>12.6</b>	<b>7.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>10</b>	<b>188</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
BARCELONA	BA CITYFLYER LTD	C	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	39	100.0	4	10
BARCELONA	JET2.COM LTD	S	16	0	0	6.3	37.5	43.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	82.1	8	28
<b>TOTAL BARCELONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>50.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.8</b>	<b>7</b>	<b>38</b>
GIRONA	JET2.COM 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	5	100.0	3	18
<b>TOTAL GIRONA</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>5</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
IBIZA	JET2.COM LTD	S	42	0	0	4.8	26.2	50.0	4.8	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	13	44
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	27.8	38.9	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	93.8	4	16
IBIZA	TUI AIRWAYS LTD	C	17	0	0	0.0	58.8	23.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	56.3	40	16
<b>TOTAL IBIZA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.8</b>	<b>41.6</b>	<b>5.2</b>	<b>7.8</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.1</b>	<b>16</b>	<b>76</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	94.1	5	34
<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>94.1</b>	<b>5</b>	<b>34</b>
MAHON	BA CITYFLYER 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	50.0	52	8
MAHON	JET2.COM LTD	S	16	0	0	0.0	50.0	43.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	18
MAHON	THOMAS COOK AIRLINES LTD	S	16	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	75.0	15	16
<b>TOTAL MAHON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>37.5</b>	<b>50.0</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>5</b>	<b>73.8</b>	<b>19</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	71.4	17	7
MALAGA	EASYJET UK LTD	S	52	0	0	1.9	19.2	48.1	13.5	9.6	1.9	1.9	3.8	0.0	0.0	0.0	21	76.4	21	55
MALAGA	JET2.COM LTD	S	50	0	0	14.0	32.0	44.0	6.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	6	90.9	5	44
MALAGA	RYANAIR	S	34	0	0	0.0	23.5	41.2	14.7	14.7	5.9	0.0	0.0	0.0	0.0	0.0	17	61.1	30	36
MALAGA	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	11.1	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	25	60.0	20	10
<b>TOTAL MALAGA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>24.8</b>	<b>42.8</b>	<b>12.4</b>	<b>7.6</b>	<b>4.1</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.7</b>	<b>18</b>	<b>152</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	14	0	0	0.0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	56.3	17	16
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	15	4
PALMA DE MALLORCA	EASYJET UK LTD	S	26	0	0	0.0	7.7	34.6	30.8	23.1	3.8	0.0	0.0	0.0	0.0	0.0	22	32.3	30	31
PALMA DE MALLORCA	JET2.COM LTD	S	96	0	0	5.2	50.0	31.3	7.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	81.2	8	101
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	34	0	0	5.9	38.2	41.2	5.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	8	83.3	5	36
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	53.8	7.7	19.2	7.7	0.0	0.0	0.0	0.0	0.0	20	38.5	25	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.2</b>	<b>36.7</b>	<b>11.7</b>	<b>10.7</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>11</b>	<b>67.3</b>	<b>14</b>	<b>214</b>
REUS	BA CITYFLYER LTD	C	8	0	0	0.0	62.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	75.0	56	8
REUS	JET2.COM LTD	S	26	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	5	26
REUS	THOMAS COOK AIRLINES LTD	S	22	0	0	0.0	59.1	27.3	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	12	26
REUS	TUI AIRWAYS LTD	C	18	0	0	22.2	38.9	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	5	10
<b>TOTAL REUS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>50.0</b>	<b>27.0</b>	<b>10.8</b>	<b>5.4</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>7</b>	<b>80.0</b>	<b>13</b>	<b>70</b>
VALENCIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
VALENCIA	RYANAIR	S	0	0	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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 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</b>	<b>78.9</b>	<b>13</b>	<b>19</b>	
<b>TOTAL SPAIN</b>			<b>754</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>36.1</b>	<b>37.8</b>	<b>10.5</b>	<b>7.6</b>	<b>2.4</b>	<b>0.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>851</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	34	0	0	35.3	41.2	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	3	26	
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	22.2	65	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	33.3	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	16	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	8	
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>35.0</b>	<b>26.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.4</b>	<b>22</b>	<b>70</b>	
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	41.2	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	12	17	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8	
<b>TOTAL FUERTEVENTURA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>20.0</b>	<b>44.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.0</b>	<b>11</b>	<b>25</b>	
LAS PALMAS	JET2.COM LTD	S	26	0	0	42.3	23.1	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	9	26	
LAS PALMAS	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	20.0	61	10	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	33.3	16.7	0.0	33.3	16.7	0.0	0.0	0.0	0.0	27	57.1	16	7	
LAS PALMAS	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	4	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</b>	<b>31.0</b>	<b>4.8</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.8</b>	<b>22</b>	<b>43</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	61	0	0	39.3	37.7	18.0	3.3	1.6	0.0	0.0	0.0	0.0	0.0	2	88.6	4	44	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	24	0	0	8.3	12.5	25.0	20.8	8.3	16.7	8.3	0.0	0.0	0.0	33	64.0	16	25	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	44.4	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	0.0	58	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>25.2</b>	<b>33.0</b>	<b>23.3</b>	<b>8.7</b>	<b>3.9</b>	<b>3.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>14</b>	<b>77</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>27.0</b>	<b>31.3</b>	<b>27.8</b>	<b>8.3</b>	<b>2.6</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.2</b>	<b>18</b>	<b>215</b>	
<b>SWITZERLAND</b>																				
ZURICH	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	19	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	24	0	0	0.0	41.7	33.3	8.3	12.5	0.0	4.2	0.0	0.0	0.0	16	50.0	26	10	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>32.4</b>	<b>8.8</b>	<b>8.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>26</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>32.4</b>	<b>8.8</b>	<b>8.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>26</b>	<b>10</b>	
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	24	0	0	0.0	25.0	50.0	20.8	0.0	4.2	0.0	0.0	0.0	0.0	10	77.8	10	18	
ANTALYA	THOMAS COOK AIRLINES LTD	S	39	0	0	2.6	17.9	41.0	17.9	15.4	0.0	2.6	2.6	0.0	0.0	22	51.5	35	32	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
ANTALYA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	65	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>18.3</b>	<b>39.4</b>	<b>18.3</b>	<b>12.7</b>	<b>5.6</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>60.8</b>	<b>26</b>	<b>50</b>	
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	0.0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	17	8	
BODRUM (MILAS)	THOMAS COOK AIRLINES 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	12	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>21.4</b>	<b>21.4</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>25</b>	<b>75.0</b>	<b>17</b>	<b>8</b>	
DALAMAN	JET2.COM LTD	S	45	0	0	4.4	20.0	48.9	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	16	27	
DALAMAN	THOMAS COOK AIRLINES LTD	S	56	0	0	0.0	16.1	44.6	16.1	14.3	8.9	0.0	0.0	0.0	0.0	0.0	20	46.8	29	47	
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	44.4	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	44.4	14	18	
<b>TOTAL DALAMAN</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>17.6</b>	<b>46.2</b>	<b>14.3</b>	<b>14.3</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>48.9</b>	<b>22</b>	<b>92</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>17.0</b>	<b>41.5</b>	<b>17.0</b>	<b>16.0</b>	<b>5.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.3</b>	<b>23</b>	<b>150</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	4.8	42.7	33.9	9.7	6.5	0.8	1.6	0.0	0.0	0.0	0.0	9	85.5	6	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>42.7</b>	<b>33.9</b>	<b>9.7</b>	<b>6.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>124</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>42.7</b>	<b>33.9</b>	<b>9.7</b>	<b>6.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
BARRA	LOGANAIR LTD	S	110	0	15	0.8	18.4	40.8	8.0	9.6	7.2	1.6	1.6	0.0	0.0	12.0	23	63.2	29	129	
<b>TOTAL BARRA</b>			<b>110</b>	<b>0</b>	<b>15</b>	<b>0.8</b>	<b>18.4</b>	<b>40.8</b>	<b>8.0</b>	<b>9.6</b>	<b>7.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>23</b>	<b>63.2</b>	<b>29</b>	<b>129</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	239	0	5	0.0	27.5	43.9	13.1	6.1	6.6	0.8	0.0	0.0	0.0	2.0	15	86.9	8	218	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>239</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>27.5</b>	<b>43.9</b>	<b>13.1</b>	<b>6.1</b>	<b>6.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>86.9</b>	<b>8</b>	<b>218</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	15	20	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	0	5.3	58.0	18.0	8.7	7.3	1.3	1.3	0.0	0.0	0.0	0.0	9	80.5	8	129	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>58.0</b>	<b>18.0</b>	<b>8.7</b>	<b>7.3</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>9</b>	<b>80.4</b>	<b>9</b>	<b>149</b>	
BENBECULA	LOGANAIR LTD	S	98	0	14	3.6	23.2	33.9	10.7	8.9	4.5	0.0	2.7	0.0	0.0	12.5	20	78.1	10	110	
<b>TOTAL BENBECULA</b>			<b>98</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>23.2</b>	<b>33.9</b>	<b>10.7</b>	<b>8.9</b>	<b>4.5</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20</b>	<b>78.1</b>	<b>10</b>	<b>110</b>	
BIRMINGHAM	FLYBE LTD	S	355	0	23	1.1	26.5	35.2	11.1	6.6	9.0	3.4	1.1	0.0	0.0	6.1	24	66.4	23	344	
BIRMINGHAM	HOP - R C A E	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>356</b>	<b>0</b>	<b>23</b>	<b>1.1</b>	<b>26.4</b>	<b>35.4</b>	<b>11.1</b>	<b>6.6</b>	<b>9.0</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>24</b>	<b>66.4</b>	<b>23</b>	<b>344</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	45.8	28	22	
BRISTOL	EASYJET UK LTD	S	184	0	4	3.2	33.0	34.6	9.6	8.0	9.6	0.0	0.0	0.0	0.0	2.1	16	65.8	22	146	
<b>TOTAL BRISTOL</b>			<b>184</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>33.0</b>	<b>34.6</b>	<b>9.6</b>	<b>8.0</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>62.9</b>	<b>23</b>	<b>168</b>	
CAMPBELTOWN	LOGANAIR LTD	S	88	0	12	5.0	33.0	36.0	5.0	2.0	3.0	4.0	0.0	0.0	0.0	12.0	13	77.6	10	91	



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Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 CAMPBELTOWN</b>			<b>88</b>	<b>0</b>	<b>12</b>	<b>5.0</b>	<b>33.0</b>	<b>36.0</b>	<b>5.0</b>	<b>2.0</b>	<b>3.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>13</b>	<b>77.6</b>	<b>10</b>	<b>91</b>
CARDIFF WALES	FLYBE LTD	S	42	0	2	2.3	45.5	27.3	6.8	0.0	9.1	4.5	0.0	0.0	0.0	4.5	20	97.1	3	34
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>45.5</b>	<b>27.3</b>	<b>6.8</b>	<b>0.0</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>20</b>	<b>97.1</b>	<b>3</b>	<b>34</b>
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	42	0	0	2.4	47.6	31.0	4.8	9.5	0.0	2.4	2.4	0.0	0.0	0.0	15	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	29.5	37	44
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>47.6</b>	<b>31.0</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>29.5</b>	<b>37</b>	<b>44</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	98	0	2	2.0	48.0	29.0	4.0	9.0	4.0	2.0	0.0	0.0	0.0	2.0	13	77.6	24	148
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>47.5</b>	<b>29.7</b>	<b>4.0</b>	<b>8.9</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>77.6</b>	<b>24</b>	<b>148</b>
EDINBURGH	TRANSAVIA FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
EXETER	FLYBE LTD	S	62	0	0	1.6	35.5	37.1	6.5	12.9	3.2	0.0	3.2	0.0	0.0	0.0	20	80.6	17	62
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>37.1</b>	<b>6.5</b>	<b>12.9</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>20</b>	<b>80.6</b>	<b>17</b>	<b>62</b>
GATWICK	BH AIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	202	0	4	1.0	34.5	31.1	14.1	5.3	9.7	2.4	0.0	0.0	0.0	1.9	20	72.0	16	196
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	58.3	17	24
GATWICK	EASYJET UK LTD	S	165	0	6	2.3	15.8	27.5	16.4	14.0	17.5	2.9	0.0	0.0	0.0	3.5	33	58.8	24	144
<b>TOTAL GATWICK</b>			<b>368</b>	<b>0</b>	<b>10</b>	<b>1.9</b>	<b>25.9</b>	<b>29.4</b>	<b>15.1</b>	<b>9.3</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>25</b>	<b>65.9</b>	<b>19</b>	<b>364</b>
GUERNSEY	LOGANAIR LTD	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	14.3	47	7
<b>TOTAL GUERNSEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>14.3</b>	<b>47</b>	<b>7</b>
HEATHROW	BRITISH AIRWAYS PLC	S	486	0	8	1.8	43.3	28.5	11.7	8.5	3.4	0.6	0.4	0.0	0.0	1.6	13	71.8	15	551
<b>TOTAL HEATHROW</b>			<b>486</b>	<b>0</b>	<b>8</b>	<b>1.8</b>	<b>43.3</b>	<b>28.5</b>	<b>11.7</b>	<b>8.5</b>	<b>3.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>71.8</b>	<b>15</b>	<b>551</b>
ISLAY	LOGANAIR LTD	S	119	0	16	4.4	27.4	29.6	9.6	9.6	3.7	2.2	1.5	0.0	0.0	11.9	20	75.6	25	130
<b>TOTAL ISLAY</b>			<b>119</b>	<b>0</b>	<b>16</b>	<b>4.4</b>	<b>27.4</b>	<b>29.6</b>	<b>9.6</b>	<b>9.6</b>	<b>3.7</b>	<b>2.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11.9</b>	<b>20</b>	<b>75.6</b>	<b>25</b>	<b>130</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	50.0	17	6
JERSEY	EASYJET UK LTD	S	50	0	2	0.0	36.5	36.5	17.3	1.9	3.8	0.0	0.0	0.0	0.0	3.8	12	60.4	19	48
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	25.0	57	6
<b>TOTAL JERSEY</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.5</b>	<b>36.5</b>	<b>17.3</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>3.8</b>	<b>12</b>	<b>54.8</b>	<b>23</b>	<b>60</b>
KIRKWALL	LOGANAIR LTD	S	83	0	1	3.6	28.6	35.7	11.9	11.9	3.6	3.6	0.0	0.0	0.0	1.2	19	76.1	9	92
<b>TOTAL KIRKWALL</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>28.6</b>	<b>35.7</b>	<b>11.9</b>	<b>11.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>76.1</b>	<b>9</b>	<b>92</b>
LONDON CITY	BA CITYFLYER LTD	S	275	0	7	4.3	45.7	26.6	7.4	8.5	4.6	0.4	0.0	0.0	0.0	2.5	11	75.1	13	253
<b>TOTAL LONDON CITY</b>			<b>275</b>	<b>0</b>	<b>7</b>	<b>4.3</b>	<b>45.7</b>	<b>26.6</b>	<b>7.4</b>	<b>8.5</b>	<b>4.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>71.7</b>	<b>13</b>	<b>253</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	EASYJET AIRLINE COMPANY LTD	S	0	0	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	16
LUTON	EASYJET UK LTD	S	132	0	0	4.5	34.1	27.3	14.4	12.1	4.5	3.0	0.0	0.0	0.0	0.0	18	60.3	21	114
<b>TOTAL LUTON</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>27.3</b>	<b>14.4</b>	<b>12.1</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.6</b>	<b>24</b>	<b>130</b>
MANCHESTER	FLYBE LTD	S	116	0	0	0.9	31.0	46.6	11.2	5.2	5.2	0.0	0.0	0.0	0.0	0.0	11	82.3	8	122
<b>TOTAL MANCHESTER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>31.0</b>	<b>46.6</b>	<b>11.2</b>	<b>5.2</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>11</b>	<b>82.3</b>	<b>8</b>	<b>122</b>
NEWCASTLE	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL 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	18	0	0	0.0	16.7	27.8	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	40	62.5	43	8
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>62.5</b>	<b>43</b>	<b>8</b>
SOUTHAMPTON	FLYBE LTD	S	218	0	6	1.8	30.8	36.2	14.7	7.6	5.4	0.0	0.9	0.0	0.0	2.7	16	74.5	14	254
<b>TOTAL SOUTHAMPTON</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>30.8</b>	<b>36.2</b>	<b>14.7</b>	<b>7.6</b>	<b>5.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>74.5</b>	<b>14</b>	<b>254</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	35.6	55	103
SOUTHEND	LOGANAIR LTD	S	154	0	0	0.0	27.9	30.5	17.5	8.4	11.7	1.9	1.9	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.9</b>	<b>30.5</b>	<b>17.5</b>	<b>8.4</b>	<b>11.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>35.6</b>	<b>55</b>	<b>103</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	54.5	26	22
STANSTED	EASYJET UK LTD	S	160	0	0	5.0	60.6	15.0	6.9	7.5	2.5	2.5	0.0	0.0	0.0	0.0	11	57.9	21	137
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	36.2	48	148
<b>TOTAL STANSTED</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.6</b>	<b>15.0</b>	<b>6.9</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>47.0</b>	<b>34</b>	<b>307</b>
STORNOWAY	LOGANAIR LTD	S	212	0	5	3.2	24.9	31.8	14.7	9.2	11.1	2.3	0.5	0.0	0.0	2.3	23	80.0	14	218
<b>TOTAL STORNOWAY</b>			<b>212</b>	<b>0</b>	<b>5</b>	<b>3.2</b>	<b>24.9</b>	<b>31.8</b>	<b>14.7</b>	<b>9.2</b>	<b>11.1</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>23</b>	<b>80.0</b>	<b>14</b>	<b>218</b>
SUMBURGH	LOGANAIR LTD	S	74	0	7	2.5	23.5	44.4	13.6	2.5	2.5	2.5	0.0	0.0	0.0	8.6	14	78.5	18	79
<b>TOTAL SUMBURGH</b>			<b>74</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>23.5</b>	<b>44.4</b>	<b>13.6</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>8.6</b>	<b>14</b>	<b>78.5</b>	<b>18</b>	<b>79</b>
TIREE	LOGANAIR LTD	S	124	0	14	3.6	29.0	33.3	9.4	4.3	6.5	3.6	0.0	0.0	0.0	10.1	18	72.1	15	124
<b>TOTAL TIREE</b>			<b>124</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>29.0</b>	<b>33.3</b>	<b>9.4</b>	<b>4.3</b>	<b>6.5</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>18</b>	<b>72.1</b>	<b>15</b>	<b>124</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4068</b>	<b>0</b>	<b>153</b>	<b>2.4</b>	<b>34.1</b>	<b>32.1</b>	<b>11.3</b>	<b>7.9</b>	<b>6.4</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>17</b>	<b>69.5</b>	<b>19</b>	<b>4300</b>
<b>USA</b>																				
LAS VEGAS	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	44.4	73	9
<b>TOTAL LAS VEGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>73</b>	<b>9</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	12.9	48.4	17.7	6.5	9.7	3.2	0.0	1.6	0.0	0.0	0.0	14	69.4	32	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>48.4</b>	<b>17.7</b>	<b>6.5</b>	<b>9.7</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>14</b>	<b>69.4</b>	<b>32</b>	<b>62</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	11.3	38.7	17.7	8.1	4.8	8.1	9.7	1.6	0.0	0.0	0.0	31	64.1	30	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>38.7</b>	<b>17.7</b>	<b>8.1</b>	<b>4.8</b>	<b>8.1</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>64.1</b>	<b>30</b>	<b>62</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	15	0	0	0.0	6.7	0.0	6.7	26.7	53.3	0.0	6.7	0.0	0.0	0.0	75	15.0	73	20
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	1	0.0	22.2	25.9	22.2	18.5	3.7	3.7	0.0	0.0	0.0	3.7	25	58.1	25	31

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 ORLANDO</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>21.4</b>	<b>21.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>43</b>	<b>41.2</b>	<b>44</b>	<b>51</b>
PHILADELPHIA INTERNATIONAL	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	82.3	35	62
<b>TOTAL PHILADELPHIA 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>82.3</b>	<b>35</b>	<b>62</b>
SANFORD	TUI AIRWAYS LTD	C	14	0	0	7.1	21.4	35.7	14.3	0.0	7.1	0.0	14.3	0.0	0.0	0.0	55	42.1	32	19
<b>TOTAL SANFORD</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>35.7</b>	<b>14.3</b>	<b>0.0</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>55</b>	<b>42.1</b>	<b>32</b>	<b>19</b>
<b>TOTAL USA</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>35.6</b>	<b>18.9</b>	<b>10.0</b>	<b>10.0</b>	<b>9.4</b>	<b>3.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>30</b>	<b>62.9</b>	<b>36</b>	<b>265</b>
<b>TOTAL GLASGOW</b>			<b>7729</b>	<b>0</b>	<b>168</b>	<b>4.2</b>	<b>31.9</b>	<b>33.9</b>	<b>12.5</b>	<b>8.4</b>	<b>5.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>68.8</b>	<b>19</b>	<b>8256</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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	56	0	0	10.7	21.4	30.4	12.5	21.4	3.6	0.0	0.0	0.0	0.0	0.0	17	74.2	11	62	
<b>TOTAL ALGIERS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>21.4</b>	<b>30.4</b>	<b>12.5</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
<b>TOTAL ALGERIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>21.4</b>	<b>30.4</b>	<b>12.5</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	21.0	29.0	29.0	12.9	1.6	4.8	1.6	0.0	0.0	0.0	0.0	11	82.3	7	62	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>29.0</b>	<b>29.0</b>	<b>12.9</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>82.3</b>	<b>7</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>29.0</b>	<b>29.0</b>	<b>12.9</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>82.3</b>	<b>7</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	62	0	0	25.8	22.6	37.1	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	8	83.9	10	62	
<b>TOTAL MELBOURNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>22.6</b>	<b>37.1</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	9.7	35.5	30.6	11.3	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	67.7	14	61	
SYDNEY	QANTAS	S	62	0	2	0.0	9.4	43.8	15.6	17.2	6.3	1.6	1.6	1.6	0.0	3.1	31	64.5	67	62	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>22.2</b>	<b>37.3</b>	<b>13.5</b>	<b>13.5</b>	<b>4.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>66.1</b>	<b>41</b>	<b>123</b>	
<b>TOTAL AUSTRALIA</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>22.3</b>	<b>37.2</b>	<b>12.2</b>	<b>10.1</b>	<b>3.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>72.0</b>	<b>30</b>	<b>185</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	26	0	0	0.0	34.6	34.6	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	73.1	12	26	
<b>TOTAL INNSBRUCK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>34.6</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.1</b>	<b>12</b>	<b>26</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	68.8	19	16	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>19</b>	<b>16</b>	
VIENNA	AUSTRIAN AIRLINES	S	246	0	2	1.6	12.1	44.0	19.0	15.3	6.0	0.8	0.4	0.0	0.0	0.8	21	49.6	29	245	
VIENNA	BRITISH AIRWAYS PLC	S	300	0	2	3.6	30.5	44.4	14.2	4.3	1.3	0.3	0.3	0.3	0.0	0.7	14	73.8	12	298	
<b>TOTAL VIENNA</b>			<b>546</b>	<b>0</b>	<b>4</b>	<b>2.7</b>	<b>22.2</b>	<b>44.2</b>	<b>16.4</b>	<b>9.3</b>	<b>3.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>62.9</b>	<b>20</b>	<b>543</b>	
<b>TOTAL AUSTRIA</b>			<b>572</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>22.7</b>	<b>43.8</b>	<b>16.5</b>	<b>9.4</b>	<b>3.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>63.5</b>	<b>19</b>	<b>585</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	42	0	0	4.8	21.4	40.5	19.0	9.5	2.4	2.4	0.0	0.0	0.0	0.0	19	59.4	25	32	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.4</b>	<b>40.5</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>59.4</b>	<b>25</b>	<b>32</b>	
<b>TOTAL AZERBAIJAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.4</b>	<b>40.5</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>59.4</b>	<b>25</b>	<b>32</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	62	0	0	0.0	51.6	37.1	6.5	1.6	1.6	1.6	0.0	0.0	0.0	0.0	8	87.1	7	62	
BAHRAIN	GULF AIR	S	124	0	0	1.6	25.8	50.8	16.1	4.0	0.8	0.0	0.8	0.0	0.0	0.0	11	51.6	22	124	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>34.4</b>	<b>46.2</b>	<b>12.9</b>	<b>3.2</b>	<b>1.1</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>63.4</b>	<b>17</b>	<b>186</b>	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>34.4</b>	<b>46.2</b>	<b>12.9</b>	<b>3.2</b>	<b>1.1</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>63.4</b>	<b>17</b>	<b>186</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	34	0	0	2.9	17.6	26.5	14.7	11.8	5.9	14.7	5.9	0.0	0.0	0.0	55	40.6	41	32	
<b>TOTAL DHAKHA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>26.5</b>	<b>14.7</b>	<b>11.8</b>	<b>5.9</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>40.6</b>	<b>41</b>	<b>32</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 BANGLADESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>26.5</b>	<b>14.7</b>	<b>11.8</b>	<b>5.9</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>40.6</b>	<b>41</b>	<b>32</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRITISH AIRWAYS PLC	S	320	0	6	4.0	40.2	34.0	8.6	8.9	1.2	0.9	0.3	0.0	0.0	1.8	10	79.3	11	332	
BRUSSELS	BRUSSELS AIRLINES	S	176	0	0	2.3	19.3	37.5	18.2	13.1	9.1	0.6	0.0	0.0	0.0	0.0	20	50.0	27	176	
<b>TOTAL BRUSSELS</b>			<b>496</b>	<b>0</b>	<b>6</b>	<b>3.4</b>	<b>32.9</b>	<b>35.3</b>	<b>12.0</b>	<b>10.4</b>	<b>4.0</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>69.2</b>	<b>16</b>	<b>508</b>	
<b>TOTAL BELGIUM</b>			<b>496</b>	<b>0</b>	<b>6</b>	<b>3.4</b>	<b>32.9</b>	<b>35.3</b>	<b>12.0</b>	<b>10.4</b>	<b>4.0</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>69.2</b>	<b>16</b>	<b>508</b>	
<b>BRAZIL</b>																					
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	62	0	0	9.7	37.1	30.6	9.7	6.5	3.2	1.6	0.0	1.6	0.0	0.0	18	75.8	22	62	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>37.1</b>	<b>30.6</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.8</b>	<b>22</b>	<b>62</b>	
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	17.7	35.5	14.5	12.9	4.8	1.6	0.0	0.0	0.0	0.0	19	67.7	42	62	
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	62	0	0	14.5	33.9	30.6	12.9	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	78.0	13	82	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>25.8</b>	<b>33.1</b>	<b>13.7</b>	<b>9.7</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>14</b>	<b>73.6</b>	<b>26</b>	<b>144</b>	
<b>TOTAL BRAZIL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>29.6</b>	<b>32.3</b>	<b>12.4</b>	<b>8.6</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.3</b>	<b>25</b>	<b>206</b>	
<b>BRUNEI</b>																					
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	3.2	30.6	48.4	4.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	67.7	19	62	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>30.6</b>	<b>48.4</b>	<b>4.8</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>10</b>	<b>67.7</b>	<b>19</b>	<b>62</b>	
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>30.6</b>	<b>48.4</b>	<b>4.8</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>10</b>	<b>67.7</b>	<b>19</b>	<b>62</b>	
<b>BULGARIA</b>																					
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	1.6	11.3	54.8	14.5	16.1	1.6	0.0	0.0	0.0	0.0	0.0	16	71.0	15	62	
SOFIA	BULGARIA AIR	S	44	0	0	2.3	4.5	36.4	22.7	18.2	15.9	0.0	0.0	0.0	0.0	0.0	28	45.5	22	44	
<b>TOTAL SOFIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>8.5</b>	<b>47.2</b>	<b>17.9</b>	<b>17.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.4</b>	<b>18</b>	<b>106</b>	
<b>TOTAL BULGARIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>8.5</b>	<b>47.2</b>	<b>17.9</b>	<b>17.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.4</b>	<b>18</b>	<b>106</b>	
<b>CANADA</b>																					
CALGARY	AIR CANADA	S	62	0	0	8.1	37.1	38.7	4.8	4.8	4.8	1.6	0.0	0.0	0.0	0.0	11	80.6	14	62	
CALGARY	BRITISH AIRWAYS PLC	S	60	0	2	9.7	27.4	25.8	16.1	12.9	1.6	3.2	0.0	0.0	0.0	3.2	18	59.7	95	62	
<b>TOTAL CALGARY</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>32.3</b>	<b>32.3</b>	<b>10.5</b>	<b>8.9</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>70.2</b>	<b>54</b>	<b>124</b>	
HALIFAX INT	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	59.7	24	62	
<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>59.7</b>	<b>24</b>	<b>62</b>	
MONTREAL (DORVAL)	AIR CANADA	S	61	0	2	4.8	22.2	36.5	9.5	7.9	9.5	4.8	1.6	0.0	0.0	3.2	26	40.3	36	62	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	3.2	14.5	46.8	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	17	54.8	39	62	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>18.4</b>	<b>41.6</b>	<b>12.8</b>	<b>12.0</b>	<b>6.4</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>47.6</b>	<b>37</b>	<b>124</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	1	3.2	34.9	36.5	14.3	1.6	4.8	1.6	1.6	0.0	0.0	1.6	15	82.3	10	62	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>34.9</b>	<b>36.5</b>	<b>14.3</b>	<b>1.6</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>82.3</b>	<b>10</b>	<b>62</b>	
ST JOHNS	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	32	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 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>72.6</b>	<b>32</b>	<b>62</b>	
TORONTO	AIR CANADA	S	248	0	0	3.2	20.6	41.1	19.4	10.9	4.4	0.0	0.4	0.0	0.0	0.0	16	50.4	31	248	
TORONTO	BRITISH AIRWAYS PLC	S	122	0	2	4.0	16.1	35.5	16.1	16.1	8.9	0.8	0.0	0.8	0.0	1.6	34	66.1	30	123	
<b>TOTAL TORONTO</b>			<b>370</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>19.1</b>	<b>39.2</b>	<b>18.3</b>	<b>12.6</b>	<b>5.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>55.6</b>	<b>31</b>	<b>371</b>	
VANCOUVER	AIR CANADA	S	124	0	0	8.9	46.0	30.6	8.9	4.0	1.6	0.0	0.0	0.0	0.0	0.0	6	79.8	10	124	
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	0.0	12.9	16.1	25.8	19.4	8.1	9.7	8.1	0.0	0.0	0.0	56	45.2	28	62	
<b>TOTAL VANCOUVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>34.9</b>	<b>25.8</b>	<b>14.5</b>	<b>9.1</b>	<b>3.8</b>	<b>3.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.3</b>	<b>16</b>	<b>186</b>	
<b>TOTAL CANADA</b>			<b>863</b>	<b>0</b>	<b>7</b>	<b>4.8</b>	<b>25.4</b>	<b>35.5</b>	<b>15.3</b>	<b>10.5</b>	<b>5.1</b>	<b>1.6</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>61.8</b>	<b>30</b>	<b>991</b>	
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	23.5	11.8	41.2	14.7	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	83.3	10	36	
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>11.8</b>	<b>41.2</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>10</b>	<b>36</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>11.8</b>	<b>41.2</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>10</b>	<b>36</b>	
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	44	0	0	29.5	22.7	27.3	6.8	6.8	4.5	0.0	0.0	2.3	0.0	0.0	28	85.7	12	35	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>22.7</b>	<b>27.3</b>	<b>6.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.7</b>	<b>12</b>	<b>35</b>	
<b>TOTAL CHILE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>22.7</b>	<b>27.3</b>	<b>6.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.7</b>	<b>12</b>	<b>35</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	186	0	0	29.6	24.7	30.1	3.2	4.8	4.3	1.6	1.1	0.5	0.0	0.0	18	80.4	29	138	
BEIJING	BRITISH AIRWAYS PLC	S	62	0	0	40.3	8.1	27.4	14.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	64.5	19	62	
<b>TOTAL BEIJING</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>20.6</b>	<b>29.4</b>	<b>6.0</b>	<b>4.4</b>	<b>4.8</b>	<b>1.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.5</b>	<b>26</b>	<b>200</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	28	0	0	25.0	39.3	28.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	63	26	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>39.3</b>	<b>28.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.6</b>	<b>63</b>	<b>26</b>	
CHENGDU	AIR CHINA	S	26	0	0	15.4	42.3	23.1	7.7	3.8	3.8	0.0	3.8	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL CHENGDU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	78	0	0	42.3	33.3	15.4	5.1	0.0	1.3	2.6	0.0	0.0	0.0	0.0	8	86.3	6	73	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>33.3</b>	<b>15.4</b>	<b>5.1</b>	<b>0.0</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.3</b>	<b>6</b>	<b>73</b>	
QINGDAO	BEIJING CAPITAL AIRLINES	S	28	0	0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	11	18	
<b>TOTAL QINGDAO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>11</b>	<b>18</b>	
SANYA PHOENIX INTERNATIONAL	CHINA SOUTHERN	S	0	0	0	0.0	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 SANYA PHOENIX INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	87	0	1	23.9	27.3	26.1	12.5	3.4	5.7	0.0	0.0	0.0	0.0	1.1	10	80.7	36	86	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	62	0	0	12.9	22.6	43.5	8.1	3.2	6.5	1.6	1.6	0.0	0.0	0.0	17	72.6	15	62	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	24.2	33.9	30.6	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	79.7	49	62	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>TOTAL SHANGHAI (PU DONG)</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>20.8</b>	<b>27.8</b>	<b>32.5</b>	<b>9.0</b>	<b>3.3</b>	<b>5.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>78.0</b>	<b>33</b>	<b>210</b>	
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	26	0	0	19.2	23.1	42.3	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIANJIN	TIANJIN AIRLINES	S	40	0	2	16.7	31.0	19.0	14.3	9.5	4.8	0.0	0.0	0.0	0.0	4.8	13	88.9	10	18	
<b>TOTAL TIANJIN</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>31.0</b>	<b>19.0</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>4.8</b>	<b>13</b>	<b>88.9</b>	<b>10</b>	<b>18</b>	
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	28	0	0	32.1	39.3	10.7	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	7	65.4	18	26	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32.1</b>	<b>39.3</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>0.0</b>	<b>7</b>	<b>65.4</b>	<b>18</b>	<b>26</b>	
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	18	0	0	5.6	50.0	16.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>731</b>	<b>0</b>	<b>3</b>	<b>27.5</b>	<b>28.5</b>	<b>26.6</b>	<b>8.2</b>	<b>3.4</b>	<b>4.0</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>78.6</b>	<b>26</b>	<b>572</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	33.9	35.5	19.4	1.6	4.8	0.0	0.0	0.0	4.8	0.0	0.0	39	71.0	42	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>35.5</b>	<b>19.4</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>71.0</b>	<b>42</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>35.5</b>	<b>19.4</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>71.0</b>	<b>42</b>	<b>62</b>	
<b>CROATIA</b>																					
PULA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	22.2	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	18	18	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</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>0.0</b>	<b>11</b>	<b>66.7</b>	<b>18</b>	<b>18</b>	
SPLIT	BRITISH AIRWAYS PLC	S	62	0	0	0.0	19.4	46.8	21.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	65.9	20	44	
SPLIT	CROATIA AIRLINES	S	8	0	0	0.0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	59	50.0	41	4	
<b>TOTAL SPLIT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>42.9</b>	<b>21.4</b>	<b>10.0</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>20</b>	<b>64.6</b>	<b>22</b>	<b>48</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	60	0	2	1.6	27.4	37.1	16.1	12.9	1.6	0.0	0.0	0.0	0.0	3.2	13	69.4	14	62	
ZAGREB	CROATIA AIRLINES	S	28	0	0	0.0	0.0	7.1	32.1	42.9	3.6	7.1	7.1	0.0	0.0	0.0	57	3.3	61	30	
<b>TOTAL ZAGREB</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>18.9</b>	<b>27.8</b>	<b>21.1</b>	<b>22.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>47.8</b>	<b>29</b>	<b>92</b>	
<b>TOTAL CROATIA</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>18.5</b>	<b>36.0</b>	<b>21.3</b>	<b>15.7</b>	<b>4.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>55.1</b>	<b>26</b>	<b>158</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	161	0	2	5.5	17.2	46.0	17.2	9.2	3.1	0.0	0.6	0.0	0.0	1.2	14	60.5	17	124	
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	67.7	14	62	
<b>TOTAL LARNACA</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>17.2</b>	<b>46.0</b>	<b>17.2</b>	<b>9.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>62.9</b>	<b>16</b>	<b>186</b>	
<b>TOTAL CYPRUS</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>17.2</b>	<b>46.0</b>	<b>17.2</b>	<b>9.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>62.9</b>	<b>16</b>	<b>186</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	284	0	10	6.1	27.9	34.0	15.0	8.5	3.4	1.4	0.0	0.3	0.0	3.4	18	76.7	13	292	
<b>TOTAL PRAGUE</b>			<b>284</b>	<b>0</b>	<b>10</b>	<b>6.1</b>	<b>27.9</b>	<b>34.0</b>	<b>15.0</b>	<b>8.5</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.4</b>	<b>18</b>	<b>76.7</b>	<b>13</b>	<b>292</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>284</b>	<b>0</b>	<b>10</b>	<b>6.1</b>	<b>27.9</b>	<b>34.0</b>	<b>15.0</b>	<b>8.5</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.4</b>	<b>18</b>	<b>76.7</b>	<b>13</b>	<b>292</b>	
<b>DENMARK</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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>BILLUND</b>	BRITISH AIRWAYS PLC	S	60	0	2	17.7	29.0	29.0	6.5	9.7	4.8	0.0	0.0	0.0	0.0	3.2	12	84.7	9	98	
<b>TOTAL BILLUND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>17.7</b>	<b>29.0</b>	<b>29.0</b>	<b>6.5</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>84.7</b>	<b>9</b>	<b>98</b>	
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	344	0	4	8.6	36.5	33.9	11.2	5.7	2.3	0.6	0.0	0.0	0.0	1.1	10	83.0	9	398	
<b>COPENHAGEN</b>	SAS	S	192	0	0	1.0	20.3	56.3	15.1	4.7	2.1	0.5	0.0	0.0	0.0	0.0	11	64.3	16	225	
<b>COPENHAGEN</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	40	0	0	0.0	10.0	25.0	22.5	22.5	17.5	0.0	2.5	0.0	0.0	0.0	37	57.9	27	57	
<b>TOTAL COPENHAGEN</b>			<b>576</b>	<b>0</b>	<b>4</b>	<b>5.5</b>	<b>29.3</b>	<b>40.7</b>	<b>13.3</b>	<b>6.6</b>	<b>3.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>74.6</b>	<b>13</b>	<b>680</b>	
<b>TOTAL DENMARK</b>			<b>636</b>	<b>0</b>	<b>6</b>	<b>6.7</b>	<b>29.3</b>	<b>39.6</b>	<b>12.6</b>	<b>6.9</b>	<b>3.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>75.8</b>	<b>12</b>	<b>778</b>	
<b>EGYPT</b>																					
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	50	0	5	7.3	16.4	18.2	29.1	12.7	5.5	0.0	1.8	0.0	0.0	9.1	21	54.8	43	62	
<b>CAIRO</b>	EGYPT AIR	S	124	0	0	6.5	21.0	26.6	17.7	16.9	9.7	0.0	1.6	0.0	0.0	0.0	24	61.3	18	124	
<b>TOTAL CAIRO</b>			<b>174</b>	<b>0</b>	<b>5</b>	<b>6.7</b>	<b>19.6</b>	<b>24.0</b>	<b>21.2</b>	<b>15.6</b>	<b>8.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>23</b>	<b>59.1</b>	<b>27</b>	<b>186</b>	
<b>TOTAL EGYPT</b>			<b>174</b>	<b>0</b>	<b>5</b>	<b>6.7</b>	<b>19.6</b>	<b>24.0</b>	<b>21.2</b>	<b>15.6</b>	<b>8.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>23</b>	<b>59.1</b>	<b>27</b>	<b>186</b>	
<b>ESTONIA</b>																					
<b>TALLIN</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	77.8	13	18	
<b>TOTAL TALLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>13</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>13</b>	<b>18</b>	
<b>ETHIOPIA</b>																					
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	84	0	0	16.7	15.5	34.5	11.9	15.5	4.8	1.2	0.0	0.0	0.0	0.0	18	62.5	27	88	
<b>TOTAL ADDIS ABABA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>15.5</b>	<b>34.5</b>	<b>11.9</b>	<b>15.5</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.5</b>	<b>27</b>	<b>88</b>	
<b>TOTAL ETHIOPIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>15.5</b>	<b>34.5</b>	<b>11.9</b>	<b>15.5</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.5</b>	<b>27</b>	<b>88</b>	
<b>FINLAND</b>																					
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	32.3	27.4	14.5	9.7	4.8	3.2	1.6	0.0	0.0	0.0	21	71.0	16	124	
<b>HELSINKI</b>	FINNAIR	S	372	0	0	10.8	29.6	40.3	10.5	7.0	1.6	0.0	0.3	0.0	0.0	0.0	9	70.4	16	311	
<b>TOTAL HELSINKI</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>30.0</b>	<b>38.5</b>	<b>11.1</b>	<b>7.4</b>	<b>2.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.6</b>	<b>16</b>	<b>435</b>	
<b>TOTAL FINLAND</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>30.0</b>	<b>38.5</b>	<b>11.1</b>	<b>7.4</b>	<b>2.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.6</b>	<b>16</b>	<b>435</b>	
<b>FRANCE</b>																					
<b>BASTIA</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	62.5	14	8	
<b>BASTIA</b>	BRITISH AIRWAYS PLC	S	8	0	0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.5</b>	<b>14</b>	<b>8</b>	
<b>FIGARI</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	60.0	15	10	
<b>FIGARI</b>	BRITISH AIRWAYS PLC	S	8	0	0	0.0	37.5	25.0	0.0	12.5	12.5	0.0	0.0	12.5	0.0	0.0	180	30.0	42	10	
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>180</b>	<b>45.0</b>	<b>29</b>	<b>20</b>	
<b>LYON</b>	BRITISH AIRWAYS PLC	S	181	0	3	6.0	35.9	32.1	9.8	8.7	3.3	1.6	1.1	0.0	0.0	1.6	16	77.4	14	186	
<b>TOTAL LYON</b>			<b>181</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>35.9</b>	<b>32.1</b>	<b>9.8</b>	<b>8.7</b>	<b>3.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>77.4</b>	<b>14</b>	<b>186</b>	
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	242	0	6	4.4	31.0	44.0	9.7	3.2	4.0	1.2	0.0	0.0	0.0	2.4	12	60.8	24	186	
<b>TOTAL MARSEILLE</b>			<b>242</b>	<b>0</b>	<b>6</b>	<b>4.4</b>	<b>31.0</b>	<b>44.0</b>	<b>9.7</b>	<b>3.2</b>	<b>4.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>12</b>	<b>60.8</b>	<b>24</b>	<b>186</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	BRITISH AIRWAYS PLC	S	24	0	0	4.2	29.2	37.5	12.5	8.3	4.2	0.0	4.2	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>37.5</b>	<b>12.5</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	BRITISH AIRWAYS PLC	S	42	0	0	23.8	31.0	23.8	9.5	11.9	0.0	0.0	0.0	0.0	0.0	0.0	9	78.8	8	33	
<b>TOTAL NANTES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>31.0</b>	<b>23.8</b>	<b>9.5</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.8</b>	<b>8</b>	<b>33</b>	
NICE	BRITISH AIRWAYS PLC	S	424	0	14	3.7	24.0	33.8	18.5	11.6	4.3	0.5	0.5	0.0	0.0	3.2	17	53.8	31	416	
<b>TOTAL NICE</b>			<b>424</b>	<b>0</b>	<b>14</b>	<b>3.7</b>	<b>24.0</b>	<b>33.8</b>	<b>18.5</b>	<b>11.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>53.8</b>	<b>31</b>	<b>416</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	370	0	2	1.9	32.3	42.5	14.2	5.1	3.0	0.5	0.0	0.0	0.0	0.5	11	64.5	17	433	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	434	0	14	3.8	34.2	34.6	12.7	8.3	2.5	0.4	0.2	0.2	0.0	3.1	14	73.2	18	437	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>804</b>	<b>0</b>	<b>16</b>	<b>2.9</b>	<b>33.3</b>	<b>38.2</b>	<b>13.4</b>	<b>6.8</b>	<b>2.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>68.9</b>	<b>17</b>	<b>870</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	194	0	2	6.6	39.8	32.7	7.7	8.2	3.6	0.5	0.0	0.0	0.0	1.0	10	77.1	14	169	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>39.8</b>	<b>32.7</b>	<b>7.7</b>	<b>8.2</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>77.1</b>	<b>14</b>	<b>169</b>	
<b>TOTAL FRANCE</b>			<b>1927</b>	<b>0</b>	<b>41</b>	<b>4.4</b>	<b>31.7</b>	<b>36.4</b>	<b>13.0</b>	<b>8.1</b>	<b>3.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>66.2</b>	<b>20</b>	<b>1888</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	393	0	17	3.7	29.0	45.6	9.5	6.3	1.2	0.0	0.2	0.2	0.0	4.1	12	76.6	11	398	
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	124	0	0	8.9	21.8	46.0	11.3	7.3	4.0	0.8	0.0	0.0	0.0	0.0	13	71.1	19	151	
<b>TOTAL BERLIN (TEGEL)</b>			<b>517</b>	<b>0</b>	<b>17</b>	<b>4.9</b>	<b>27.3</b>	<b>45.7</b>	<b>9.9</b>	<b>6.6</b>	<b>1.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>75.1</b>	<b>13</b>	<b>549</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	161	0	0	9.3	36.0	37.3	6.8	5.0	5.6	0.0	0.0	0.0	0.0	0.0	11	53.5	36	170	
<b>TOTAL COLOGNE BONN</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>36.0</b>	<b>37.3</b>	<b>6.8</b>	<b>5.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.5</b>	<b>36</b>	<b>170</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	323	0	7	4.8	32.4	43.9	8.5	5.8	2.1	0.3	0.0	0.0	0.0	2.1	9	80.3	12	319	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	244	0	4	3.6	21.8	45.2	15.7	7.3	3.6	0.8	0.4	0.0	0.0	1.6	15	64.9	19	248	
<b>TOTAL DUSSELDORF</b>			<b>567</b>	<b>0</b>	<b>11</b>	<b>4.3</b>	<b>27.9</b>	<b>44.5</b>	<b>11.6</b>	<b>6.4</b>	<b>2.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>12</b>	<b>73.6</b>	<b>15</b>	<b>567</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	352	0	3	3.9	28.7	43.4	9.9	7.0	4.8	1.1	0.3	0.0	0.0	0.8	14	71.4	16	386	
FRANKFURT MAIN	LUFTHANSA	S	726	0	8	0.3	18.8	50.0	18.1	9.0	2.2	0.5	0.0	0.0	0.0	1.1	13	49.8	23	732	
<b>TOTAL FRANKFURT MAIN</b>			<b>1078</b>	<b>0</b>	<b>11</b>	<b>1.5</b>	<b>22.0</b>	<b>47.8</b>	<b>15.4</b>	<b>8.4</b>	<b>3.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>57.3</b>	<b>21</b>	<b>1118</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	266	0	10	8.3	35.1	38.8	9.8	3.6	0.7	0.0	0.0	0.0	0.0	3.6	7	82.2	13	266	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	167	0	2	4.1	21.9	40.8	14.2	10.7	5.3	0.0	1.8	0.0	0.0	1.2	19	60.1	18	168	
<b>TOTAL HAMBURG</b>			<b>433</b>	<b>0</b>	<b>12</b>	<b>6.7</b>	<b>30.1</b>	<b>39.6</b>	<b>11.5</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>11</b>	<b>73.7</b>	<b>15</b>	<b>434</b>	
HANOVER	BRITISH AIRWAYS PLC	S	116	0	0	4.3	33.6	33.6	14.7	9.5	1.7	1.7	0.0	0.9	0.0	0.0	22	78.6	14	167	
<b>TOTAL HANOVER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>33.6</b>	<b>33.6</b>	<b>14.7</b>	<b>9.5</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>78.6</b>	<b>14</b>	<b>167</b>	
MUNICH	BRITISH AIRWAYS PLC	S	378	0	14	4.3	28.1	40.6	12.2	7.9	2.6	0.0	0.3	0.5	0.0	3.6	18	65.1	16	370	
MUNICH	LUFTHANSA	S	482	0	6	0.2	15.2	49.4	15.6	14.8	3.1	0.6	0.0	0.0	0.0	1.2	16	65.8	18	470	
<b>TOTAL MUNICH</b>			<b>860</b>	<b>0</b>	<b>20</b>	<b>2.0</b>	<b>20.9</b>	<b>45.5</b>	<b>14.1</b>	<b>11.7</b>	<b>2.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>65.5</b>	<b>17</b>	<b>840</b>	
STUTT GART	BRITISH AIRWAYS PLC	S	115	0	1	1.7	34.5	37.1	12.9	10.3	1.7	0.9	0.0	0.0	0.0	0.9	11	69.8	18	116	
STUTT GART	EUROWINGS LUFTVERKEHRS	S	162	0	0	4.9	29.6	36.4	14.2	6.8	6.2	0.6	1.2	0.0	0.0	0.0	17	51.3	39	160	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 STUTTGART</b>			<b>277</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>31.7</b>	<b>36.7</b>	<b>13.7</b>	<b>8.3</b>	<b>4.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>59.1</b>	<b>30</b>	<b>276</b>
<b>TOTAL GERMANY</b>			<b>4009</b>	<b>0</b>	<b>72</b>	<b>3.6</b>	<b>25.7</b>	<b>44.1</b>	<b>13.0</b>	<b>8.2</b>	<b>2.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>14</b>	<b>66.2</b>	<b>19</b>	<b>4121</b>
<b>GHANA</b>																				
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	0.0	12.9	29.0	22.6	21.0	9.7	4.8	0.0	0.0	0.0	0.0	33	46.8	38	62
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>29.0</b>	<b>22.6</b>	<b>21.0</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>46.8</b>	<b>38</b>	<b>62</b>
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>29.0</b>	<b>22.6</b>	<b>21.0</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>46.8</b>	<b>38</b>	<b>62</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	BRITISH AIRWAYS PLC	S	124	0	0	13.7	38.7	37.1	8.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5	77.6	13	98
<b>TOTAL GIBRALTAR</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>38.7</b>	<b>37.1</b>	<b>8.1</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>77.6</b>	<b>13</b>	<b>98</b>
<b>TOTAL GIBRALTAR</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>38.7</b>	<b>37.1</b>	<b>8.1</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>77.6</b>	<b>13</b>	<b>98</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	194	0	0	1.0	12.4	37.6	26.8	18.0	4.1	0.0	0.0	0.0	0.0	0.0	19	53.8	18	186
ATHENS	AIR CANADA	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
ATHENS	BRITISH AIRWAYS PLC	S	262	0	2	4.2	14.8	40.5	18.2	15.9	4.5	0.4	0.8	0.0	0.0	0.8	20	50.4	33	254
<b>TOTAL ATHENS</b>			<b>457</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>13.7</b>	<b>39.2</b>	<b>22.0</b>	<b>16.8</b>	<b>4.4</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>51.8</b>	<b>27</b>	<b>440</b>
CHANIA	BRITISH AIRWAYS PLC	S	26	0	0	0.0	19.2	46.2	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	37.5	40	16
<b>TOTAL CHANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>19.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>37.5</b>	<b>40</b>	<b>16</b>
CORFU	BRITISH AIRWAYS PLC	C	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	80.0	12	10
CORFU	BRITISH AIRWAYS PLC	S	96	0	0	1.0	14.6	52.1	22.9	5.2	4.2	0.0	0.0	0.0	0.0	0.0	14	71.4	14	98
<b>TOTAL CORFU</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>18.3</b>	<b>49.0</b>	<b>23.1</b>	<b>4.8</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>14</b>	<b>72.2</b>	<b>14</b>	<b>108</b>
KALAMATA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	19	10
KALAMATA	BRITISH AIRWAYS PLC	S	24	0	0	0.0	16.7	29.2	29.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	24	43.8	32	16
<b>TOTAL KALAMATA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>21.9</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>21</b>	<b>53.8</b>	<b>27</b>	<b>26</b>
KEFALLINIA	BRITISH AIRWAYS PLC	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	16	62.5	15	8
KEFALLINIA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	55.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	55.6	23	18
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>19.2</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.7</b>	<b>20</b>	<b>26</b>
KOS	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	57.1	15	7
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>15</b>	<b>7</b>
LEMNOS	BRITISH AIRWAYS PLC	C	16	0	0	0.0	18.8	37.5	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	20	66.7	18	18
<b>TOTAL LEMNOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>18</b>	<b>18</b>
MIKONOS	BRITISH AIRWAYS PLC	S	62	0	0	0.0	17.7	40.3	19.4	14.5	8.1	0.0	0.0	0.0	0.0	0.0	20	51.6	27	62
<b>TOTAL MIKONOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>40.3</b>	<b>19.4</b>	<b>14.5</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>20</b>	<b>51.6</b>	<b>27</b>	<b>62</b>
PREVEZA	BRITISH AIRWAYS PLC	C	16	0	0	6.3	25.0	43.8	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	15	65.0	27	20
PREVEZA	BRITISH AIRWAYS PLC	S	26	0	0	3.8	26.9	50.0	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL PREVEZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.2</b>	<b>47.6</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>65.0</b>	<b>27</b>	<b>20</b>
RHODES	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	46.7	22	15
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>46.7</b>	<b>22</b>	<b>15</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	52	0	0	0.0	19.2	55.8	7.7	11.5	5.8	0.0	0.0	0.0	0.0	0.0	14	53.8	22	52	
<b>TOTAL THIRA (SANTORINI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>55.8</b>	<b>7.7</b>	<b>11.5</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>14</b>	<b>53.8</b>	<b>22</b>	<b>52</b>	
ZAKINTHOS	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	38.9	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	50.0	42	16	
<b>TOTAL ZAKINTHOS</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>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>42</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>843</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>16.0</b>	<b>42.6</b>	<b>19.9</b>	<b>14.0</b>	<b>5.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>55.2</b>	<b>25</b>	<b>806</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	20.2	27.4	21.0	12.9	14.5	1.6	1.6	0.8	0.0	0.0	0.0	17	71.8	15	124	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	308	0	0	24.7	27.9	32.1	8.1	4.2	2.3	0.3	0.3	0.0	0.0	0.0	9	86.1	8	310	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	43.5	37.1	12.9	1.6	1.6	1.6	0.0	1.6	0.0	0.0	0.0	6	96.8	3	62	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>28.9</b>	<b>26.9</b>	<b>8.5</b>	<b>6.5</b>	<b>2.0</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>83.9</b>	<b>9</b>	<b>496</b>	
<b>TOTAL HONG KONG</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>28.9</b>	<b>26.9</b>	<b>8.5</b>	<b>6.5</b>	<b>2.0</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>83.9</b>	<b>9</b>	<b>496</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	282	0	2	2.8	27.1	39.4	14.1	8.8	5.6	1.4	0.0	0.0	0.0	0.7	17	65.3	21	248	
<b>TOTAL BUDAPEST</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>27.1</b>	<b>39.4</b>	<b>14.1</b>	<b>8.8</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>65.3</b>	<b>21</b>	<b>248</b>	
<b>TOTAL HUNGARY</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>27.1</b>	<b>39.4</b>	<b>14.1</b>	<b>8.8</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>65.3</b>	<b>21</b>	<b>248</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	42	0	0	9.5	26.2	42.9	14.3	4.8	2.4	0.0	0.0	0.0	0.0	0.0	8	90.3	6	62	
KEFLAVIK	ICELANDAIR	S	124	0	0	4.8	21.0	50.8	7.3	8.9	3.2	2.4	1.6	0.0	0.0	0.0	20	32.3	28	124	
<b>TOTAL KEFLAVIK</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>22.3</b>	<b>48.8</b>	<b>9.0</b>	<b>7.8</b>	<b>3.0</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>51.6</b>	<b>20</b>	<b>186</b>	
<b>TOTAL ICELAND</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>22.3</b>	<b>48.8</b>	<b>9.0</b>	<b>7.8</b>	<b>3.0</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>51.6</b>	<b>20</b>	<b>186</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	35	0	0	22.9	17.1	34.3	8.6	0.0	0.0	11.4	2.9	2.9	0.0	0.0	40	86.1	9	36	
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>17.1</b>	<b>34.3</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>86.1</b>	<b>9</b>	<b>36</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	27	0	0	22.2	11.1	40.7	0.0	3.7	3.7	11.1	3.7	3.7	0.0	0.0	49	0.0	0	0	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	24.2	8.1	25.8	19.4	14.5	4.8	0.0	1.6	1.6	0.0	0.0	28	69.4	13	62	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>9.0</b>	<b>30.3</b>	<b>13.5</b>	<b>11.2</b>	<b>4.5</b>	<b>3.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>69.4</b>	<b>13</b>	<b>62</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	8.1	21.0	35.5	8.1	11.3	8.1	6.5	1.6	0.0	0.0	0.0	31	64.5	32	62	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>21.0</b>	<b>35.5</b>	<b>8.1</b>	<b>11.3</b>	<b>8.1</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>64.5</b>	<b>32</b>	<b>62</b>	
DELHI	AIR INDIA	S	124	0	0	14.5	24.2	32.3	15.3	5.6	2.4	5.6	0.0	0.0	0.0	0.0	19	80.6	11	124	
DELHI	BRITISH AIRWAYS PLC	S	122	0	2	17.7	21.8	34.7	13.7	4.8	5.6	0.0	0.0	0.0	0.0	1.6	12	53.2	22	124	
DELHI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.8	16	62	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	21.0	0.0	30.6	22.6	22.6	1.6	1.6	0.0	0.0	0.0	0.0	20	75.8	15	62	
<b>TOTAL DELHI</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>17.1</b>	<b>18.4</b>	<b>32.9</b>	<b>16.1</b>	<b>8.7</b>	<b>3.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>69.9</b>	<b>16</b>	<b>372</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	14.5	14.5	37.1	17.7	8.1	4.8	1.6	1.6	0.0	0.0	0.0	20	64.5	22	62	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>14.5</b>	<b>37.1</b>	<b>17.7</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.5</b>	<b>22</b>	<b>62</b>	
MUMBAI	AIR INDIA	S	62	0	0	3.2	8.1	9.7	22.6	19.4	14.5	6.5	9.7	6.5	0.0	0.0	97	54.8	33	62	
MUMBAI	BRITISH AIRWAYS PLC	S	155	0	4	13.2	19.5	35.8	14.5	7.5	3.1	1.9	1.3	0.6	0.0	2.5	24	82.3	10	123	
MUMBAI	JET 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	73.1	17	186	
<b>TOTAL MUMBAI</b>			<b>217</b>	<b>0</b>	<b>4</b>	<b>10.4</b>	<b>16.3</b>	<b>28.5</b>	<b>16.7</b>	<b>10.9</b>	<b>6.3</b>	<b>3.2</b>	<b>3.6</b>	<b>2.3</b>	<b>0.0</b>	<b>1.8</b>	<b>45</b>	<b>73.1</b>	<b>17</b>	<b>371</b>	
<b>TOTAL INDIA</b>			<b>773</b>	<b>0</b>	<b>6</b>	<b>15.3</b>	<b>16.6</b>	<b>32.0</b>	<b>15.1</b>	<b>9.4</b>	<b>4.7</b>	<b>3.5</b>	<b>1.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.8</b>	<b>29</b>	<b>71.0</b>	<b>18</b>	<b>965</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	19	0	1	5.0	15.0	30.0	35.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	25	0.0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>15.0</b>	<b>30.0</b>	<b>35.0</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>5.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	5	0	1	0.0	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	11	61.5	15	26	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11</b>	<b>61.5</b>	<b>15</b>	<b>26</b>	
<b>TOTAL INDONESIA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>26.9</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>7.7</b>	<b>22</b>	<b>61.5</b>	<b>15</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	68.2	15	44	
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	0.0	15.4	42.3	23.1	19.2	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	20	28	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>42.3</b>	<b>23.1</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.9</b>	<b>17</b>	<b>72</b>	
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>42.3</b>	<b>23.1</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.9</b>	<b>17</b>	<b>72</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	246	0	2	12.9	56.9	18.1	4.8	2.8	3.6	0.0	0.0	0.0	0.0	0.8	6	90.1	7	278	
<b>TOTAL CORK</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>12.9</b>	<b>56.9</b>	<b>18.1</b>	<b>4.8</b>	<b>2.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>90.1</b>	<b>7</b>	<b>278</b>	
DUBLIN	AER LINGUS	S	750	0	6	4.2	31.5	35.4	12.2	10.4	4.8	0.3	0.4	0.0	0.0	0.8	15	80.9	10	715	
DUBLIN	BRITISH AIRWAYS PLC	S	449	0	13	5.8	31.0	36.8	13.2	8.0	1.9	0.4	0.0	0.0	0.0	2.8	11	75.4	15	452	
<b>TOTAL DUBLIN</b>			<b>1199</b>	<b>0</b>	<b>19</b>	<b>4.8</b>	<b>31.3</b>	<b>36.0</b>	<b>12.6</b>	<b>9.5</b>	<b>3.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>78.8</b>	<b>12</b>	<b>1167</b>	
SHANNON	AER LINGUS	S	186	0	0	26.9	40.9	25.8	4.3	1.6	0.5	0.0	0.0	0.0	0.0	0.0	4	93.0	3	184	
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>40.9</b>	<b>25.8</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.0</b>	<b>3</b>	<b>184</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1631</b>	<b>0</b>	<b>21</b>	<b>8.5</b>	<b>36.2</b>	<b>32.1</b>	<b>10.5</b>	<b>7.6</b>	<b>3.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>82.3</b>	<b>10</b>	<b>1629</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	168	0	0	6.5	21.4	32.7	11.3	19.0	4.8	1.2	3.0	0.0	0.0	0.0	26	66.7	18	168	
TEL AVIV	EL AL	S	100	0	0	13.0	18.0	37.0	15.0	11.0	5.0	0.0	1.0	0.0	0.0	0.0	17	60.0	17	100	
<b>TOTAL TEL AVIV</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>20.1</b>	<b>34.3</b>	<b>12.7</b>	<b>16.0</b>	<b>4.9</b>	<b>0.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>64.2</b>	<b>18</b>	<b>268</b>	
<b>TOTAL ISRAEL</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>20.1</b>	<b>34.3</b>	<b>12.7</b>	<b>16.0</b>	<b>4.9</b>	<b>0.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>64.2</b>	<b>18</b>	<b>268</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	180	0	6	4.3	24.7	40.9	11.3	11.3	1.6	1.1	1.1	0.5	0.0	3.2	20	71.7	16	182	
<b>TOTAL BOLOGNA</b>			<b>180</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>24.7</b>	<b>40.9</b>	<b>11.3</b>	<b>11.3</b>	<b>1.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>71.7</b>	<b>16</b>	<b>182</b>	
BRINDISI	BRITISH AIRWAYS PLC	S	18	0	0	0.0	11.1	33.3	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	50.0	37	18	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>37</b>	<b>18</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	8	0	0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	18	16	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.0</b>	<b>18</b>	<b>16</b>	
LAMETIA-TERME	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	25.0	12.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	49	12.5	35	8	
<b>TOTAL LAMETIA-TERME</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>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>49</b>	<b>12.5</b>	<b>35</b>	<b>8</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	101	0	2	2.9	32.0	34.0	17.5	8.7	1.9	1.0	0.0	0.0	0.0	1.9	13	64.5	16	124	
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	321	0	2	2.2	28.8	44.6	12.1	6.5	4.0	1.2	0.0	0.0	0.0	0.6	14	71.4	16	384	
<b>TOTAL MILAN (LINATE)</b>			<b>422</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>29.6</b>	<b>42.0</b>	<b>13.4</b>	<b>7.0</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>69.7</b>	<b>16</b>	<b>508</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	S	21	0	0	0.0	9.5	23.8	9.5	33.3	9.5	14.3	0.0	0.0	0.0	0.0	50	0.0	0	0	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	249	0	4	1.2	20.9	41.5	17.0	10.3	5.5	1.2	0.4	0.4	0.0	1.6	23	65.1	17	209	
<b>TOTAL MILAN (MALPENSA)</b>			<b>270</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>20.1</b>	<b>40.1</b>	<b>16.4</b>	<b>12.0</b>	<b>5.8</b>	<b>2.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.5</b>	<b>25</b>	<b>65.1</b>	<b>17</b>	<b>209</b>	
OLBIA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	12.5	25.0	0.0	37.5	12.5	12.5	0.0	0.0	0.0	87	50.0	33	8	
OLBIA	BRITISH AIRWAYS PLC	S	54	0	2	0.0	21.4	33.9	16.1	17.9	7.1	0.0	0.0	0.0	0.0	3.6	19	58.7	19	46	
<b>TOTAL OLBIA</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>17.2</b>	<b>15.6</b>	<b>10.9</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>28</b>	<b>57.4</b>	<b>21</b>	<b>54</b>	
PALERMO	BRITISH AIRWAYS PLC	S	44	0	0	15.9	29.5	29.5	15.9	6.8	0.0	0.0	0.0	2.3	0.0	0.0	35	71.4	14	28	
<b>TOTAL PALERMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>29.5</b>	<b>29.5</b>	<b>15.9</b>	<b>6.8</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>35</b>	<b>71.4</b>	<b>14</b>	<b>28</b>	
PISA	BRITISH AIRWAYS PLC	S	155	0	2	8.9	24.2	31.8	8.9	12.1	10.2	1.9	0.0	0.6	0.0	1.3	29	64.3	23	98	
<b>TOTAL PISA</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>24.2</b>	<b>31.8</b>	<b>8.9</b>	<b>12.1</b>	<b>10.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>29</b>	<b>64.3</b>	<b>23</b>	<b>98</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	186	0	0	2.7	28.5	39.2	15.6	12.4	0.5	0.0	0.5	0.5	0.0	0.0	18	66.5	14	248	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	370	0	10	4.5	27.1	38.9	13.9	8.7	2.9	0.3	0.8	0.3	0.0	2.6	17	61.7	22	401	
ROME (FIUMICINO)	DELTA AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>557</b>	<b>0</b>	<b>10</b>	<b>3.9</b>	<b>27.5</b>	<b>39.2</b>	<b>14.5</b>	<b>9.9</b>	<b>2.1</b>	<b>0.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>63.5</b>	<b>19</b>	<b>649</b>	
VENICE	BRITISH AIRWAYS PLC	S	130	0	2	11.4	30.3	34.8	10.6	7.6	3.0	0.0	0.0	0.8	0.0	1.5	18	66.9	16	124	
<b>TOTAL VENICE</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>30.3</b>	<b>34.8</b>	<b>10.6</b>	<b>7.6</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>66.9</b>	<b>16</b>	<b>124</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</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 ITALY</b>			<b>1855</b>	<b>0</b>	<b>30</b>	<b>4.2</b>	<b>26.0</b>	<b>38.5</b>	<b>13.8</b>	<b>10.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>66.1</b>	<b>18</b>	<b>1894</b>	
<b>JAPAN</b>																					
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	36	0	0	0.0	27.8	38.9	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	33.9	17.7	37.1	3.2	3.2	0.0	1.6	3.2	0.0	0.0	0.0	14	96.8	6	62	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	60	0	2	6.5	24.2	37.1	19.4	6.5	3.2	0.0	0.0	0.0	0.0	3.2	12	85.5	10	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	14.5	42.7	37.1	2.4	0.8	0.0	0.0	2.4	0.0	0.0	0.0	9	91.9	18	124	
<b>TOTAL TOKYO (HANEDA)</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>17.3</b>	<b>31.9</b>	<b>37.1</b>	<b>6.9</b>	<b>2.8</b>	<b>0.8</b>	<b>0.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>91.5</b>	<b>13</b>	<b>248</b>	
TOKYO (NARITA)	AEROFLOT	S	16	0	0	25.0	50.0	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	16	
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	62	0	0	14.5	12.9	29.0	16.1	17.7	8.1	1.6	0.0	0.0	0.0	0.0	23	82.3	9	62	
<b>TOTAL TOKYO (NARITA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>20.5</b>	<b>26.9</b>	<b>12.8</b>	<b>15.4</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.9</b>	<b>8</b>	<b>78</b>	
<b>TOTAL JAPAN</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>15.5</b>	<b>29.0</b>	<b>35.1</b>	<b>9.7</b>	<b>5.8</b>	<b>2.5</b>	<b>0.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>90.2</b>	<b>12</b>	<b>326</b>	
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	62	0	0	22.6	19.4	27.4	11.3	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	61.3	13	62	
AMMAN	ROYAL JORDANIAN	S	62	0	0	1.6	17.7	50.0	16.1	9.7	4.8	0.0	0.0	0.0	0.0	0.0	15	70.3	13	64	
<b>TOTAL AMMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>18.5</b>	<b>38.7</b>	<b>13.7</b>	<b>12.9</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>14</b>	<b>65.9</b>	<b>13</b>	<b>126</b>	
<b>TOTAL JORDAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>18.5</b>	<b>38.7</b>	<b>13.7</b>	<b>12.9</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>14</b>	<b>65.9</b>	<b>13</b>	<b>126</b>	
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	52	0	0	9.6	42.3	36.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	85.2	41	61	
<b>TOTAL ASTANA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.3</b>	<b>36.5</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>0.0</b>	<b>6</b>	<b>85.2</b>	<b>41</b>	<b>61</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.3</b>	<b>36.5</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>0.0</b>	<b>6</b>	<b>85.2</b>	<b>41</b>	<b>61</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	0.0	27.4	53.2	11.3	6.5	1.6	0.0	0.0	0.0	0.0	0.0	10	77.4	12	62	
NAIROBI	KENYA AIRWAYS	S	62	0	0	1.6	29.0	45.2	11.3	11.3	0.0	1.6	0.0	0.0	0.0	0.0	13	67.7	19	62	
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>28.2</b>	<b>49.2</b>	<b>11.3</b>	<b>8.9</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>11</b>	<b>72.6</b>	<b>15</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>28.2</b>	<b>49.2</b>	<b>11.3</b>	<b>8.9</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>11</b>	<b>72.6</b>	<b>15</b>	<b>124</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	24.2	27.4	32.3	8.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	10	74.2	12	62	
KUWAIT	KUWAIT AIRWAYS	S	112	0	0	8.0	20.5	37.5	17.0	8.0	8.9	0.0	0.0	0.0	0.0	0.0	17	53.4	21	88	
<b>TOTAL KUWAIT</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>23.0</b>	<b>35.6</b>	<b>13.8</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>14</b>	<b>62.0</b>	<b>17</b>	<b>150</b>	
<b>TOTAL KUWAIT</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>23.0</b>	<b>35.6</b>	<b>13.8</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>14</b>	<b>62.0</b>	<b>17</b>	<b>150</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	62	0	0	11.3	22.6	29.0	12.9	21.0	3.2	0.0	0.0	0.0	0.0	0.0	17	66.1	14	62	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	0.0	20.2	52.4	16.9	8.1	1.6	0.8	0.0	0.0	0.0	0.0	13	56.5	17	124	
<b>TOTAL BEIRUT</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.0</b>	<b>44.6</b>	<b>15.6</b>	<b>12.4</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.7</b>	<b>16</b>	<b>186</b>	
<b>TOTAL LEBANON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.0</b>	<b>44.6</b>	<b>15.6</b>	<b>12.4</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.7</b>	<b>16</b>	<b>186</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	114	0	2	8.6	31.9	42.2	6.0	6.0	2.6	0.9	0.0	0.0	0.0	1.7	10	74.6	16	120	
<b>TOTAL LUXEMBOURG</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>31.9</b>	<b>42.2</b>	<b>6.0</b>	<b>6.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>74.6</b>	<b>16</b>	<b>120</b>	
<b>TOTAL LUXEMBOURG</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>31.9</b>	<b>42.2</b>	<b>6.0</b>	<b>6.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>74.6</b>	<b>16</b>	<b>120</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	63	0	0	17.5	23.8	39.7	4.8	6.3	4.8	3.2	0.0	0.0	0.0	0.0	15	80.6	15	62	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	123	0	1	22.6	21.0	37.1	15.3	2.4	0.0	0.8	0.0	0.0	0.0	0.8	9	68.5	17	124
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>20.9</b>	<b>21.9</b>	<b>38.0</b>	<b>11.8</b>	<b>3.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>72.6</b>	<b>16</b>	<b>186</b>
<b>TOTAL MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>20.9</b>	<b>21.9</b>	<b>38.0</b>	<b>11.8</b>	<b>3.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>72.6</b>	<b>16</b>	<b>186</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	140	0	0	0.0	17.9	36.4	16.4	21.4	5.7	2.1	0.0	0.0	0.0	0.0	23	50.0	29	132
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>36.4</b>	<b>16.4</b>	<b>21.4</b>	<b>5.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>29</b>	<b>132</b>
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>36.4</b>	<b>16.4</b>	<b>21.4</b>	<b>5.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>29</b>	<b>132</b>
<b>MAURITIUS</b>																				
MAURITIUS	AIR MAURITIUS LTD	S	26	0	0	34.6	7.7	46.2	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	59.4	23	32
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>7.7</b>	<b>46.2</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>59.4</b>	<b>23</b>	<b>32</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>7.7</b>	<b>46.2</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>59.4</b>	<b>23</b>	<b>32</b>
<b>MEXICO</b>																				
MEXICO CITY	AEROMEXICO	S	62	0	0	12.9	38.7	27.4	6.5	11.3	3.2	0.0	0.0	0.0	0.0	0.0	10	90.3	11	62
MEXICO CITY	BRITISH AIRWAYS PLC	S	62	0	0	12.9	11.3	48.4	8.1	14.5	1.6	1.6	1.6	0.0	0.0	0.0	19	69.4	24	62
<b>TOTAL MEXICO CITY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>25.0</b>	<b>37.9</b>	<b>7.3</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>15</b>	<b>79.8</b>	<b>18</b>	<b>124</b>
<b>TOTAL MEXICO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>25.0</b>	<b>37.9</b>	<b>7.3</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>15</b>	<b>79.8</b>	<b>18</b>	<b>124</b>
<b>MOROCCO</b>																				
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	4.8	9.7	38.7	22.6	17.7	3.2	3.2	0.0	0.0	0.0	0.0	22	75.8	8	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>9.7</b>	<b>38.7</b>	<b>22.6</b>	<b>17.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.8</b>	<b>8</b>	<b>62</b>
RABAT	ROYAL AIR MAROC	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	14	85.7	7	14
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.7</b>	<b>7</b>	<b>14</b>
<b>TOTAL MOROCCO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.3</b>	<b>41.3</b>	<b>22.5</b>	<b>16.3</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>20</b>	<b>77.6</b>	<b>8</b>	<b>76</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BRITISH AIRWAYS PLC	S	476	0	12	3.9	33.6	36.1	10.2	9.4	2.9	1.2	0.0	0.2	0.0	2.5	16	77.3	13	474
AMSTERDAM	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	0.0	53	1
AMSTERDAM	KLM	S	602	0	24	6.4	34.7	38.0	8.3	5.6	2.7	0.2	0.2	0.2	0.0	3.8	11	85.0	10	611
<b>TOTAL AMSTERDAM</b>			<b>1078</b>	<b>0</b>	<b>36</b>	<b>5.3</b>	<b>34.2</b>	<b>37.2</b>	<b>9.2</b>	<b>7.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>81.6</b>	<b>11</b>	<b>1086</b>
<b>TOTAL NETHERLANDS</b>			<b>1078</b>	<b>0</b>	<b>36</b>	<b>5.3</b>	<b>34.2</b>	<b>37.2</b>	<b>9.2</b>	<b>7.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>81.6</b>	<b>11</b>	<b>1086</b>
<b>NEW ZEALAND</b>																				
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	4.8	21.0	37.1	24.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	71.0	14	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>37.1</b>	<b>24.2</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>13</b>	<b>71.0</b>	<b>14</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>37.1</b>	<b>24.2</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>13</b>	<b>71.0</b>	<b>14</b>	<b>62</b>
<b>NIGERIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	6.5	30.6	43.5	9.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	12	75.8	13	62
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>43.5</b>	<b>9.7</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>75.8</b>	<b>13</b>	<b>62</b>
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	4.8	32.3	21.0	25.8	14.5	1.6	0.0	0.0	0.0	0.0	0.0	15	74.2	11	62
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	11.3	53.2	24.2	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	80.6	12	62
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>42.7</b>	<b>22.6</b>	<b>15.3</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.4</b>	<b>12</b>	<b>124</b>
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>38.7</b>	<b>29.6</b>	<b>13.4</b>	<b>7.5</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>11</b>	<b>76.9</b>	<b>12</b>	<b>186</b>
<b>NORWAY</b>																				
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	211	0	4	4.2	34.0	35.3	11.6	9.8	2.8	0.0	0.5	0.0	0.0	1.9	12	77.2	17	224
OSLO (GARDERMOEN)	SAS	S	238	0	2	1.3	24.6	47.5	14.6	8.3	2.5	0.4	0.0	0.0	0.0	0.8	13	79.6	10	207
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	0	0	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	25	26
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>449</b>	<b>0</b>	<b>6</b>	<b>2.6</b>	<b>29.0</b>	<b>41.8</b>	<b>13.2</b>	<b>9.0</b>	<b>2.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>77.6</b>	<b>14</b>	<b>457</b>
STAVANGER	SAS	S	54	0	0	0.0	18.5	31.5	20.4	18.5	11.1	0.0	0.0	0.0	0.0	0.0	23	64.3	19	98
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>31.5</b>	<b>20.4</b>	<b>18.5</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>64.3</b>	<b>19</b>	<b>98</b>
<b>TOTAL NORWAY</b>			<b>503</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>27.9</b>	<b>40.7</b>	<b>13.9</b>	<b>10.0</b>	<b>3.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>75.3</b>	<b>15</b>	<b>555</b>
<b>OMAN</b>																				
MUSCAT	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	16.3	45	43
MUSCAT	OMAN AIR	S	124	0	0	0.0	18.5	53.2	17.7	8.9	1.6	0.0	0.0	0.0	0.0	0.0	13	66.1	16	124
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>53.2</b>	<b>17.7</b>	<b>8.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.3</b>	<b>24</b>	<b>167</b>
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>53.2</b>	<b>17.7</b>	<b>8.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.3</b>	<b>24</b>	<b>167</b>
<b>PAKISTAN</b>																				
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	36	44
<b>TOTAL BENAZIR BHUTTO 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>72.7</b>	<b>36</b>	<b>44</b>
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	25	0	1	15.4	23.1	19.2	23.1	7.7	3.8	0.0	3.8	0.0	0.0	3.8	22	0.0	0	0
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	44	0	0	2.3	20.5	47.7	18.2	9.1	0.0	0.0	2.3	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>21.4</b>	<b>37.1</b>	<b>20.0</b>	<b>8.6</b>	<b>1.4</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	22.2	44.4	11.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	29	25.0	38	16
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>25.0</b>	<b>38</b>	<b>16</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	3.8	15.4	34.6	23.1	15.4	3.8	0.0	3.8	0.0	0.0	0.0	29	69.2	20	26
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>23.1</b>	<b>15.4</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>29</b>	<b>69.2</b>	<b>20</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>20.2</b>	<b>37.7</b>	<b>19.3</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>62.8</b>	<b>31</b>	<b>86</b>
<b>PHILIPPINES</b>																				
MANILA	PHILIPPINE AIRLINES	S	42	0	0	47.6	33.3	11.9	4.8	0.0	0.0	2.4	0.0	0.0	0.0	0.0	6	74.2	10	62



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 MANILA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>47.6</b>	<b>33.3</b>	<b>11.9</b>	<b>4.8</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>6</b>	<b>74.2</b>	<b>10</b>	<b>62</b>		
<b>TOTAL PHILIPPINES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>47.6</b>	<b>33.3</b>	<b>11.9</b>	<b>4.8</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>6</b>	<b>74.2</b>	<b>10</b>	<b>62</b>		
<b>POLAND</b>																					
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	12.9	40.3	27.4	6.5	3.2	3.2	0.0	1.6	0.0	0.0	37	67.7	13	62	
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>12.9</b>	<b>40.3</b>	<b>27.4</b>	<b>6.5</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>37</b>	<b>67.7</b>	<b>13</b>	<b>62</b>	
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	123	0	1	3.2	23.4	40.3	17.7	8.1	5.6	0.8	0.0	0.0	0.0	0.8	16	77.8	30	158	
<b>WARSAW (CHOPIN)</b>	LOT-POLISH AIRLINES	S	174	0	12	1.6	9.1	31.7	13.4	18.8	8.1	7.0	3.8	0.0	0.0	6.5	42	58.9	20	184	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>297</b>	<b>0</b>	<b>13</b>	<b>2.3</b>	<b>14.8</b>	<b>35.2</b>	<b>15.2</b>	<b>14.5</b>	<b>7.1</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>31</b>	<b>67.6</b>	<b>24</b>	<b>342</b>	
<b>TOTAL POLAND</b>			<b>359</b>	<b>0</b>	<b>13</b>	<b>2.7</b>	<b>14.5</b>	<b>36.0</b>	<b>17.2</b>	<b>13.2</b>	<b>6.5</b>	<b>4.3</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>3.5</b>	<b>32</b>	<b>67.7</b>	<b>23</b>	<b>404</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	BRITISH AIRWAYS PLC	S	70	0	0	8.6	28.6	34.3	14.3	12.9	1.4	0.0	0.0	0.0	0.0	0.0	12	67.6	14	34	
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>28.6</b>	<b>34.3</b>	<b>14.3</b>	<b>12.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.6</b>	<b>14</b>	<b>34</b>	
<b>LISBON</b>	AIR PORTUGAL	S	388	0	0	1.3	18.3	34.5	19.6	19.3	7.0	0.0	0.0	0.0	0.0	0.0	21	51.5	25	390	
<b>LISBON</b>	BRITISH AIRWAYS PLC	S	184	0	2	6.5	29.0	42.5	9.1	6.5	5.4	0.0	0.0	0.0	0.0	1.1	12	73.7	13	186	
<b>TOTAL LISBON</b>			<b>572</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>21.8</b>	<b>37.1</b>	<b>16.2</b>	<b>15.2</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>58.7</b>	<b>21</b>	<b>576</b>	
<b>TOTAL PORTUGAL</b>			<b>642</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>22.5</b>	<b>36.8</b>	<b>16.0</b>	<b>14.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>59.2</b>	<b>21</b>	<b>610</b>	
<b>QATAR</b>																					
<b>DOHA HAMAD</b>	BRITISH AIRWAYS PLC	S	58	0	0	34.5	10.3	31.0	6.9	8.6	1.7	3.4	3.4	0.0	0.0	0.0	22	0.0	0	0	
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	372	0	0	2.7	23.9	48.1	12.9	9.7	2.4	0.3	0.0	0.0	0.0	0.0	12	78.2	11	372	
<b>TOTAL DOHA HAMAD</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>22.1</b>	<b>45.8</b>	<b>12.1</b>	<b>9.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.2</b>	<b>11</b>	<b>372</b>	
<b>TOTAL QATAR</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>22.1</b>	<b>45.8</b>	<b>12.1</b>	<b>9.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.2</b>	<b>11</b>	<b>372</b>	
<b>REPUBLIC OF KOREA</b>																					
<b>SEOUL (INCHEON)</b>	ASIANA AIRLINES	S	62	0	0	48.4	6.5	43.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	6	79.0	19	62	
<b>SEOUL (INCHEON)</b>	BRITISH AIRWAYS PLC	S	62	0	0	43.5	21.0	25.8	6.5	1.6	0.0	1.6	0.0	0.0	0.0	0.0	5	88.7	5	62	
<b>SEOUL (INCHEON)</b>	KOREAN AIR	S	62	0	0	8.1	27.4	41.9	11.3	4.8	4.8	0.0	1.6	0.0	0.0	0.0	17	61.3	17	62	
<b>TOTAL SEOUL (INCHEON)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>18.3</b>	<b>37.1</b>	<b>5.9</b>	<b>2.2</b>	<b>1.6</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>14</b>	<b>186</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>18.3</b>	<b>37.1</b>	<b>5.9</b>	<b>2.2</b>	<b>1.6</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>14</b>	<b>186</b>	
<b>REPUBLIC OF SERBIA</b>																					
<b>BELGRADE</b>	AIR SERBIA	S	140	0	0	0.0	12.9	31.4	24.3	24.3	5.0	0.7	1.4	0.0	0.0	0.0	27	56.3	21	80	
<b>TOTAL BELGRADE</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>31.4</b>	<b>24.3</b>	<b>24.3</b>	<b>5.0</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>56.3</b>	<b>21</b>	<b>80</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>31.4</b>	<b>24.3</b>	<b>24.3</b>	<b>5.0</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>56.3</b>	<b>21</b>	<b>80</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	62	0	0	17.7	33.9	27.4	8.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	72.6	14	62	
<b>TOTAL CAPE TOWN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>33.9</b>	<b>27.4</b>	<b>8.1</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>14</b>	<b>62</b>	
<b>DURBAN</b>	BRITISH AIRWAYS PLC	S	26	0	0	34.6	3.8	26.9	7.7	11.5	7.7	0.0	7.7	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL DURBAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>3.8</b>	<b>26.9</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>JOHANNESBURG</b>	BRITISH AIRWAYS PLC	S	124	0	0	26.6	22.6	21.0	8.1	10.5	8.9	1.6	0.8	0.0	0.0	0.0	19	64.5	23	124	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	62	0	0	0.0	19.4	66.1	9.7	3.2	0.0	1.6	0.0	0.0	0.0	0.0	10	66.1	15	62	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	1	20.8	48.0	20.8	4.0	0.8	3.2	0.0	0.8	0.8	0.0	0.8	18	79.4	22	62	
<b>TOTAL JOHANNESBURG</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>19.0</b>	<b>32.2</b>	<b>29.9</b>	<b>6.8</b>	<b>5.1</b>	<b>4.8</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>68.7</b>	<b>21</b>	<b>248</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>398</b>	<b>0</b>	<b>1</b>	<b>19.8</b>	<b>30.6</b>	<b>29.3</b>	<b>7.0</b>	<b>6.3</b>	<b>4.8</b>	<b>0.8</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>69.5</b>	<b>19</b>	<b>310</b>	
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	122	0	2	0.8	26.6	43.5	7.3	15.3	3.2	0.8	0.8	0.0	0.0	1.6	17	67.2	19	122	
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	8.1	16.1	40.3	17.7	14.5	3.2	0.0	0.0	0.0	0.0	0.0	15	59.7	44	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>23.1</b>	<b>42.5</b>	<b>10.8</b>	<b>15.1</b>	<b>3.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>64.7</b>	<b>27</b>	<b>184</b>	
<b>TOTAL ROMANIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>23.1</b>	<b>42.5</b>	<b>10.8</b>	<b>15.1</b>	<b>3.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>64.7</b>	<b>27</b>	<b>184</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	120	0	4	16.1	34.7	36.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	3.2	5	84.9	7	185	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>16.1</b>	<b>34.7</b>	<b>36.3</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>3.2</b>	<b>5</b>	<b>84.9</b>	<b>7</b>	<b>185</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	290	0	0	24.5	33.4	33.1	8.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	4	92.6	7	296	
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS PLC	S	60	0	2	4.8	27.4	40.3	11.3	9.7	3.2	0.0	0.0	0.0	0.0	3.2	13	0.0	0	0	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>32.4</b>	<b>34.4</b>	<b>8.8</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>0.6</b>	<b>6</b>	<b>92.6</b>	<b>7</b>	<b>296</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	29.0	33.9	27.4	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	82.3	12	62	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>33.9</b>	<b>27.4</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.3</b>	<b>12</b>	<b>62</b>	
<b>TOTAL RUSSIA</b>			<b>532</b>	<b>0</b>	<b>6</b>	<b>20.8</b>	<b>33.1</b>	<b>34.0</b>	<b>8.0</b>	<b>2.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>88.8</b>	<b>8</b>	<b>543</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	S	62	0	0	33.9	11.3	30.6	11.3	3.2	9.7	0.0	0.0	0.0	0.0	0.0	13	82.3	13	62	
JEDDAH	SAUDI ARABIAN AIRLINES	S	62	0	0	0.0	21.0	33.9	32.3	8.1	4.8	0.0	0.0	0.0	0.0	0.0	17	67.2	24	64	
<b>TOTAL JEDDAH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>16.1</b>	<b>32.3</b>	<b>21.8</b>	<b>5.6</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.6</b>	<b>19</b>	<b>126</b>	
RIYADH	BRITISH AIRWAYS PLC	S	62	0	0	16.1	14.5	38.7	19.4	11.3	0.0	0.0	0.0	0.0	0.0	0.0	11	54.8	28	62	
RIYADH	SAUDI ARABIAN AIRLINES	S	62	0	0	1.6	6.5	35.5	21.0	29.0	6.5	0.0	0.0	0.0	0.0	0.0	24	71.0	15	62	
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>10.5</b>	<b>37.1</b>	<b>20.2</b>	<b>20.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.9</b>	<b>22</b>	<b>124</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>13.3</b>	<b>34.7</b>	<b>21.0</b>	<b>12.9</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>16</b>	<b>68.8</b>	<b>20</b>	<b>250</b>	
<b>SEYCHELLES</b>																					
SEYCHELLES	BRITISH AIRWAYS PLC	S	17	0	0	0.0	23.5	23.5	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	26	47.1	133	17	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>23.5</b>	<b>23.5</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>26</b>	<b>47.1</b>	<b>133</b>	<b>17</b>	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>23.5</b>	<b>23.5</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>26</b>	<b>47.1</b>	<b>133</b>	<b>17</b>	
<b>SINGAPORE</b>																					
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	9.7	21.0	19.4	16.1	16.1	11.3	1.6	1.6	3.2	0.0	0.0	64	54.8	24	62	
SINGAPORE	SINGAPORE AIRLINES	S	248	0	0	8.5	33.5	29.8	9.7	12.5	2.0	2.4	0.0	1.6	0.0	0.0	22	77.0	13	248	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>31.0</b>	<b>27.7</b>	<b>11.0</b>	<b>13.2</b>	<b>3.9</b>	<b>2.3</b>	<b>0.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.6</b>	<b>15</b>	<b>310</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>31.0</b>	<b>27.7</b>	<b>11.0</b>	<b>13.2</b>	<b>3.9</b>	<b>2.3</b>	<b>0.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.6</b>	<b>15</b>	<b>310</b>
<b>SLOVENIA</b>																				
<b>LJUBLJANA</b>	BRITISH AIRWAYS PLC	S	10	0	0	0.0	10.0	60.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL LJUBLJANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
<b>A CORUNA</b>	VUELING AIRLINES	S	62	0	0	4.8	38.7	40.3	11.3	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	58.1	21	58
<b>TOTAL A CORUNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.7</b>	<b>40.3</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>0.0</b>	<b>7</b>	<b>58.1</b>	<b>21</b>	<b>58</b>
<b>ALMERIA</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	83.3	14	18
<b>TOTAL ALMERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>14</b>	<b>18</b>
<b>ASTURIAS</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	61.5	17	13
<b>ASTURIAS</b>	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	69.2	9	13
<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>65.4</b>	<b>13</b>	<b>26</b>
<b>BARCELONA</b>	AMERICAN 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	28	0.0	19	1
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	494	0	18	4.1	28.1	36.7	14.8	8.6	3.3	0.8	0.0	0.0	0.0	3.5	13	72.6	21	428
<b>BARCELONA</b>	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	60	36
<b>TOTAL BARCELONA</b>			<b>495</b>	<b>0</b>	<b>18</b>	<b>4.1</b>	<b>28.1</b>	<b>36.6</b>	<b>15.0</b>	<b>8.6</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>13</b>	<b>68.8</b>	<b>24</b>	<b>465</b>
<b>BILBAO</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	76.6	10	124
<b>TOTAL BILBAO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.6</b>	<b>10</b>	<b>124</b>
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	84	0	2	3.5	31.4	36.0	15.1	8.1	1.2	2.3	0.0	0.0	0.0	2.3	13	79.0	12	62
<b>TOTAL IBIZA</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>31.4</b>	<b>36.0</b>	<b>15.1</b>	<b>8.1</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>79.0</b>	<b>12</b>	<b>62</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	280	0	2	6.4	25.5	40.8	16.0	8.5	1.8	0.4	0.0	0.0	0.0	0.7	12	70.5	17	288
<b>MADRID</b>	IBERIA	S	490	0	6	5.0	28.6	45.2	11.5	5.6	2.8	0.0	0.0	0.0	0.0	1.2	10	79.3	11	481
<b>TOTAL MADRID</b>			<b>770</b>	<b>0</b>	<b>8</b>	<b>5.5</b>	<b>27.5</b>	<b>43.6</b>	<b>13.1</b>	<b>6.7</b>	<b>2.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>76.0</b>	<b>13</b>	<b>769</b>
<b>MAHON</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	77.8	23	18
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>23</b>	<b>18</b>
<b>MALAGA</b>	BRITISH AIRWAYS PLC	S	84	0	2	2.3	19.8	39.5	15.1	11.6	7.0	2.3	0.0	0.0	0.0	2.3	20	47.2	56	72
<b>TOTAL MALAGA</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>19.8</b>	<b>39.5</b>	<b>15.1</b>	<b>11.6</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>47.2</b>	<b>56</b>	<b>72</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	18
<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>50.0</b>	<b>24</b>	<b>18</b>
<b>PALMA DE MALLORCA</b>	BRITISH AIRWAYS PLC	S	130	0	2	2.3	20.5	43.2	12.9	12.1	4.5	2.3	0.8	0.0	0.0	1.5	19	72.4	13	114
<b>TOTAL PALMA DE MALLORCA</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>20.5</b>	<b>43.2</b>	<b>12.9</b>	<b>12.1</b>	<b>4.5</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>72.4</b>	<b>13</b>	<b>114</b>
<b>VALENCIA</b>	BRITISH AIRWAYS PLC	S	104	0	2	2.8	38.7	32.1	9.4	8.5	4.7	0.0	0.9	0.9	0.0	1.9	25	100.0	3	1
<b>TOTAL VALENCIA</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>38.7</b>	<b>32.1</b>	<b>9.4</b>	<b>8.5</b>	<b>4.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>1729</b>	<b>0</b>	<b>34</b>	<b>4.4</b>	<b>28.0</b>	<b>40.2</b>	<b>13.6</b>	<b>7.9</b>	<b>3.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.9</b>	<b>13</b>	<b>71.9</b>	<b>18</b>	<b>1745</b>
<b>SPAIN(CANARY ISLANDS)</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>LAS PALMAS</b>	BRITISH AIRWAYS PLC	S	8	0	0	0.0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	87.5	3	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>50.0</b>	<b>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>87.5</b>	<b>3</b>	<b>8</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	BRITISH AIRWAYS PLC	S	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</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>2</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>COLOMBO</b>	SRILANKAN AIRLINES	S	62	0	0	19.4	32.3	30.6	11.3	4.8	0.0	1.6	0.0	0.0	0.0	0.0	9	85.5	7	62	
<b>TOTAL COLOMBO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>32.3</b>	<b>30.6</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>7</b>	<b>62</b>	
<b>TOTAL SRI LANKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>32.3</b>	<b>30.6</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>7</b>	<b>62</b>	
<b>SWEDEN</b>																					
<b>GOTEBORG (LANDVETTER)</b>	BRITISH AIRWAYS PLC	S	166	0	4	11.8	32.4	35.9	8.8	5.9	2.4	0.6	0.0	0.0	0.0	2.4	9	78.7	11	178	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>166</b>	<b>0</b>	<b>4</b>	<b>11.8</b>	<b>32.4</b>	<b>35.9</b>	<b>8.8</b>	<b>5.9</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>78.7</b>	<b>11</b>	<b>178</b>	
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	326	0	4	9.7	35.5	32.7	10.9	7.6	1.8	0.3	0.3	0.0	0.0	1.2	10	79.0	11	314	
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	142	0	4	1.4	22.6	40.4	14.4	13.7	3.4	1.4	0.0	0.0	0.0	2.7	16	62.8	16	190	
<b>STOCKHOLM (ARLANDA)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	140	0	0	1.4	30.7	40.0	12.9	10.0	4.3	0.7	0.0	0.0	0.0	0.0	14	55.1	39	49	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>608</b>	<b>0</b>	<b>8</b>	<b>5.8</b>	<b>31.3</b>	<b>36.2</b>	<b>12.2</b>	<b>9.6</b>	<b>2.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>70.9</b>	<b>15</b>	<b>553</b>	
<b>TOTAL SWEDEN</b>			<b>774</b>	<b>0</b>	<b>12</b>	<b>7.1</b>	<b>31.6</b>	<b>36.1</b>	<b>11.5</b>	<b>8.8</b>	<b>2.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>72.8</b>	<b>14</b>	<b>731</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	188	0	6	5.7	34.0	39.2	9.8	5.2	1.5	0.5	1.0	0.0	0.0	3.1	12	68.6	13	214	
<b>TOTAL BALE MULHOUSE</b>			<b>188</b>	<b>0</b>	<b>6</b>	<b>5.7</b>	<b>34.0</b>	<b>39.2</b>	<b>9.8</b>	<b>5.2</b>	<b>1.5</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>12</b>	<b>68.6</b>	<b>13</b>	<b>214</b>	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	481	0	14	2.8	35.6	39.6	11.1	4.0	2.6	1.2	0.0	0.2	0.0	2.8	13	75.4	14	480	
<b>GENEVA</b>	SWISS AIRLINES	S	292	0	11	0.3	21.1	37.6	18.2	14.5	3.0	1.7	0.0	0.0	0.0	3.6	18	53.5	25	297	
<b>TOTAL GENEVA</b>			<b>773</b>	<b>0</b>	<b>25</b>	<b>1.9</b>	<b>30.1</b>	<b>38.8</b>	<b>13.8</b>	<b>8.0</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>67.0</b>	<b>18</b>	<b>777</b>	
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	336	0	9	2.9	31.9	43.2	9.9	7.5	1.2	0.9	0.0	0.0	0.0	2.6	10	75.3	17	336	
<b>ZURICH</b>	SWISS AIRLINES	S	427	0	7	1.4	17.3	41.5	18.9	14.1	5.1	0.2	0.0	0.0	0.0	1.6	18	63.0	18	428	
<b>TOTAL ZURICH</b>			<b>763</b>	<b>0</b>	<b>16</b>	<b>2.1</b>	<b>23.7</b>	<b>42.2</b>	<b>14.9</b>	<b>11.2</b>	<b>3.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>68.4</b>	<b>18</b>	<b>764</b>	
<b>TOTAL SWITZERLAND</b>			<b>1724</b>	<b>0</b>	<b>47</b>	<b>2.4</b>	<b>27.7</b>	<b>40.4</b>	<b>13.8</b>	<b>9.1</b>	<b>2.9</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>67.8</b>	<b>17</b>	<b>1755</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	EVA AIR	S	62	0	0	4.8	17.7	33.9	19.4	8.1	11.3	3.2	1.6	0.0	0.0	0.0	30	64.5	40	62	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>17.7</b>	<b>33.9</b>	<b>19.4</b>	<b>8.1</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>30</b>	<b>64.5</b>	<b>40</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>17.7</b>	<b>33.9</b>	<b>19.4</b>	<b>8.1</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>30</b>	<b>64.5</b>	<b>40</b>	<b>62</b>	
<b>THAILAND</b>																					
<b>BANGKOK SUVARNABHUMI</b>	BRITISH AIRWAYS PLC	S	62	0	0	8.1	11.3	33.9	17.7	12.9	11.3	4.8	0.0	0.0	0.0	0.0	27	77.4	18	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	124	0	0	10.5	12.9	50.8	15.3	7.3	2.4	0.0	0.8	0.0	0.0	0.0	14	75.8	14	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>12.4</b>	<b>45.2</b>	<b>16.1</b>	<b>9.1</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>19</b>	<b>76.3</b>	<b>15</b>	<b>186</b>	
<b>TOTAL THAILAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>12.4</b>	<b>45.2</b>	<b>16.1</b>	<b>9.1</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>19</b>	<b>76.3</b>	<b>15</b>	<b>186</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	34	0	0	0.0	0.0	17.6	17.6	41.2	11.8	2.9	8.8	0.0	0.0	0.0	59	8.3	68	36	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>41.2</b>	<b>11.8</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>8.3</b>	<b>68</b>	<b>36</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>41.2</b>	<b>11.8</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>8.3</b>	<b>68</b>	<b>36</b>	
<b>TURKEY</b>																					
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	8.1	21.8	41.9	18.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
ISTANBUL	THY TURKISH AIRLINES	S	335	0	0	2.1	12.2	35.8	23.6	18.8	6.0	1.2	0.3	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>459</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>14.8</b>	<b>37.5</b>	<b>22.2</b>	<b>15.0</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>20</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	69.4	26	122	
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	51.8	21	338	
<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>56.5</b>	<b>23</b>	<b>460</b>	
IZMIR (ADNAN MENDERES)	BRITISH AIRWAYS PLC	C	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>467</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.8</b>	<b>37.3</b>	<b>22.5</b>	<b>15.0</b>	<b>5.8</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>56.5</b>	<b>23</b>	<b>460</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	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	37.5	26	8	
<b>TOTAL ASHKHABAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>26</b>	<b>8</b>	
<b>TOTAL TURKMENISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>26</b>	<b>8</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	54	0	0	3.7	38.9	38.9	11.1	5.6	1.9	0.0	0.0	0.0	0.0	0.0	7	82.3	7	62	
<b>TOTAL KIEV (BORISPOL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</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>7</b>	<b>82.3</b>	<b>7</b>	<b>62</b>	
<b>TOTAL UKRAINE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</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>7</b>	<b>82.3</b>	<b>7</b>	<b>62</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	46	0	0	13.0	34.8	23.9	19.6	2.2	6.5	0.0	0.0	0.0	0.0	0.0	13	80.6	20	60	
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	310	0	0	12.3	28.1	36.1	13.5	7.4	2.3	0.3	0.0	0.0	0.0	0.0	11	77.4	10	186	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>28.9</b>	<b>34.6</b>	<b>14.3</b>	<b>6.7</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>11</b>	<b>78.2</b>	<b>12</b>	<b>246</b>	
DUBAI	BRITISH AIRWAYS PLC	S	167	0	2	18.3	21.9	29.6	14.8	7.7	3.6	1.8	0.0	1.2	0.0	1.2	23	72.6	33	167	
DUBAI	EMIRATES	S	372	0	0	3.8	21.0	47.6	16.4	8.6	1.9	0.5	0.3	0.0	0.0	0.0	13	75.3	11	380	
DUBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	11	60	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 DUBAI</b>			<b>539</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>21.3</b>	<b>42.0</b>	<b>15.9</b>	<b>8.3</b>	<b>2.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>74.3</b>	<b>17</b>	<b>607</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>895</b>	<b>0</b>	<b>2</b>	<b>9.9</b>	<b>24.3</b>	<b>39.0</b>	<b>15.3</b>	<b>7.7</b>	<b>2.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>75.4</b>	<b>16</b>	<b>853</b>	
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	360	0	6	10.1	35.8	32.0	8.2	7.4	3.0	1.4	0.5	0.0	0.0	1.6	13	77.2	14	397	
<b>ABERDEEN</b>	FLYBE LTD	S	170	0	0	8.2	35.3	39.4	5.3	5.3	4.7	1.8	0.0	0.0	0.0	0.0	11	80.6	13	170	
<b>TOTAL ABERDEEN</b>			<b>530</b>	<b>0</b>	<b>6</b>	<b>9.5</b>	<b>35.6</b>	<b>34.3</b>	<b>7.3</b>	<b>6.7</b>	<b>3.5</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>78.2</b>	<b>14</b>	<b>567</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	223	0	1	15.6	42.4	29.0	6.3	3.6	1.8	0.0	0.9	0.0	0.0	0.4	8	89.2	7	185	
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	274	0	2	6.5	37.0	35.9	10.5	6.2	3.3	0.0	0.0	0.0	0.0	0.7	10	79.8	11	258	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>497</b>	<b>0</b>	<b>3</b>	<b>10.6</b>	<b>39.4</b>	<b>32.8</b>	<b>8.6</b>	<b>5.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>83.7</b>	<b>9</b>	<b>443</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	634	0	14	7.6	33.2	33.2	14.0	7.1	2.2	0.3	0.3	0.0	0.0	2.2	11	74.2	17	608	
<b>EDINBURGH</b>	FLYBE LTD	S	363	0	1	6.0	32.1	40.1	7.7	6.0	6.0	1.4	0.3	0.0	0.0	0.3	14	75.8	14	240	
<b>TOTAL EDINBURGH</b>			<b>997</b>	<b>0</b>	<b>15</b>	<b>7.0</b>	<b>32.8</b>	<b>35.7</b>	<b>11.8</b>	<b>6.7</b>	<b>3.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>74.6</b>	<b>16</b>	<b>848</b>	
<b>GATWICK</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	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>	
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	486	0	8	10.9	33.0	31.6	11.1	7.3	3.4	0.6	0.4	0.0	0.0	1.6	13	71.9	17	552	
<b>TOTAL GLASGOW</b>			<b>486</b>	<b>0</b>	<b>8</b>	<b>10.9</b>	<b>33.0</b>	<b>31.6</b>	<b>11.1</b>	<b>7.3</b>	<b>3.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>71.9</b>	<b>17</b>	<b>552</b>	
<b>GUERNSEY</b>	FLYBE LTD	S	61	0	1	1.6	19.4	30.6	14.5	11.3	12.9	8.1	0.0	0.0	0.0	1.6	33	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>19.4</b>	<b>30.6</b>	<b>14.5</b>	<b>11.3</b>	<b>12.9</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	126	0	13	0.0	24.5	43.2	15.1	4.3	3.6	0.0	0.0	0.0	0.0	9.4	11	77.3	7	86	
<b>TOTAL INVERNESS</b>			<b>126</b>	<b>0</b>	<b>13</b>	<b>0.0</b>	<b>24.5</b>	<b>43.2</b>	<b>15.1</b>	<b>4.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>11</b>	<b>77.3</b>	<b>7</b>	<b>86</b>	
<b>ISLE OF MAN</b>	FLYBE LTD	S	62	0	0	0.0	27.4	62.9	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>62.9</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LEEDS BRADFORD</b>	BRITISH AIRWAYS PLC	S	87	0	1	11.4	34.1	30.7	9.1	8.0	3.4	2.3	0.0	0.0	0.0	1.1	12	76.1	9	82	
<b>TOTAL LEEDS BRADFORD</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>34.1</b>	<b>30.7</b>	<b>9.1</b>	<b>8.0</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>76.1</b>	<b>9</b>	<b>82</b>	
<b>LUTON</b>	EL AL	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 LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	340	0	8	9.8	33.3	33.6	10.3	7.2	2.6	0.9	0.0	0.0	0.0	2.3	11	81.0	11	438	
<b>TOTAL MANCHESTER</b>			<b>340</b>	<b>0</b>	<b>8</b>	<b>9.8</b>	<b>33.3</b>	<b>33.6</b>	<b>10.3</b>	<b>7.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>81.0</b>	<b>11</b>	<b>438</b>	
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	282	0	4	6.6	38.5	35.3	9.4	5.6	2.1	1.0	0.0	0.0	0.0	1.4	10	75.5	14	294	
<b>TOTAL NEWCASTLE</b>			<b>282</b>	<b>0</b>	<b>4</b>	<b>6.6</b>	<b>38.5</b>	<b>35.3</b>	<b>9.4</b>	<b>5.6</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>75.5</b>	<b>14</b>	<b>294</b>	
<b>NEWQUAY</b>	FLYBE LTD	S	248	0	0	0.0	30.6	52.4	6.5	5.6	4.4	0.4	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>52.4</b>	<b>6.5</b>	<b>5.6</b>	<b>4.4</b>	<b>0.4</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>	
<b>TOTAL UNITED KINGDOM</b>			<b>3717</b>	<b>0</b>	<b>59</b>	<b>7.8</b>	<b>33.8</b>	<b>36.0</b>	<b>10.0</b>	<b>6.4</b>	<b>3.4</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>77.0</b>	<b>14</b>	<b>3311</b>	
<b>USA</b>																					
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	21.0	35.5	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	56.5	69	62	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
ATLANTA	DELTA AIRLINES	S	124	0	1	4.8	30.4	35.2	9.6	8.0	4.0	3.2	4.0	0.0	0.0	0.8	25	65.1	19	124	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	30.6	41.9	11.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	80.6	8	62	
<b>TOTAL ATLANTA</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>8.4</b>	<b>28.1</b>	<b>36.9</b>	<b>12.4</b>	<b>7.6</b>	<b>2.4</b>	<b>1.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>66.8</b>	<b>29</b>	<b>248</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	14.5	22.6	43.5	9.7	3.2	1.6	3.2	1.6	0.0	0.0	0.0	16	71.0	37	62	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>22.6</b>	<b>43.5</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</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>71.0</b>	<b>37</b>	<b>62</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	59	0	1	8.3	10.0	38.3	13.3	16.7	10.0	1.7	0.0	0.0	0.0	1.7	24	62.9	17	60	
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>10.0</b>	<b>38.3</b>	<b>13.3</b>	<b>16.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>62.9</b>	<b>17</b>	<b>60</b>	
BOSTON	BRITISH AIRWAYS PLC	S	234	0	6	13.3	23.3	37.1	9.6	9.6	2.5	0.8	0.0	1.3	0.0	2.5	24	68.5	28	242	
BOSTON	DELTA AIRLINES	S	62	0	0	4.8	46.8	22.6	9.7	11.3	4.8	0.0	0.0	0.0	0.0	0.0	11	84.1	11	62	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	2	15.3	34.7	37.1	6.5	3.2	0.8	0.8	0.0	0.0	0.0	1.6	7	77.4	35	62	
<b>TOTAL BOSTON</b>			<b>418</b>	<b>0</b>	<b>8</b>	<b>12.7</b>	<b>30.0</b>	<b>35.0</b>	<b>8.7</b>	<b>8.0</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>72.7</b>	<b>26</b>	<b>366</b>	
CHARLESTON	BRITISH AIRWAYS PLC	S	17	0	0	5.9	11.8	35.3	11.8	29.4	0.0	0.0	5.9	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL CHARLESTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>35.3</b>	<b>11.8</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE	AMERICAN AIRLINES	S	121	0	5	11.1	23.8	34.9	9.5	7.1	5.6	2.4	1.6	0.0	0.0	4.0	19	61.8	27	115	
<b>TOTAL CHARLOTTE</b>			<b>121</b>	<b>0</b>	<b>5</b>	<b>11.1</b>	<b>23.8</b>	<b>34.9</b>	<b>9.5</b>	<b>7.1</b>	<b>5.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>19</b>	<b>61.8</b>	<b>27</b>	<b>115</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	242	0	6	9.7	30.2	23.4	9.3	6.9	10.9	4.4	2.8	0.0	0.0	2.4	31	71.4	26	242	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	122	0	2	1.6	17.7	34.7	18.5	17.7	5.6	1.6	0.8	0.0	0.0	1.6	24	46.8	32	124	
CHICAGO (O'HARE)	UNITED AIRLINES	S	186	0	0	8.6	45.2	19.4	9.1	6.5	7.0	2.7	1.1	0.5	0.0	0.0	21	81.7	13	183	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>550</b>	<b>0</b>	<b>8</b>	<b>7.5</b>	<b>32.4</b>	<b>24.6</b>	<b>11.3</b>	<b>9.1</b>	<b>8.4</b>	<b>3.2</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>26</b>	<b>69.4</b>	<b>23</b>	<b>549</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	246	0	2	11.3	29.0	33.1	13.3	5.2	4.4	1.6	1.2	0.0	0.0	0.8	16	80.6	12	186	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	47	0	1	10.4	8.3	41.7	25.0	10.4	2.1	0.0	0.0	0.0	0.0	2.1	15	62.9	63	59	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>293</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>25.7</b>	<b>34.5</b>	<b>15.2</b>	<b>6.1</b>	<b>4.1</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>76.2</b>	<b>24</b>	<b>245</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	1.6	14.5	27.4	11.3	25.8	14.5	1.6	1.6	1.6	0.0	0.0	40	66.1	27	62	
DENVER INTERNATIONAL	UNITED AIRLINES	S	62	0	0	12.9	21.0	24.2	11.3	8.1	4.8	6.5	11.3	0.0	0.0	0.0	49	75.8	10	61	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>17.7</b>	<b>25.8</b>	<b>11.3</b>	<b>16.9</b>	<b>9.7</b>	<b>4.0</b>	<b>6.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>71.0</b>	<b>18</b>	<b>123</b>	
DETROIT	DELTA AIRLINES	S	124	0	3	4.7	48.0	31.5	2.4	3.9	3.1	2.4	1.6	0.0	0.0	2.4	14	88.8	9	89	
<b>TOTAL DETROIT</b>			<b>124</b>	<b>0</b>	<b>3</b>	<b>4.7</b>	<b>48.0</b>	<b>31.5</b>	<b>2.4</b>	<b>3.9</b>	<b>3.1</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>88.8</b>	<b>9</b>	<b>89</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	8.9	19.4	38.7	17.7	8.9	5.6	0.8	0.0	0.0	0.0	0.0	16	80.6	11	124	
HOUSTON	UNITED AIRLINES	S	124	0	0	9.7	26.6	38.7	3.2	12.1	7.3	0.8	1.6	0.0	0.0	0.0	20	69.4	15	124	
<b>TOTAL HOUSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>23.0</b>	<b>38.7</b>	<b>10.5</b>	<b>10.5</b>	<b>6.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>13</b>	<b>248</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	4.8	11.3	27.4	4.8	29.0	16.1	4.8	0.0	1.6	0.0	0.0	55	43.3	59	90	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	64	0	0	14.1	45.3	34.4	1.6	3.1	1.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>28.6</b>	<b>31.0</b>	<b>3.2</b>	<b>15.9</b>	<b>8.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>43.3</b>	<b>59</b>	<b>90</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	25.0	24.2	31.5	6.5	8.1	3.2	1.6	0.0	0.0	0.0	0.0	12	84.7	15	124	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	183	0	2	11.9	20.0	25.9	12.4	14.1	10.8	2.2	1.6	0.0	0.0	1.1	27	60.0	22	175	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	61	0	1	19.4	25.8	37.1	4.8	3.2	3.2	0.0	3.2	1.6	0.0	1.6	40	87.1	10	62	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	17.7	22.6	41.1	8.9	4.0	3.2	0.8	1.6	0.0	0.0	0.0	13	90.4	5	178	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>492</b>	<b>0</b>	<b>3</b>	<b>17.6</b>	<b>22.4</b>	<b>32.5</b>	<b>9.1</b>	<b>8.7</b>	<b>6.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>78.8</b>	<b>13</b>	<b>539</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	11.3	30.6	35.5	9.7	6.5	1.6	3.2	1.6	0.0	0.0	0.0	17	62.9	18	124	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	186	0	0	9.1	15.6	29.6	19.9	13.4	7.0	3.8	1.6	0.0	0.0	0.0	28	59.7	25	123	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	27.4	25.8	33.9	9.7	1.6	0.0	0.0	1.6	0.0	0.0	0.0	8	61.3	19	62	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>20.6</b>	<b>31.6</b>	<b>15.8</b>	<b>9.7</b>	<b>4.5</b>	<b>2.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.3</b>	<b>21</b>	<b>309</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	1	7.9	39.7	27.0	11.1	4.8	1.6	6.3	0.0	0.0	0.0	1.6	18	80.6	28	62	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>39.7</b>	<b>27.0</b>	<b>11.1</b>	<b>4.8</b>	<b>1.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>80.6</b>	<b>28</b>	<b>62</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	62	0	0	16.1	21.0	32.3	16.1	9.7	4.8	0.0	0.0	0.0	0.0	0.0	15	68.2	22	44	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>21.0</b>	<b>32.3</b>	<b>16.1</b>	<b>9.7</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>68.2</b>	<b>22</b>	<b>44</b>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	39	0	4	11.6	23.3	27.9	14.0	7.0	7.0	0.0	0.0	0.0	0.0	9.3	15	67.4	21	43	
<b>TOTAL NEW ORLEANS</b>			<b>39</b>	<b>0</b>	<b>4</b>	<b>11.6</b>	<b>23.3</b>	<b>27.9</b>	<b>14.0</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>15</b>	<b>67.4</b>	<b>21</b>	<b>43</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	250	0	1	17.1	41.8	25.9	6.4	4.0	3.2	1.2	0.0	0.0	0.0	0.4	9	80.7	11	247	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	478	0	7	15.5	21.4	30.3	12.6	10.5	6.2	0.8	1.2	0.0	0.0	1.4	19	68.1	17	493	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	122	0	2	12.9	28.2	24.2	13.7	8.9	6.5	1.6	1.6	0.8	0.0	1.6	25	75.8	21	124	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	368	0	3	16.4	30.5	37.5	4.6	5.9	3.5	0.5	0.3	0.0	0.0	0.8	10	85.5	12	372	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1218</b>	<b>0</b>	<b>13</b>	<b>15.8</b>	<b>29.0</b>	<b>31.0</b>	<b>9.0</b>	<b>7.6</b>	<b>4.8</b>	<b>0.9</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>76.6</b>	<b>15</b>	<b>1236</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	73.1	13	26	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	118	0	2	5.8	25.0	39.2	13.3	6.7	6.7	1.7	0.0	0.0	0.0	1.7	16	74.2	16	123	
NEW YORK (NEWARK)	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	10	1	
NEW YORK (NEWARK)	UNITED AIRLINES	S	305	0	8	8.0	30.4	31.6	7.0	7.3	5.8	3.5	3.2	0.6	0.0	2.6	28	74.0	20	308	
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	63	0	0	14.3	28.6	38.1	9.5	4.8	3.2	0.0	1.6	0.0	0.0	0.0	14	82.3	7	62	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>486</b>	<b>0</b>	<b>10</b>	<b>8.3</b>	<b>28.8</b>	<b>34.3</b>	<b>8.9</b>	<b>6.9</b>	<b>5.6</b>	<b>2.6</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>2.0</b>	<b>23</b>	<b>75.0</b>	<b>17</b>	<b>520</b>	
ORLANDO	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ORLANDO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	117	0	8	6.4	32.0	32.0	8.8	4.8	5.6	4.0	0.0	0.0	0.0	6.4	18	58.9	35	118	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	87	0	1	13.6	20.5	39.8	14.8	6.8	2.3	0.0	1.1	0.0	0.0	1.1	14	70.0	16	88	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>204</b>	<b>0</b>	<b>9</b>	<b>9.4</b>	<b>27.2</b>	<b>35.2</b>	<b>11.3</b>	<b>5.6</b>	<b>4.2</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>63.6</b>	<b>27</b>	<b>206</b>	
PHOENIX	AMERICAN AIRLINES	S	60	0	2	21.0	32.3	33.9	1.6	0.0	4.8	3.2	0.0	0.0	0.0	3.2	11	0.0	0	0	
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	8.1	12.9	25.8	21.0	17.7	12.9	1.6	0.0	0.0	0.0	0.0	28	65.2	32	89	
<b>TOTAL PHOENIX</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>14.5</b>	<b>22.6</b>	<b>29.8</b>	<b>11.3</b>	<b>8.9</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>65.2</b>	<b>32</b>	<b>89</b>	
PITTSBURGH	BRITISH AIRWAYS PLC	S	36	0	0	33.3	16.7	25.0	13.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL PITTSBURGH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>25.0</b>	<b>13.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PORTLAND (OREGON)	DELTA AIRLINES	S	62	0	1	30.2	34.9	15.9	3.2	6.3	6.3	1.6	0.0	0.0	0.0	1.6	13	82.9	8	35	
<b>TOTAL PORTLAND (OREGON)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>30.2</b>	<b>34.9</b>	<b>15.9</b>	<b>3.2</b>	<b>6.3</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>82.9</b>	<b>8</b>	<b>35</b>	
RALEIGH	AMERICAN AIRLINES	S	62	0	0	3.2	56.5	27.4	4.8	1.6	3.2	0.0	1.6	1.6	0.0	0.0	18	91.9	5	62	
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>27.4</b>	<b>4.8</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.9</b>	<b>5</b>	<b>62</b>	
SALT LAKE CITY	DELTA AIRLINES	S	62	0	1	4.8	30.2	42.9	4.8	6.3	4.8	4.8	0.0	0.0	0.0	1.6	16	87.1	13	62	
<b>TOTAL SALT LAKE CITY</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>30.2</b>	<b>42.9</b>	<b>4.8</b>	<b>6.3</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>87.1</b>	<b>13</b>	<b>62</b>	
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	16.1	11.3	24.2	19.4	17.7	8.1	3.2	0.0	0.0	0.0	0.0	24	77.4	10	62	
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>11.3</b>	<b>24.2</b>	<b>19.4</b>	<b>17.7</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>24</b>	<b>77.4</b>	<b>10</b>	<b>62</b>	
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	4	11.3	21.8	29.8	13.7	8.1	5.6	1.6	3.2	1.6	0.0	3.2	51	76.6	18	124	
SAN FRANCISCO	UNITED AIRLINES	S	124	0	0	22.6	35.5	33.9	4.0	1.6	1.6	0.0	0.8	0.0	0.0	0.0	6	81.5	9	124	
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	23.3	39.7	30.2	2.6	0.9	3.4	0.0	0.0	0.0	0.0	0.0	5	87.9	7	124	
<b>TOTAL SAN FRANCISCO</b>			<b>360</b>	<b>0</b>	<b>4</b>	<b>19.0</b>	<b>32.1</b>	<b>31.3</b>	<b>6.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>21</b>	<b>82.0</b>	<b>11</b>	<b>372</b>	
SAN JOSE	BRITISH AIRWAYS PLC	S	59	0	3	21.0	19.4	33.9	12.9	3.2	1.6	0.0	3.2	0.0	0.0	4.8	16	82.3	8	59	
<b>TOTAL SAN JOSE</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>21.0</b>	<b>19.4</b>	<b>33.9</b>	<b>12.9</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>16</b>	<b>82.3</b>	<b>8</b>	<b>59</b>	
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	124	0	0	24.2	25.0	25.8	12.1	7.3	4.8	0.8	0.0	0.0	0.0	0.0	12	71.0	10	107	
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	17.7	43.5	27.4	4.8	4.8	0.0	0.0	1.6	0.0	0.0	0.0	9	91.9	11	62	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>31.2</b>	<b>26.3</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.7</b>	<b>10</b>	<b>169</b>	
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	120	0	4	9.7	12.1	27.4	21.0	17.7	5.6	0.8	2.4	0.0	0.0	3.2	26	55.6	30	123	
WASHINGTON (DULLES)	UNITED AIRLINES	S	185	0	2	7.0	38.0	33.7	7.5	6.4	5.3	1.1	0.0	0.0	0.0	1.1	12	81.7	15	185	
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	30.6	38.7	8.1	4.8	12.9	0.0	0.0	0.0	0.0	0.0	18	85.5	9	62	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>367</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>28.2</b>	<b>32.4</b>	<b>12.1</b>	<b>9.9</b>	<b>6.7</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>73.7</b>	<b>19</b>	<b>370</b>	
<b>TOTAL USA</b>			<b>6641</b>	<b>0</b>	<b>86</b>	<b>12.6</b>	<b>27.8</b>	<b>31.8</b>	<b>10.1</b>	<b>8.1</b>	<b>5.2</b>	<b>1.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>73.6</b>	<b>19</b>	<b>6435</b>	
<b>UZBEKISTAN</b>																					
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	56.3	40	16	
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.3</b>	<b>40</b>	<b>16</b>	

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.3</b>	<b>40</b>	<b>16</b>
<b>VIETNAM</b>																				
<b>HANOI</b>	VIETNAM AIRLINES	S	34	0	0	35.3	14.7	41.2	0.0	5.9	2.9	0.0	0.0	0.0	0.0	0.0	7	80.6	12	36
<b>TOTAL HANOI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>14.7</b>	<b>41.2</b>	<b>0.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.6</b>	<b>12</b>	<b>36</b>
<b>HO CHI MINH CITY</b>	VIETNAM AIRLINES	S	28	0	0	14.3	46.4	25.0	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	69.2	11	26
<b>TOTAL HO CHI MINH CITY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>25.0</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>11</b>	<b>26</b>
<b>TOTAL VIETNAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>29.0</b>	<b>33.9</b>	<b>3.2</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.8</b>	<b>11</b>	<b>62</b>
<b>TOTAL HEATHROW</b>			<b>41850</b>	<b>0</b>	<b>535</b>	<b>8.2</b>	<b>27.3</b>	<b>36.7</b>	<b>12.5</b>	<b>8.7</b>	<b>3.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>71.0</b>	<b>18</b>	<b>41535</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: ISLE OF MAN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	108	0	0	15.7	60.2	20.4	0.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	93.4	3	106
<b>TOTAL DUBLIN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>60.2</b>	<b>20.4</b>	<b>0.9</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>0.0</b>	<b>2</b>	<b>93.4</b>	<b>3</b>	<b>106</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>60.2</b>	<b>20.4</b>	<b>0.9</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>0.0</b>	<b>2</b>	<b>93.4</b>	<b>3</b>	<b>106</b>
<b>SPAIN</b>																				
PALMA DE MALLORCA	BA CITYFLYER LTD	C	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	7	62.5	26	8
<b>TOTAL PALMA DE MALLORCA</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>7</b>	<b>62.5</b>	<b>26</b>	<b>8</b>
<b>TOTAL SPAIN</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>7</b>	<b>62.5</b>	<b>26</b>	<b>8</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	100.0	0	2
BELFAST INTERNATIONAL	EASYJET UK LTD	S	18	0	0	5.6	50.0	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	43.8	34	14
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</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>30</b>	<b>16</b>
BIRMINGHAM	FLYBE LTD	S	62	0	0	0.0	14.5	35.5	12.9	22.6	6.5	8.1	0.0	0.0	0.0	0.0	30	64.5	17	62
<b>TOTAL BIRMINGHAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>35.5</b>	<b>12.9</b>	<b>22.6</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>30</b>	<b>64.5</b>	<b>17</b>	<b>62</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	50.0	16	2	
BRISTOL	EASYJET UK LTD	S	18	0	0	0.0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	75.0	15	16
<b>TOTAL BRISTOL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
EDINBURGH	LOGANAIR LTD	S	38	0	0	10.5	57.9	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.4	18	28
<b>TOTAL EDINBURGH</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>57.9</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>71.4</b>	<b>18</b>	<b>28</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	66.7	8	12	
GATWICK	EASYJET UK LTD	S	90	0	9	6.1	16.2	20.2	17.2	21.2	8.1	1.0	0.0	1.0	0.0	9.1	42	57.6	60	82
<b>TOTAL GATWICK</b>			<b>90</b>	<b>0</b>	<b>9</b>	<b>6.1</b>	<b>16.2</b>	<b>20.2</b>	<b>17.2</b>	<b>21.2</b>	<b>8.1</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>9.1</b>	<b>42</b>	<b>58.7</b>	<b>53</b>	<b>94</b>
HEATHROW	FLYBE LTD	S	62	0	0	1.6	27.4	56.5	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>56.5</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</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	100.0	1	12	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	92	0	4	25.0	46.9	16.7	3.1	1.0	2.1	1.0	0.0	0.0	0.0	4.2	5	86.4	43	86
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	168	0	2	1.2	39.4	43.5	7.1	2.9	2.4	1.2	1.2	0.0	0.0	1.2	11	81.6	8	208
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>260</b>	<b>0</b>	<b>6</b>	<b>9.8</b>	<b>42.1</b>	<b>33.8</b>	<b>5.6</b>	<b>2.3</b>	<b>2.3</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>9</b>	<b>83.6</b>	<b>18</b>	<b>306</b>
LONDON CITY	BA CITYFLYER LTD	S	160	0	2	6.2	34.0	46.9	5.6	4.3	1.2	0.0	0.6	0.0	0.0	1.2	8	67.1	16	138
<b>TOTAL LONDON CITY</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>34.0</b>	<b>46.9</b>	<b>5.6</b>	<b>4.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>67.1</b>	<b>16</b>	<b>138</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	2	
LUTON	EASYJET UK LTD	S	18	0	0	11.1	55.6	5.6	5.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	27	43.8	26	14

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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 LUTON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>38.9</b>	<b>32</b>	<b>16</b>
<b>MANCHESTER</b>	FLYBE LTD	S	258	0	0	3.1	34.9	45.7	9.7	4.7	1.6	0.0	0.4	0.0	0.0	0.0	8	79.9	11	273
<b>TOTAL MANCHESTER</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>34.9</b>	<b>45.7</b>	<b>9.7</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.9</b>	<b>11</b>	<b>273</b>
<b>TOTAL UNITED KINGDOM</b>			<b>984</b>	<b>0</b>	<b>17</b>	<b>5.8</b>	<b>34.1</b>	<b>38.7</b>	<b>8.8</b>	<b>6.5</b>	<b>2.7</b>	<b>1.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>74.3</b>	<b>19</b>	<b>951</b>
<b>TOTAL ISLE OF MAN</b>			<b>1100</b>	<b>0</b>	<b>17</b>	<b>6.7</b>	<b>36.8</b>	<b>36.8</b>	<b>8.0</b>	<b>6.2</b>	<b>2.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>76.0</b>	<b>18</b>	<b>1065</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>GERMANY</b>																					
BERLIN (TEGEL)	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	50.0	17	8	
<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>50.0</b>	<b>17</b>	<b>8</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	8	0	0	0.0	0.0	37.5	12.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	53	43.8	24	16	
DUSSELDORF	FLYBE LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	68	75.0	40	8	
<b>TOTAL DUSSELDORF</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>54.2</b>	<b>29</b>	<b>24</b>	
MUNICH	LUFTHANSA	S	10	0	0	0.0	0.0	10.0	20.0	20.0	50.0	0.0	0.0	0.0	0.0	0.0	49	37.5	71	8	
<b>TOTAL MUNICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>37.5</b>	<b>71</b>	<b>8</b>	
<b>TOTAL GERMANY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>26.9</b>	<b>15.4</b>	<b>15.4</b>	<b>19.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>50.0</b>	<b>35</b>	<b>40</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	MALETH AERO	C	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	170	0.0	0	0	
<b>TOTAL GIBRALTAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>170</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GIBRALTAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>170</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	52	0	0	0.0	25.0	34.6	15.4	19.2	5.8	0.0	0.0	0.0	0.0	0.0	18	66.7	12	54	
<b>TOTAL DUBLIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>34.6</b>	<b>15.4</b>	<b>19.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>12</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>34.6</b>	<b>15.4</b>	<b>19.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>12</b>	<b>54</b>	
<b>NETHERLANDS</b>																					
MAASTRICHT	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	95	0.0	0	0	
<b>TOTAL MAASTRICHT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROTTERDAM	BLUE ISLANDS LIMITED	C	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8	
<b>TOTAL ROTTERDAM</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>62.5</b>	<b>19</b>	<b>8</b>	
<b>TOTAL NETHERLANDS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>19</b>	<b>8</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EUROPE AIRPOST	C	8	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
FUNCHAL	EUROPE AIRPOST	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL FUNCHAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>SPAIN</b>																					
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	20.0	35	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>20.0</b>	<b>35</b>	<b>10</b>	
SEVILLE	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	5	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>20.0</b>	<b>35</b>	<b>10</b>	
<b>SWITZERLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
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	100.0	0	8	
<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>100.0</b>	<b>0</b>	<b>8</b>	
ZURICH	BLUE ISLANDS LIMITED	S	8	0	0	0.0	25.0	12.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	44	37.5	25	8	
<b>TOTAL ZURICH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>37.5</b>	<b>25</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>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	8	0	0	0.0	25.0	0.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	43	75.0	10	8	
<b>TOTAL ABERDEEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>75.0</b>	<b>10</b>	<b>8</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	50.0	10	4	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	36	0	0	0.0	52.8	22.2	19.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	56.7	54	30	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.8</b>	<b>22.2</b>	<b>19.4</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>8</b>	<b>55.9</b>	<b>49</b>	<b>34</b>	
BIRMINGHAM	FLYBE LTD	S	123	0	4	0.8	21.3	30.7	18.1	14.2	9.4	1.6	0.8	0.0	0.0	3.1	25	45.5	27	139	
<b>TOTAL BIRMINGHAM</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>21.3</b>	<b>30.7</b>	<b>18.1</b>	<b>14.2</b>	<b>9.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>45.5</b>	<b>27</b>	<b>139</b>	
BOURNEMOUTH	LOGANAIR LTD	S	21	0	0	14.3	38.1	28.6	0.0	9.5	0.0	9.5	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>38.1</b>	<b>28.6</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	86	0	0	7.0	57.0	25.6	5.8	2.3	0.0	2.3	0.0	0.0	0.0	0.0	7	79.7	10	74	
<b>TOTAL BRISTOL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>57.0</b>	<b>25.6</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.7</b>	<b>10</b>	<b>74</b>	
CARDIFF WALES	FLYBE LTD	S	24	0	2	0.0	19.2	46.2	3.8	7.7	7.7	7.7	0.0	0.0	0.0	7.7	28	100.0	2	32	
<b>TOTAL CARDIFF WALES</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>3.8</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>7.7</b>	<b>28</b>	<b>94.1</b>	<b>2</b>	<b>32</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	61	0	1	9.7	43.5	29.0	9.7	3.2	3.2	0.0	0.0	0.0	0.0	1.6	9	67.7	16	62	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>43.5</b>	<b>29.0</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>1.6</b>	<b>9</b>	<b>67.7</b>	<b>16</b>	<b>62</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	8	0	0	0.0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	48	50.0	29	8	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>48</b>	<b>50.0</b>	<b>29</b>	<b>8</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	61	0	1	1.6	50.0	27.4	4.8	9.7	4.8	0.0	0.0	0.0	0.0	1.6	11	77.4	11	62	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>50.0</b>	<b>27.4</b>	<b>4.8</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.4</b>	<b>11</b>	<b>62</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
EDINBURGH	EASYJET UK LTD	S	18	0	0	5.6	33.3	11.1	11.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	19	56.3	16	16	
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	16	
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.6</b>	<b>11</b>	<b>34</b>	
EXETER	FLYBE LTD	S	82	0	2	0.0	48.8	29.8	7.1	6.0	4.8	1.2	0.0	0.0	0.0	2.4	10	84.5	9	82	
<b>TOTAL EXETER</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>48.8</b>	<b>29.8</b>	<b>7.1</b>	<b>6.0</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>10</b>	<b>84.5</b>	<b>9</b>	<b>82</b>	
GATWICK	BRITISH AIRWAYS PLC	S	296	0	6	4.3	36.4	28.1	12.6	11.9	3.6	0.7	0.3	0.0	0.0	2.0	14	67.6	17	280	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
GATWICK	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	50.0	24	4	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	24	
GATWICK	EASYJET UK LTD	S	180	0	6	7.5	28.0	27.4	16.7	12.4	3.8	1.1	0.0	0.0	0.0	3.2	16	60.4	21	162	
GATWICK	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	16	
<b>TOTAL GATWICK</b>			<b>476</b>	<b>0</b>	<b>12</b>	<b>5.5</b>	<b>33.2</b>	<b>27.9</b>	<b>14.1</b>	<b>12.1</b>	<b>3.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>15</b>	<b>65.7</b>	<b>19</b>	<b>486</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	19	6	
GLASGOW	EASYJET UK LTD	S	50	0	2	3.8	40.4	26.9	17.3	3.8	3.8	0.0	0.0	0.0	0.0	3.8	10	56.3	20	48	
GLASGOW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	55	6	
<b>TOTAL GLASGOW</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>40.4</b>	<b>26.9</b>	<b>17.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>10</b>	<b>51.6</b>	<b>24</b>	<b>60</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	92	0	0	1.1	57.6	31.5	0.0	0.0	7.6	1.1	1.1	0.0	0.0	0.0	12	0.0	0	0	
GUERNSEY	BLUE ISLANDS LIMITED	C	6	0	0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
GUERNSEY	BLUE ISLANDS LIMITED	S	290	0	2	2.7	51.4	30.8	4.5	7.2	1.7	0.7	0.3	0.0	0.0	0.7	9	81.2	9	275	
GUERNSEY	FLYBE LTD	S	107	0	1	0.0	29.6	27.8	16.7	11.1	11.1	2.8	0.0	0.0	0.0	0.9	24	66.0	14	51	
GUERNSEY	LOGANAIR LTD	S	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	11	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>498</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>47.5</b>	<b>29.9</b>	<b>6.4</b>	<b>6.8</b>	<b>4.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>78.8</b>	<b>10</b>	<b>326</b>	
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	75.0	15	8	
HUMBERSIDE	LOGANAIR 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	4	0.0	0	0	
<b>TOTAL HUMBERSIDE</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>4</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	
INVERNESS	FLYBE LTD	S	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	36	8	
<b>TOTAL INVERNESS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>36</b>	<b>8</b>	
LEEDS BRADFORD	JET2.COM LTD	S	26	0	0	3.8	53.8	11.5	23.1	0.0	3.8	3.8	0.0	0.0	0.0	0.0	16	84.6	4	26	
<b>TOTAL LEEDS BRADFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>11.5</b>	<b>23.1</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.6</b>	<b>4</b>	<b>26</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	4	12	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	96	0	0	14.6	53.1	20.8	2.1	2.1	3.1	0.0	4.2	0.0	0.0	0.0	15	83.7	8	86	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>53.1</b>	<b>20.8</b>	<b>2.1</b>	<b>2.1</b>	<b>3.1</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>8</b>	<b>98</b>	
LONDON CITY	BLUE ISLANDS LIMITED	S	100	0	0	1.0	35.0	41.0	5.0	9.0	9.0	0.0	0.0	0.0	0.0	0.0	15	78.6	20	98	
<b>TOTAL LONDON CITY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>35.0</b>	<b>41.0</b>	<b>5.0</b>	<b>9.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.6</b>	<b>20</b>	<b>98</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	62.5	15	8	
LUTON	EASYJET UK LTD	S	62	0	0	3.2	22.6	37.1	16.1	14.5	6.5	0.0	0.0	0.0	0.0	0.0	17	63.0	22	54	
<b>TOTAL LUTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>37.1</b>	<b>16.1</b>	<b>14.5</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>17</b>	<b>62.9</b>	<b>21</b>	<b>62</b>	
MANCHESTER	EASYJET UK LTD	S	18	0	0	33.3	38.9	22.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
MANCHESTER	FLYBE LTD	S	70	0	0	0.0	32.9	38.6	11.4	2.9	7.1	5.7	1.4	0.0	0.0	0.0	24	68.6	23	70	
<b>TOTAL MANCHESTER</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>35.2</b>	<b>9.1</b>	<b>2.3</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.6</b>	<b>23</b>	<b>70</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: JERSEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
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	1	6
NEWCASTLE	EASYJET UK LTD	S	37	0	1	5.3	57.9	18.4	7.9	0.0	2.6	0.0	5.3	0.0	0.0	2.6	15	86.7	19	30
<b>TOTAL NEWCASTLE</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>57.9</b>	<b>18.4</b>	<b>7.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>88.9</b>	<b>16</b>	<b>36</b>
NEWQUAY	BLUE ISLANDS LIMITED	S	28	0	0	42.9	42.9	3.6	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>42.9</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</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	75.0	10	8
NORWICH	LOGANAIR LTD	S	44	0	0	0.0	45.5	38.6	9.1	0.0	2.3	4.5	0.0	0.0	0.0	0.0	13	88.6	12	44
<b>TOTAL NORWICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>38.6</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.5</b>	<b>11</b>	<b>52</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	204	0	0	3.4	40.7	41.2	5.9	3.9	4.4	0.5	0.0	0.0	0.0	0.0	10	77.1	13	179
SOUTHAMPTON	FLYBE LTD	S	73	0	5	0.0	42.3	34.6	2.6	9.0	5.1	0.0	0.0	0.0	0.0	6.4	11	56.9	20	114
<b>TOTAL SOUTHAMPTON</b>			<b>277</b>	<b>0</b>	<b>5</b>	<b>2.5</b>	<b>41.1</b>	<b>39.4</b>	<b>5.0</b>	<b>5.3</b>	<b>4.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>69.2</b>	<b>16</b>	<b>293</b>
SOUTHEND	BLUE ISLANDS LIMITED	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	EASYJET UK LTD	S	42	0	0	4.8	50.0	21.4	7.1	4.8	7.1	4.8	0.0	0.0	0.0	0.0	17	82.1	7	28
<b>TOTAL SOUTHEND</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>48.8</b>	<b>20.9</b>	<b>7.0</b>	<b>7.0</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>18</b>	<b>83.3</b>	<b>6</b>	<b>30</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2369</b>	<b>0</b>	<b>33</b>	<b>4.4</b>	<b>40.6</b>	<b>30.0</b>	<b>9.4</b>	<b>7.8</b>	<b>4.6</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>71.0</b>	<b>16</b>	<b>2188</b>
<b>TOTAL JERSEY</b>			<b>2482</b>	<b>0</b>	<b>33</b>	<b>4.3</b>	<b>39.8</b>	<b>30.0</b>	<b>9.5</b>	<b>8.3</b>	<b>4.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>70.3</b>	<b>16</b>	<b>2318</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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	FLYBE LTD	C	7	0	1	0.0	0.0	25.0	12.5	37.5	0.0	12.5	0.0	0.0	0.0	12.5	51	12.5	63	8	
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>51</b>	<b>12.5</b>	<b>63</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>51</b>	<b>12.5</b>	<b>63</b>	<b>8</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	6	0	0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	8	
BURGAS	JET2.COM LTD	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	0.0	0	0	
BURGAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8	
<b>TOTAL BURGAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>54.2</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>54.2</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	17	0	0	0.0	17.6	52.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	15	18	
<b>TOTAL DUBROVNIK</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>15</b>	<b>18</b>	
PULA	JET2.COM LTD	S	18	0	0	0.0	22.2	55.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	77.8	10	18	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
SPLIT	JET2.COM LTD	S	26	0	0	7.7	23.1	42.3	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18	
<b>TOTAL SPLIT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>42.3</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>21.3</b>	<b>49.2</b>	<b>19.7</b>	<b>4.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.1</b>	<b>10</b>	<b>54</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	36	0	0	5.6	22.2	44.4	13.9	11.1	2.8	0.0	0.0	0.0	0.0	0.0	13	66.7	42	36	
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</b>	<b>13.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>42</b>	<b>36</b>	
PAPHOS	JET2.COM LTD	S	36	0	0	8.3	22.2	25.0	19.4	16.7	8.3	0.0	0.0	0.0	0.0	0.0	19	60.0	17	34	
PAPHOS	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	24	8	
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>22.2</b>	<b>25.0</b>	<b>19.4</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>58.1</b>	<b>19</b>	<b>42</b>	
<b>TOTAL CYPRUS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>22.2</b>	<b>34.7</b>	<b>16.7</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.0</b>	<b>29</b>	<b>78</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	18.8	31.3	43.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	25	18	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>25</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>25</b>	<b>18</b>	
<b>FRANCE</b>																					
BERGERAC	JET2.COM LTD	S	18	0	0	27.8	38.9	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	0	8	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
LA ROCHELLE	JET2.COM LTD	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8	
<b>TOTAL LA ROCHELLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
LIMOGES	RYANAIR	S	16	0	0	6.3	62.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.7	17	28	
<b>TOTAL LIMOGES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>62.5</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>60.7</b>	<b>17</b>	<b>28</b>	
NICE	JET2.COM LTD	S	26	0	0	0.0	15.4	26.9	23.1	30.8	3.8	0.0	0.0	0.0	0.0	0.0	26	88.5	8	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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									
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>26.9</b>	<b>23.1</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.5</b>	<b>8</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	34	0	0	0.0	38.2	44.1	2.9	8.8	5.9	0.0	0.0	0.0	0.0	0.0	11	72.2	19	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>44.1</b>	<b>2.9</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>11</b>	<b>72.2</b>	<b>19</b>	<b>36</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	73	2	
TARBES-LOURDES INTERNATIONAL	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	25	1	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	100	1	
TARBES-LOURDES INTERNATIONAL	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>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>26</b>	<b>0.0</b>	<b>66</b>	<b>5</b>	
<b>TOTAL FRANCE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>35.8</b>	<b>32.1</b>	<b>8.5</b>	<b>11.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.9</b>	<b>15</b>	<b>111</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	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	55.6	25	18	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>25</b>	<b>18</b>	
DUSSELDORF	FLYBE LTD	S	54	0	1	1.8	36.4	38.2	7.3	9.1	1.8	0.0	1.8	1.8	0.0	1.8	23	87.0	19	54	
<b>TOTAL DUSSELDORF</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>36.4</b>	<b>38.2</b>	<b>7.3</b>	<b>9.1</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>23</b>	<b>87.0</b>	<b>19</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>36.4</b>	<b>38.2</b>	<b>7.3</b>	<b>9.1</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>23</b>	<b>79.2</b>	<b>20</b>	<b>72</b>	
<b>GREECE</b>																					
CHANIA	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
CHANIA	RYANAIR	S	18	0	0	0.0	0.0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	35	44.4	23	18	
<b>TOTAL CHANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>26.9</b>	<b>34.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>44.4</b>	<b>23</b>	<b>18</b>	
CORFU	JET2.COM LTD	S	28	0	0	10.7	25.0	35.7	10.7	7.1	7.1	3.6	0.0	0.0	0.0	0.0	21	46.2	36	26	
CORFU	RYANAIR	S	10	0	0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	16	8	
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	77.8	12	18	
<b>TOTAL CORFU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.3</b>	<b>30.4</b>	<b>13.0</b>	<b>10.9</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>21</b>	<b>59.6</b>	<b>25</b>	<b>52</b>	
HERAKLION	JET2.COM LTD	S	42	0	0	7.1	11.9	40.5	11.9	23.8	4.8	0.0	0.0	0.0	0.0	0.0	18	66.7	18	36	
<b>TOTAL HERAKLION</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>11.9</b>	<b>40.5</b>	<b>11.9</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>18</b>	<b>66.7</b>	<b>18</b>	<b>36</b>	
KEFALLINIA	JET2.COM LTD	S	22	0	0	18.2	9.1	54.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	22	18	
<b>TOTAL KEFALLINIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>9.1</b>	<b>54.5</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>22</b>	<b>18</b>	
KOS	JET2.COM LTD	S	27	0	0	3.7	7.4	40.7	18.5	7.4	18.5	3.7	0.0	0.0	0.0	0.0	32	51.9	21	27	
<b>TOTAL KOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>7.4</b>	<b>40.7</b>	<b>18.5</b>	<b>7.4</b>	<b>18.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>51.9</b>	<b>21</b>	<b>27</b>	
RHODES	JET2.COM LTD	S	26	0	0	0.0	15.4	34.6	23.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	22	59.3	21	27	
RHODES	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	11.1	47	9	
<b>TOTAL RHODES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>34.6</b>	<b>23.1</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>47.2</b>	<b>28</b>	<b>36</b>	
SALONIKA	JET2.COM LTD	S	18	0	0	0.0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	9	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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			
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>9</b>	<b>18</b>			
ZAKINTHOS	JET2.COM LTD	S	26	0	1	0.0	14.8	33.3	18.5	22.2	7.4	0.0	0.0	3.7	21	66.7	17	18			
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.8</b>	<b>33.3</b>	<b>18.5</b>	<b>22.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>21</b>	<b>66.7</b>	<b>17</b>	<b>18</b>			
<b>TOTAL GREECE</b>			<b>233</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>14.1</b>	<b>38.0</b>	<b>18.4</b>	<b>16.7</b>	<b>6.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>61.0</b>	<b>21</b>	<b>223</b>			
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	5.6	38.9	22.2	16.7	11.1	5.6	0.0	0.0	0.0	12	61.1	62	18			
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>62</b>	<b>18</b>			
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>62</b>	<b>18</b>			
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	116	0	0	6.0	52.6	28.4	6.9	2.6	2.6	0.9	0.0	0.0	7	92.2	4	116			
DUBLIN	RYANAIR	S	124	0	0	1.6	29.8	48.4	12.9	4.8	1.6	0.0	0.8	0.0	10	78.2	9	122			
<b>TOTAL DUBLIN</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.8</b>	<b>38.8</b>	<b>10.0</b>	<b>3.8</b>	<b>2.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>9</b>	<b>85.0</b>	<b>7</b>	<b>238</b>			
<b>TOTAL IRISH REPUBLIC</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.8</b>	<b>38.8</b>	<b>10.0</b>	<b>3.8</b>	<b>2.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>9</b>	<b>85.0</b>	<b>7</b>	<b>238</b>			
<b>ITALY</b>																					
NAPLES	JET2.COM LTD	S	18	0	0	0.0	22.2	33.3	16.7	11.1	16.7	0.0	0.0	0.0	24	55.6	21	18			
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>55.6</b>	<b>21</b>	<b>18</b>			
PISA	JET2.COM LTD	S	18	0	0	11.1	22.2	38.9	5.6	0.0	16.7	5.6	0.0	0.0	26	55.6	103	16			
PISA	RYANAIR	S	18	0	0	0.0	11.1	22.2	22.2	11.1	16.7	11.1	5.6	0.0	57	23.1	38	22			
<b>TOTAL PISA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>30.6</b>	<b>13.9</b>	<b>5.6</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>42</b>	<b>36.4</b>	<b>65</b>	<b>38</b>			
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	0	6.3	31.3	50.0	12.5	0.0	0.0	0.0	0.0	0.0	5	88.9	8	18			
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>5</b>	<b>88.9</b>	<b>8</b>	<b>18</b>			
TREVISIO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	11	18			
<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</b>	<b>72.2</b>	<b>11</b>	<b>18</b>			
VENICE	JET2.COM LTD	S	18	0	0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	4	61.1	30	18			
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>61.1</b>	<b>30</b>	<b>18</b>			
VERONA VILLAFRANCA	JET2.COM LTD	S	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	12	62.5	16	8			
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>16</b>	<b>8</b>			
<b>TOTAL ITALY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.6</b>	<b>36.7</b>	<b>13.3</b>	<b>5.1</b>	<b>9.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>22</b>	<b>57.3</b>	<b>33</b>	<b>118</b>			
<b>LATVIA</b>																					
RIGA	RYANAIR	S	18	0	0	11.1	27.8	50.0	0.0	11.1	0.0	0.0	0.0	0.0	7	83.3	4	18			
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>4</b>	<b>18</b>			
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>4</b>	<b>18</b>			
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	18	0	0	0.0	33.3	55.6	5.6	5.6	0.0	0.0	0.0	0.0	5	88.9	4	18			
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</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>5</b>	<b>88.9</b>	<b>4</b>	<b>18</b>			
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</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>5</b>	<b>88.9</b>	<b>4</b>	<b>18</b>			
<b>MALTA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	JET2.COM LTD	S	18	0	0	0.0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	16
MALTA	RYANAIR	S	18	0	0	5.6	33.3	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	18
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	JET2.COM LTD	S	34	0	0	0.0	23.5	55.9	8.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	83.3	9	36
AMSTERDAM	KLM	S	176	0	2	2.8	33.1	43.8	11.8	5.1	1.7	0.0	0.0	0.6	0.0	1.1	11	88.2	7	186
<b>TOTAL AMSTERDAM</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>31.6</b>	<b>45.8</b>	<b>11.3</b>	<b>5.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>87.4</b>	<b>8</b>	<b>222</b>
<b>TOTAL NETHERLANDS</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>31.6</b>	<b>45.8</b>	<b>11.3</b>	<b>5.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>87.4</b>	<b>8</b>	<b>222</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	36	0	0	19.4	33.3	33.3	2.8	8.3	2.8	0.0	0.0	0.0	0.0	0.0	8	67.6	11	32
<b>TOTAL GDANSK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>33.3</b>	<b>33.3</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>8</b>	<b>67.6</b>	<b>11</b>	<b>32</b>
KRAKOW	JET2.COM LTD	S	18	0	0	22.2	44.4	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
KRAKOW	RYANAIR	S	34	0	0	8.8	29.4	47.1	0.0	8.8	0.0	5.9	0.0	0.0	0.0	0.0	14	66.7	22	36
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>34.6</b>	<b>40.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>22</b>	<b>36</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	0	18.8	43.8	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5	77.8	10	18
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>31.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>10</b>	<b>18</b>
WROCLAW	RYANAIR	S	16	0	0	12.5	43.8	25.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	45	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>45</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>36.7</b>	<b>35.0</b>	<b>1.7</b>	<b>5.8</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.9</b>	<b>21</b>	<b>104</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	123	0	0	26.8	42.3	22.8	4.9	1.6	0.0	1.6	0.0	0.0	0.0	0.0	5	82.7	12	125
FARO	RYANAIR	S	52	0	0	5.8	28.8	46.2	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	73.8	24	42
<b>TOTAL FARO</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>38.3</b>	<b>29.7</b>	<b>6.9</b>	<b>2.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.5</b>	<b>15</b>	<b>167</b>
<b>TOTAL PORTUGAL</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>38.3</b>	<b>29.7</b>	<b>6.9</b>	<b>2.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.5</b>	<b>15</b>	<b>167</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	10	0	0	30.0	20.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.0	69	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>70.0</b>	<b>69</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>70.0</b>	<b>69</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	18	0	0	5.6	22.2	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	61.1	59	18
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>59</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>59</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	151	0	1	13.8	35.5	36.2	5.3	6.6	1.3	0.7	0.0	0.0	0.0	0.7	8	85.2	8	142
ALICANTE	RYANAIR	S	62	0	0	11.3	24.2	45.2	14.5	1.6	3.2	0.0	0.0	0.0	0.0	0.0	9	74.2	11	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>TOTAL ALICANTE</b>			<b>213</b>	<b>0</b>	<b>1</b>	<b>13.1</b>	<b>32.2</b>	<b>38.8</b>	<b>7.9</b>	<b>5.1</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>81.9</b>	<b>9</b>	<b>204</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	18	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
BARCELONA	JET2.COM LTD	S	34	0	0	11.8	26.5	44.1	0.0	5.9	5.9	2.9	0.0	2.9	0.0	0.0	25	75.0	9	36	
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>26.5</b>	<b>44.1</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>9</b>	<b>36</b>	
GIRONA	JET2.COM LTD	S	24	0	0	8.3	54.2	29.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	26	
GIRONA	RYANAIR	S	18	0	0	0.0	11.1	33.3	11.1	27.8	16.7	0.0	0.0	0.0	0.0	0.0	32	100.0	6	18	
<b>TOTAL GIRONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.7</b>	<b>31.0</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>93.2</b>	<b>5</b>	<b>44</b>	
IBIZA	JET2.COM LTD	S	78	0	0	10.3	34.6	34.6	7.7	9.0	3.8	0.0	0.0	0.0	0.0	0.0	10	85.4	8	82	
IBIZA	RYANAIR	S	16	0	0	6.3	37.5	37.5	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	61.1	19	18	
IBIZA	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	10	
<b>TOTAL IBIZA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>35.1</b>	<b>35.1</b>	<b>7.4</b>	<b>8.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.7</b>	<b>9</b>	<b>110</b>	
MAHON	JET2.COM LTD	S	54	0	0	7.4	48.1	25.9	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	87.0	7	46	
MAHON	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	38	8	
<b>TOTAL MAHON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>48.1</b>	<b>25.9</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>12</b>	<b>54</b>	
MALAGA	JET2.COM LTD	S	125	0	1	8.7	31.7	41.3	6.3	5.6	3.2	1.6	0.8	0.0	0.0	0.8	12	85.5	6	124	
MALAGA	RYANAIR	S	72	0	0	1.4	25.0	51.4	4.2	13.9	1.4	2.8	0.0	0.0	0.0	0.0	14	71.4	22	70	
MALAGA	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	6	10	
<b>TOTAL MALAGA</b>			<b>197</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>29.3</b>	<b>44.9</b>	<b>5.6</b>	<b>8.6</b>	<b>2.5</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>80.4</b>	<b>12</b>	<b>204</b>	
MURCIA INTERNATIONAL	JET2.COM LTD	S	28	0	0	28.6	32.1	25.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	18	0	0	33.3	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>30.4</b>	<b>26.1</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26	
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	77.8	18	18	
<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>88.6</b>	<b>9</b>	<b>44</b>	
PALMA DE MALLORCA	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	72	10	
PALMA DE MALLORCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10	
PALMA DE MALLORCA	JET2.COM LTD	S	177	0	0	10.7	42.9	32.8	6.2	3.4	2.8	0.6	0.6	0.0	0.0	0.0	9	84.2	13	151	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	1.6	21.0	41.9	21.0	8.1	4.8	1.6	0.0	0.0	0.0	0.0	18	59.3	37	54	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	16.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	88.2	6	34	
<b>TOTAL PALMA DE MALLORCA</b>			<b>257</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>35.8</b>	<b>35.0</b>	<b>10.5</b>	<b>5.1</b>	<b>3.9</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.7</b>	<b>19</b>	<b>259</b>	
REUS	JET2.COM LTD	S	26	0	0	11.5	42.3	34.6	0.0	7.7	3.8	0.0	0.0	0.0	0.0	0.0	10	85.2	15	27	
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>34.6</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.2</b>	<b>15</b>	<b>27</b>	
<b>TOTAL SPAIN</b>			<b>981</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>34.1</b>	<b>36.8</b>	<b>7.9</b>	<b>6.2</b>	<b>3.2</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>81.4</b>	<b>12</b>	<b>1000</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
ARRECIFE	JET2.COM LTD	S	43	0	0	32.6	18.6	27.9	4.7	4.7	11.6	0.0	0.0	0.0	0.0	0.0	13	70.5	12	44
ARRECIFE	RYANAIR	S	26	0	0	19.2	38.5	38.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	29	26
<b>TOTAL ARRECIFE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>26.1</b>	<b>31.9</b>	<b>2.9</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>9</b>	<b>75.7</b>	<b>18</b>	<b>70</b>
FUERTEVENTURA	JET2.COM LTD	S	26	0	1	25.9	14.8	37.0	7.4	7.4	3.7	0.0	0.0	0.0	0.0	3.7	10	94.7	4	19
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	18
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>15.6</b>	<b>26.7</b>	<b>44.4</b>	<b>4.4</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>2.2</b>	<b>6</b>	<b>91.9</b>	<b>5</b>	<b>37</b>
LAS PALMAS	JET2.COM LTD	S	35	0	0	31.4	34.3	14.3	8.6	11.4	0.0	0.0	0.0	0.0	0.0	0.0	8	86.1	7	36
LAS PALMAS	RYANAIR	S	16	0	0	18.8	37.5	31.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	94.4	2	18
<b>TOTAL LAS PALMAS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>35.3</b>	<b>19.6</b>	<b>5.9</b>	<b>7.8</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>6</b>	<b>54</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	32.1	22.6	34.0	5.7	0.0	3.8	0.0	1.9	0.0	0.0	0.0	10	83.3	29	54
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	10.7	35.7	42.9	3.6	0.0	0.0	0.0	7.1	0.0	0.0	0.0	18	92.3	3	26
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	100.0	0	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>24.7</b>	<b>27.2</b>	<b>37.0</b>	<b>4.9</b>	<b>0.0</b>	<b>2.5</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>87.8</b>	<b>18</b>	<b>90</b>
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>245</b>	<b>0</b>	<b>1</b>	<b>24.4</b>	<b>28.5</b>	<b>33.3</b>	<b>4.5</b>	<b>3.7</b>	<b>3.3</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>85.3</b>	<b>14</b>	<b>251</b>
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	C	10	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	45	0	0	0.0	8.9	55.6	26.7	6.7	2.2	0.0	0.0	0.0	0.0	0.0	13	72.2	16	36
ANTALYA	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	44.4	39	17
<b>TOTAL ANTALYA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.9</b>	<b>55.6</b>	<b>26.7</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>13</b>	<b>63.0</b>	<b>23</b>	<b>53</b>
BODRUM (MILAS)	JET2.COM LTD	S	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	28	62.5	18	8
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>62.5</b>	<b>18</b>	<b>8</b>
DALAMAN	JET2.COM LTD	S	45	0	0	6.7	31.1	33.3	17.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	63.6	17	33
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	16
DALAMAN	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	3	9
<b>TOTAL DALAMAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.1</b>	<b>33.3</b>	<b>17.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.9</b>	<b>11</b>	<b>58</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	9	0	0	11.1	22.2	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.7</b>	<b>39.3</b>	<b>22.4</b>	<b>14.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.2</b>	<b>17</b>	<b>119</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	220	0	5	0.4	28.0	32.4	11.6	15.1	6.2	2.7	1.3	0.0	0.0	2.2	23	90.7	6	245

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 BELFAST CITY (GEORGE BEST)</b>			<b>220</b>	<b>0</b>	<b>5</b>	<b>0.4</b>	<b>28.0</b>	<b>32.4</b>	<b>11.6</b>	<b>15.1</b>	<b>6.2</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>90.7</b>	<b>6</b>	<b>245</b>
EDINBURGH	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
GUERNSEY	AURIGNY AIR SERVICES	S	26	0	0	0.0	26.9	46.2	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	3	26
<b>TOTAL GUERNSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
HEATHROW	BRITISH AIRWAYS PLC	S	87	0	1	4.5	35.2	35.2	9.1	8.0	4.5	2.3	0.0	0.0	0.0	1.1	14	68.2	12	82
<b>TOTAL HEATHROW</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>35.2</b>	<b>35.2</b>	<b>9.1</b>	<b>8.0</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>68.2</b>	<b>12</b>	<b>82</b>
HUMBERSIDE	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>
JERSEY	JET2.COM LTD	S	26	0	0	0.0	42.3	23.1	23.1	3.8	3.8	3.8	0.0	0.0	0.0	0.0	17	88.5	4	26
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>23.1</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.5</b>	<b>4</b>	<b>26</b>
MANCHESTER	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
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	JET2.COM LTD	S	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	26	0	0	0.0	30.8	57.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.3	15	38
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>57.7</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>0.0</b>	<b>5</b>	<b>76.3</b>	<b>15</b>	<b>38</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	94	0	6	1.0	14.0	47.0	9.0	14.0	7.0	1.0	0.0	1.0	0.0	6.0	25	46.6	11	88
<b>TOTAL SOUTHAMPTON</b>			<b>94</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>14.0</b>	<b>47.0</b>	<b>9.0</b>	<b>14.0</b>	<b>7.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>6.0</b>	<b>25</b>	<b>46.6</b>	<b>11</b>	<b>88</b>
<b>TOTAL UNITED KINGDOM</b>			<b>485</b>	<b>0</b>	<b>12</b>	<b>1.2</b>	<b>27.2</b>	<b>37.4</b>	<b>11.7</b>	<b>12.1</b>	<b>5.2</b>	<b>2.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>74.1</b>	<b>8</b>	<b>506</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>3362</b>	<b>0</b>	<b>20</b>	<b>8.3</b>	<b>30.4</b>	<b>37.6</b>	<b>10.3</b>	<b>7.8</b>	<b>3.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>77.0</b>	<b>14</b>	<b>3421</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>																					
GRAZ	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
<b>TOTAL GRAZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>2</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>50.0</b>	<b>26</b>	<b>2</b>	
<b>BULGARIA</b>																					
BURGAS	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	1	1	
<b>TOTAL BURGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
SOFIA	RYANAIR	S	18	0	0	0.0	16.7	50.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	27.8	42	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>27.8</b>	<b>42</b>	<b>18</b>	
VARNA	WIZZ AIR	S	14	0	0	7.1	21.4	35.7	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL VARNA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>35.7</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</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>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>31.6</b>	<b>40</b>	<b>19</b>	
<b>CROATIA</b>																					
PULA	EASYJET UK LTD	S	18	0	0	38.9	50.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	8	50.0	24	2	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>24</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>24</b>	<b>2</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	0.0	0	100.0	0	2	
LARNACA	EASYJET UK LTD	S	18	0	0	5.6	22.2	50.0	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	20	46.7	27	15	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>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>52.9</b>	<b>24</b>	<b>17</b>	
PAPHOS	RYANAIR	S	19	0	0	0.0	5.3	36.8	26.3	26.3	5.3	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>36.8</b>	<b>26.3</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>13.5</b>	<b>43.2</b>	<b>18.9</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>20</b>	<b>52.9</b>	<b>24</b>	<b>17</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	20	0.0	0	0	
PRAGUE	RYANAIR	S	28	0	0	0.0	3.6	42.9	32.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	24	55.6	27	36	
<b>TOTAL PRAGUE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.4</b>	<b>41.4</b>	<b>34.5</b>	<b>13.8</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>23</b>	<b>55.6</b>	<b>27</b>	<b>36</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.4</b>	<b>41.4</b>	<b>34.5</b>	<b>13.8</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>23</b>	<b>55.6</b>	<b>27</b>	<b>36</b>	
<b>DENMARK</b>																					
COPENHAGEN	DANISH AIR TRANSPORT	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	40	0.0	0	0	
COPENHAGEN	RYANAIR	S	18	0	0	0.0	27.8	61.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>55.0</b>	<b>5.0</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>55.0</b>	<b>5.0</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	18	0	0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	5	18	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN														Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 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						
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	24	4		
BORDEAUX	EASYJET UK LTD	S	34	0	0	8.8	44.1	29.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	65.6	21	32		
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>44.1</b>	<b>29.4</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>63.9</b>	<b>22</b>	<b>36</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	75.0	29	4			
NANTES	EASYJET UK LTD	S	26	0	0	3.8	50.0	34.6	3.8	3.8	3.8	0.0	0.0	0.0	0.0	7	83.3	16	24			
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>34.6</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.1</b>	<b>18</b>	<b>28</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	62.5	11	6			
NICE	EASYJET UK LTD	S	78	0	1	0.0	29.1	22.8	17.7	19.0	5.1	2.5	2.5	0.0	0.0	1.3	26	64.3	21	54		
<b>TOTAL NICE</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>29.1</b>	<b>22.8</b>	<b>17.7</b>	<b>19.0</b>	<b>5.1</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>26</b>	<b>64.1</b>	<b>20</b>	<b>60</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	66.7	10	6			
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	43	0	2	4.4	26.7	22.2	31.1	11.1	0.0	0.0	0.0	0.0	0.0	4.4	14	57.9	35	38		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>26.7</b>	<b>22.2</b>	<b>31.1</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>4.4</b>	<b>14</b>	<b>59.1</b>	<b>32</b>	<b>44</b>		
RENNES	KLASJET UAB	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2			
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>2</b>			
TARBES-LOURDES INTERNATIONAL	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			
TARBES-LOURDES INTERNATIONAL	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1			
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2			
TARBES-LOURDES INTERNATIONAL	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	5	0	0	0.0	0.0	20.0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	117	0.0	0	0		
TARBES-LOURDES INTERNATIONAL	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	85	1			
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</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>117</b>	<b>50.0</b>	<b>29</b>	<b>6</b>		
<b>TOTAL FRANCE</b>			<b>204</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>35.7</b>	<b>25.6</b>	<b>15.9</b>	<b>12.1</b>	<b>3.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>67.7</b>	<b>22</b>	<b>194</b>		
<b>GERMANY</b>																						
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	32	0	2	14.7	32.4	17.6	5.9	5.9	17.6	0.0	0.0	0.0	0.0	5.9	20	56.3	24	32		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>32.4</b>	<b>17.6</b>	<b>5.9</b>	<b>5.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>20</b>	<b>61.1</b>	<b>22</b>	<b>36</b>		
FRANKFURT MAIN	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0		
<b>TOTAL FRANKFURT MAIN</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>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>34</b>	<b>0</b>	<b>2</b>	<b>13.9</b>	<b>30.6</b>	<b>16.7</b>	<b>5.6</b>	<b>8.3</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>23</b>	<b>61.1</b>	<b>22</b>	<b>36</b>
<b>GREECE</b>																				
<b>CORFU</b>	RYANAIR	S	16	0	0	0.0	12.5	37.5	18.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>RHODES</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	33.3	31	3
<b>RHODES</b>	EASYJET UK LTD	S	18	0	0	0.0	38.9	27.8	5.6	5.6	22.2	0.0	0.0	0.0	0.0	0.0	27	57.1	19	14
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>52.9</b>	<b>21</b>	<b>17</b>
<b>ZAKINTHOS</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	6	2
<b>ZAKINTHOS</b>	EASYJET UK LTD	S	18	0	0	0.0	50.0	5.6	11.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	30	62.5	54	16
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</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>30</b>	<b>66.7</b>	<b>49</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>23.1</b>	<b>11.5</b>	<b>15.4</b>	<b>13.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>60.0</b>	<b>35</b>	<b>35</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	WIZZ AIR	S	26	0	0	0.0	19.2	23.1	11.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	37	42.3	47	26
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>23.1</b>	<b>11.5</b>	<b>23.1</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>37</b>	<b>42.3</b>	<b>47</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>23.1</b>	<b>11.5</b>	<b>23.1</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>37</b>	<b>42.3</b>	<b>47</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	RYANAIR	S	34	0	0	20.6	58.8	11.8	2.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	86.1	15	36
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>58.8</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.1</b>	<b>15</b>	<b>36</b>
<b>DUBLIN</b>	RYANAIR	S	212	0	0	1.4	26.4	41.5	13.2	11.8	5.7	0.0	0.0	0.0	0.0	0.0	14	54.0	21	206
<b>TOTAL DUBLIN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.4</b>	<b>41.5</b>	<b>13.2</b>	<b>11.8</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>14</b>	<b>54.0</b>	<b>21</b>	<b>206</b>
<b>IRELAND WEST(KNOCK)</b>	RYANAIR	S	44	0	0	6.8	56.8	34.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.1	5	46
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>56.8</b>	<b>34.1</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>0.0</b>	<b>2</b>	<b>89.1</b>	<b>5</b>	<b>46</b>
<b>SHANNON</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	96.2	8	26
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.2</b>	<b>8</b>	<b>26</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.8</b>	<b>36.9</b>	<b>10.3</b>	<b>8.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.9</b>	<b>17</b>	<b>314</b>
<b>ITALY</b>																				
<b>BARI (PALESE)</b>	RYANAIR	S	18	0	0	0.0	44.4	38.9	11.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	13	88.9	7	18
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
<b>BERGAMO</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	77.8	69	18
<b>BERGAMO</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	14	0.0	0	0
<b>TOTAL BERGAMO</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>77.8</b>	<b>69</b>	<b>18</b>
<b>BOLOGNA</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	8	0.0	0	0
<b>TOTAL BOLOGNA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>MILAN (MALPENSA)</b>	RYANAIR	S	26	0	0	0.0	0.0	23.1	23.1	26.9	26.9	0.0	0.0	0.0	0.0	0.0	41	23.1	88	26
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>23.1</b>	<b>26.9</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>23.1</b>	<b>88</b>	<b>26</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
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	100.0	0	2
NAPLES	EASYJET UK LTD	S	26	0	0	0.0	42.3	30.8	7.7	3.8	11.5	3.8	0.0	0.0	0.0	0.0	19	62.5	18	16
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>30.8</b>	<b>7.7</b>	<b>3.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>16</b>	<b>18</b>
PALERMO	EASYJET UK LTD	S	18	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	5	4
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>5</b>	<b>4</b>
PISA	RYANAIR	S	18	0	0	0.0	27.8	38.9	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	72.2	11	18
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.2</b>	<b>11</b>	<b>18</b>
RIMINI	SPRINTAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL RIMINI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
ROME (FIUMICINO)	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	66.7	45	36
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>45</b>	<b>36</b>
TREVISIO	RYANAIR	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL TREVISIO</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>
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	100.0	0	2
VENICE	EASYJET UK LTD	S	24	0	2	11.5	38.5	15.4	15.4	3.8	0.0	7.7	0.0	0.0	0.0	7.7	19	94.4	4	18
<b>TOTAL VENICE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>19</b>	<b>95.0</b>	<b>4</b>	<b>20</b>
<b>TOTAL ITALY</b>			<b>133</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>32.6</b>	<b>28.1</b>	<b>14.1</b>	<b>8.1</b>	<b>8.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>68.1</b>	<b>37</b>	<b>160</b>
<b>JORDAN</b>																				
AMMAN	ROYAL JORDANIAN	C	0	0	0	0.0	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 AMMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>
AMMAN (KING HUSSEIN)	ALMASRIA UNIVERSAL AIRLINES	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	160	0.0	0	0
<b>TOTAL AMMAN (KING HUSSEIN)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>160</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>160</b>	<b>0.0</b>	<b>26</b>	<b>1</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	18	0	0	5.6	38.9	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	18
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	16	18
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
<b>MOROCCO</b>																				
MARRAKESH	RYANAIR	S	18	0	0	22.2	38.9	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	18
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14	
AMSTERDAM	EASYJET UK LTD	S	133	0	1	3.0	56.7	32.8	1.5	0.0	2.2	0.7	2.2	0.0	0.0	0.7	10	88.8	4	96	
<b>TOTAL AMSTERDAM</b>			<b>133</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>56.7</b>	<b>32.8</b>	<b>1.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>90.2</b>	<b>4</b>	<b>110</b>	
<b>TOTAL NETHERLANDS</b>			<b>133</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>56.7</b>	<b>32.8</b>	<b>1.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>90.2</b>	<b>4</b>	<b>110</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	SAS	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 OSLO (GARDERMOEN)</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 NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	44	0	0	22.7	38.6	29.5	2.3	2.3	0.0	0.0	4.5	0.0	0.0	0.0	10	38.9	28	34	
<b>TOTAL GDANSK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>38.6</b>	<b>29.5</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>0.0</b>	<b>10</b>	<b>38.9</b>	<b>28</b>	<b>34</b>	
KATOWICE	WIZZ AIR	S	26	0	0	3.8	15.4	38.5	23.1	11.5	7.7	0.0	0.0	0.0	0.0	0.0	18	100.0	1	26	
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>38.5</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>1</b>	<b>26</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	100.0	0	4	
KRAKOW	EASYJET UK LTD	S	26	0	0	3.8	57.7	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	4	22	
KRAKOW	RYANAIR	S	28	0	0	0.0	25.0	42.9	7.1	10.7	14.3	0.0	0.0	0.0	0.0	0.0	20	50.0	16	24	
<b>TOTAL KRAKOW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.7</b>	<b>35.2</b>	<b>9.3</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.2</b>	<b>10</b>	<b>50</b>	
POZNAN	RYANAIR	S	18	0	0	5.6	38.9	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	11	18	
<b>TOTAL POZNAN</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>3</b>	<b>66.7</b>	<b>11</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	22	18	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>66.7</b>	<b>22</b>	<b>18</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	26	0	0	0.0	0.0	38.5	26.9	19.2	15.4	0.0	0.0	0.0	0.0	0.0	33	57.7	31	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.5</b>	<b>26.9</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>57.7</b>	<b>31</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	0.0	38.5	57.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	6	32	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>57.7</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>0.0</b>	<b>2</b>	<b>80.0</b>	<b>6</b>	<b>32</b>	
WROCLAW	RYANAIR	S	16	0	0	6.3	56.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	11	28	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>89.3</b>	<b>11</b>	<b>28</b>	
<b>TOTAL POLAND</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>35.8</b>	<b>37.2</b>	<b>10.2</b>	<b>5.3</b>	<b>4.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.3</b>	<b>15</b>	<b>232</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	100.0	3	9	
FARO	EASYJET UK LTD	S	88	0	0	6.8	56.8	25.0	6.8	2.3	0.0	2.3	0.0	0.0	0.0	0.0	7	83.3	12	72	
FARO	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	42	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	RYANAIR	S	62	0	0	6.5	50.0	32.3	0.0	1.6	8.1	1.6	0.0	0.0	0.0	0.0	12	82.3	22	62
<b>TOTAL FARO</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>54.0</b>	<b>28.0</b>	<b>4.0</b>	<b>2.0</b>	<b>3.3</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>83.4</b>	<b>16</b>	<b>145</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	50.0	11	6
LISBON	EASYJET UK LTD	S	0	0	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	30
<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>69.4</b>	<b>10</b>	<b>36</b>
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	16.7	33.3	16.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	36	83.3	4	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>22.2</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>83.3</b>	<b>4</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>50.0</b>	<b>28.6</b>	<b>5.4</b>	<b>4.2</b>	<b>3.0</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.9</b>	<b>14</b>	<b>199</b>
<b>ROMANIA</b>																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	22.2	44.4	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	8	17
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>8</b>	<b>17</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	36	0	0	0.0	5.6	36.1	22.2	36.1	0.0	0.0	0.0	0.0	0.0	0.0	26	55.6	43	36
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	0.0	7.7	42.3	11.5	11.5	11.5	15.4	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>38.7</b>	<b>17.7</b>	<b>25.8</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>32</b>	<b>55.6</b>	<b>43</b>	<b>36</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	83.3	9	18
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	0.0	5.6	33.3	44.4	16.7	0.0	0.0	0.0	0.0	0.0	41	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>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
IASI	WIZZ AIR	S	18	0	0	0.0	0.0	11.1	27.8	22.2	38.9	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0
<b>TOTAL IASI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>10.3</b>	<b>27.6</b>	<b>19.0</b>	<b>25.0</b>	<b>11.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.0</b>	<b>26</b>	<b>71</b>
<b>SPAIN</b>																				
ALICANTE	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	97.2	4	36
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	100.0	4	7
ALICANTE	EASYJET UK LTD	S	59	0	2	6.6	31.1	32.8	14.8	6.6	4.9	0.0	0.0	0.0	0.0	3.3	13	63.6	25	55
ALICANTE	RYANAIR	S	96	0	0	3.1	33.3	50.0	3.1	6.3	3.1	1.0	0.0	0.0	0.0	0.0	10	68.8	20	80
<b>TOTAL ALICANTE</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>32.5</b>	<b>43.3</b>	<b>7.6</b>	<b>6.4</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>74.2</b>	<b>17</b>	<b>178</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	72.7	3	9
BARCELONA	EASYJET UK LTD	S	98	0	0	14.3	44.9	23.5	8.2	6.1	1.0	2.0	0.0	0.0	0.0	0.0	10	81.2	13	85
BARCELONA	RYANAIR	S	54	0	0	9.3	37.0	40.7	5.6	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	58.7	32	63
<b>TOTAL BARCELONA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>42.1</b>	<b>29.6</b>	<b>7.2</b>	<b>5.3</b>	<b>2.0</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>71.7</b>	<b>20</b>	<b>157</b>
GIRONA	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	66.7	20	18
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>20</b>	<b>18</b>
IBIZA	RYANAIR	S	28	0	0	7.1	25.0	46.4	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	13	25

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	
IBIZA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10	
<b>TOTAL IBIZA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>46.4</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>10</b>	<b>35</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6	
MADRID	EASYJET UK LTD	S	34	0	2	0.0	44.4	33.3	0.0	5.6	0.0	5.6	5.6	0.0	0.0	5.6	33	89.7	5	29	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>33</b>	<b>91.4</b>	<b>5</b>	<b>35</b>	
MALAGA	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	83.3	7	18	
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	100.0	0	10	
MALAGA	EASYJET UK LTD	S	80	0	2	8.5	54.9	19.5	3.7	7.3	1.2	0.0	1.2	1.2	0.0	2.4	16	85.7	8	63	
MALAGA	RYANAIR	S	105	0	0	8.6	30.5	53.3	3.8	1.9	1.0	1.0	0.0	0.0	0.0	0.0	6	91.7	4	96	
<b>TOTAL MALAGA</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>41.2</b>	<b>38.5</b>	<b>3.7</b>	<b>4.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>89.3</b>	<b>6</b>	<b>187</b>	
PALMA DE MALLORCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
PALMA DE MALLORCA	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	93.8	5	16	
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	87.5	8	16	
PALMA DE MALLORCA	EASYJET UK LTD	S	123	0	0	7.3	43.1	26.0	8.9	8.1	5.7	0.8	0.0	0.0	0.0	0.0	13	82.6	13	109	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	6.5	35.5	37.1	16.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	14	60	
<b>TOTAL PALMA DE MALLORCA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>40.5</b>	<b>29.7</b>	<b>11.4</b>	<b>7.0</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>11</b>	<b>211</b>	
REUS	RYANAIR	S	16	0	0	0.0	25.0	68.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	6	16	
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>68.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>6</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>773</b>	<b>0</b>	<b>6</b>	<b>7.3</b>	<b>38.4</b>	<b>36.6</b>	<b>7.3</b>	<b>5.8</b>	<b>2.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>79.6</b>	<b>13</b>	<b>837</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	66.7	9	3	
ARRECIFE	EASYJET UK LTD	S	18	0	0	22.2	50.0	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	71.4	33	14	
ARRECIFE	RYANAIR	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	18	
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>19.4</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.1</b>	<b>20</b>	<b>35</b>	
FUERTEVENTURA	EASYJET UK LTD	S	8	0	0	25.0	0.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	5	8	
FUERTEVENTURA	RYANAIR	S	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	77.8	10	18	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	44.4	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	16	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>9</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</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>92.3</b>	<b>3</b>	<b>26</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>43.9</b>	<b>27.6</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.6</b>	<b>11</b>	<b>103</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>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	75.0	10	8	
GENEVA	EASYJET UK LTD	S	62	0	0	0.0	46.8	38.7	4.8	1.6	6.5	1.6	0.0	0.0	0.0	0.0	11	75.9	10	54	
GENEVA	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1		
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>38.7</b>	<b>4.8</b>	<b>1.6</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.6</b>	<b>11</b>	<b>63</b>		
SION	JOTA AVIATION 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	7	0.0	0	0		
<b>TOTAL SION</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ZURICH	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	8	0.0	0	0		
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL SWITZERLAND</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>40.0</b>	<b>4.6</b>	<b>1.5</b>	<b>6.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.6</b>	<b>11</b>	<b>63</b>		
<b>TURKEY</b>																					
ANTALYA	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	12	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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	0	0	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		
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	5.6	61.1	5.6	16.7	11.1	0.0	0.0	0.0	0.0	24	90.0	3	10		
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>61.1</b>	<b>5.6</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>91.7</b>	<b>3</b>	<b>12</b>		
DALAMAN	EASYJET UK LTD	S	18	0	3	9.5	28.6	38.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	14.3	6	100.0	0	2	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>3</b>	<b>9.5</b>	<b>28.6</b>	<b>38.1</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>0.0</b>	<b>14.3</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>TOTAL TURKEY</b>			<b>37</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>17.5</b>	<b>50.0</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>7.5</b>	<b>15</b>	<b>93.3</b>	<b>2</b>	<b>15</b>	
<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	74.1	14	51		
<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>74.1</b>	<b>14</b>	<b>51</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	100.0	1	36		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	274	0	0	5.5	58.8	22.3	5.5	2.2	4.4	1.1	0.4	0.0	0.0	9	86.3	7	230		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>58.8</b>	<b>22.3</b>	<b>5.5</b>	<b>2.2</b>	<b>4.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.1</b>	<b>6</b>	<b>266</b>		
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	20	1		
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>		
CITY OF DERRY (EGLINTON)	RYANAIR	S	26	0	0	3.8	50.0	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	4	26		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>30.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>4</b>	<b>26</b>		
EDINBURGH	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		
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GATWICK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
GUERNSEY	FLYBE LTD	S	18	0	0	11.1	61.1	5.6	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL HEATHROW</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>
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	100.0	0	12
ISLE OF MAN	EASYJET UK LTD	S	94	0	3	13.4	59.8	19.6	1.0	0.0	3.1	0.0	0.0	0.0	0.0	3.1	4	88.6	7	86
ISLE OF MAN	FLYBE LTD	S	168	0	2	0.6	24.1	55.3	10.0	4.7	1.8	1.2	1.2	0.0	0.0	1.2	12	84.2	8	209
<b>TOTAL ISLE OF MAN</b>			<b>262</b>	<b>0</b>	<b>5</b>	<b>5.2</b>	<b>37.1</b>	<b>42.3</b>	<b>6.7</b>	<b>3.0</b>	<b>2.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>9</b>	<b>86.0</b>	<b>7</b>	<b>307</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	91.7	4	12
JERSEY	EASYJET UK LTD	S	96	0	0	11.5	52.1	22.9	4.2	2.1	3.1	0.0	4.2	0.0	0.0	0.0	16	83.7	8	86
<b>TOTAL JERSEY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>52.1</b>	<b>22.9</b>	<b>4.2</b>	<b>2.1</b>	<b>3.1</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.7</b>	<b>8</b>	<b>98</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
MANCHESTER	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	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	16	0.0	125	1
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>125</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	18	0	0	0.0	33.3	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	57	8
<b>TOTAL NEWQUAY</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>57</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>701</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>48.3</b>	<b>30.6</b>	<b>6.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>85.1</b>	<b>8</b>	<b>759</b>
<b>TOTAL LIVERPOOL (JOHN</b>			<b>3248</b>	<b>0</b>	<b>22</b>	<b>6.1</b>	<b>38.9</b>	<b>32.9</b>	<b>8.8</b>	<b>6.8</b>	<b>4.1</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>76.6</b>	<b>15</b>	<b>3285</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	89.9	8	138	
<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>89.9</b>	<b>8</b>	<b>138</b>	
OSTEND	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	160	1		
<b>TOTAL OSTEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>160</b>	<b>1</b>		
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.2</b>	<b>9</b>	<b>139</b>		
<b>CROATIA</b>																					
SPLIT	BA CITYFLYER LTD	S	0	25	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 SPLIT</b>			<b>0</b>	<b>25</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>0</b>	<b>25</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	0	52	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	40.7	32	50		
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>52</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.3</b>	<b>3.7</b>	<b>0</b>	<b>40.7</b>	<b>32</b>	<b>50</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>0</b>	<b>52</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.3</b>	<b>3.7</b>	<b>0</b>	<b>40.7</b>	<b>32</b>	<b>50</b>		
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	0	42	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	91.7	9	36		
<b>TOTAL BILLUND</b>			<b>0</b>	<b>42</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.7</b>	<b>9</b>	<b>36</b>		
<b>TOTAL DENMARK</b>			<b>0</b>	<b>42</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.7</b>	<b>9</b>	<b>36</b>		
<b>FRANCE</b>																					
BERGERAC	BA CITYFLYER LTD	S	0	33	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	2.9	0	41.7	27	36		
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>33</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>97.1</b>	<b>2.9</b>	<b>0</b>	<b>41.7</b>	<b>27</b>	<b>36</b>		
NICE	BA CITYFLYER LTD	S	0	86	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	46.0	24	80		
NICE	KLM	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 NICE</b>			<b>0</b>	<b>87</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>46.0</b>	<b>24</b>	<b>80</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	74.1	13	137		
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>74.1</b>	<b>13</b>	<b>137</b>		
QUIMPER	BA CITYFLYER LTD	S	0	34	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	58.3	16	34		
<b>TOTAL QUIMPER</b>			<b>0</b>	<b>34</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>58.3</b>	<b>16</b>	<b>34</b>		
RENNES	FLYBE LTD	S	0	14	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.7	5	14		
<b>TOTAL RENNES</b>			<b>0</b>	<b>14</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>85.7</b>	<b>5</b>	<b>14</b>		
<b>TOTAL FRANCE</b>			<b>0</b>	<b>168</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.8</b>	<b>1.2</b>	<b>0</b>	<b>61.6</b>	<b>18</b>	<b>301</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	0	141	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	73.9	15	140		
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>141</b>	<b>5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.6</b>	<b>3.4</b>	<b>0</b>	<b>73.9</b>	<b>15</b>	<b>140</b>		
DUSSELDORF	BA CITYFLYER LTD	S	0	157	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.9	3.1	0	58.7	24	143		
DUSSELDORF	FLYBE LTD	S	0	138	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0	74.6	14	138		
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>295</b>	<b>9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.0</b>	<b>3.0</b>	<b>0</b>	<b>66.3</b>	<b>20</b>	<b>281</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
FRANKFURT MAIN	BA CITYFLYER LTD	S	0	141	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	64.3	16	136
FRANKFURT MAIN	LUFTHANSA	S	0	178	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	52.8	23	158
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>319</b>	<b>13</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.1</b>	<b>3.9</b>	<b>0</b>	<b>58.2</b>	<b>20</b>	<b>294</b>
MUNICH	BA CITYFLYER LTD	S	0	143	11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.9	7.1	0	0.0	0	0
<b>TOTAL MUNICH</b>			<b>0</b>	<b>143</b>	<b>11</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92.9</b>	<b>7.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>0</b>	<b>898</b>	<b>38</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.9</b>	<b>4.1</b>	<b>0</b>	<b>64.4</b>	<b>19</b>	<b>715</b>
<b>GREECE</b>																				
MIKONOS	BA CITYFLYER LTD	S	0	59	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	9.8	50	41
<b>TOTAL MIKONOS</b>			<b>0</b>	<b>59</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>9.8</b>	<b>50</b>	<b>41</b>
SKIATHOS	BA CITYFLYER LTD	S	0	38	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	15	28
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>38</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.0</b>	<b>15</b>	<b>28</b>
THIRA (SANTORINI)	BA CITYFLYER LTD	S	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	16.7	57	18
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>17</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>16.7</b>	<b>57</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>0</b>	<b>114</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>32.2</b>	<b>40</b>	<b>87</b>
<b>HUNGARY</b>																				
BUDAPEST	LOT-POLISH AIRLINES	S	0	106	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	0	319	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	0.0	0	0
DUBLIN	BA CITYFLYER LTD	S	0	224	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.2	1.8	0	74.1	12	229
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	55.0	29	350
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>543</b>	<b>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>0.0</b>	<b>98.9</b>	<b>1.1</b>	<b>0</b>	<b>62.5</b>	<b>22</b>	<b>579</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>543</b>	<b>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>0.0</b>	<b>98.9</b>	<b>1.1</b>	<b>0</b>	<b>62.5</b>	<b>22</b>	<b>579</b>
<b>ITALY</b>																				
BOLOGNA	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
<b>TOTAL BOLOGNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
FLORENCE	BA CITYFLYER LTD	S	0	105	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	57.1	25	98
FLORENCE	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.5	23	57
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>105</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>60.3</b>	<b>24</b>	<b>155</b>
MILAN (LINATE)	ALITALIA (CAI)	S	0	269	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	77.7	12	311
MILAN (LINATE)	BA CITYFLYER LTD	S	0	170	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	67.3	19	196
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>439</b>	<b>11</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.6</b>	<b>2.4</b>	<b>0</b>	<b>73.7</b>	<b>14</b>	<b>507</b>
MILAN (MALPENSA)	ALITALIA (CAI)	S	0	49	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
MILAN (MALPENSA)	BA CITYFLYER LTD	S	0	12	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>61</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
ROME (FIUMICINO)	BA CITYFLYER LTD	S	0	46	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.2	14.8	0	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 ROME (FIUMICINO)</b>			<b>0</b>	<b>46</b>	<b>8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85.2</b>	<b>14.8</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	BA CITYFLYER LTD	S	0	40	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	7.0	0	40.4	31	48	
<b>TOTAL VENICE</b>			<b>0</b>	<b>40</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>93.0</b>	<b>7.0</b>	<b>0</b>	<b>40.4</b>	<b>31</b>	<b>48</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>691</b>	<b>24</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.6</b>	<b>3.4</b>	<b>0</b>	<b>68.5</b>	<b>18</b>	<b>712</b>	
<b>LITHUANIA</b>																					
VILNIUS	LOT-POLISH AIRLINES	S	0	106	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	0	279	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	84.5	9	275	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>279</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.3</b>	<b>0.7</b>	<b>0</b>	<b>84.5</b>	<b>9</b>	<b>275</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>279</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.3</b>	<b>0.7</b>	<b>0</b>	<b>84.5</b>	<b>9</b>	<b>275</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	0	206	12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	5.5	0	66.8	16	199	
AMSTERDAM	FLYBE LTD	S	0	69	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	73.6	16	71	
AMSTERDAM	KLM	S	0	380	17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	81.2	7	337	
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>655</b>	<b>30</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.6</b>	<b>4.4</b>	<b>0</b>	<b>75.4</b>	<b>11</b>	<b>607</b>	
ROTTERDAM	BA CITYFLYER LTD	S	0	194	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	77.4	13	193	
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>194</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>98.5</b>	<b>1.5</b>	<b>0</b>	<b>77.4</b>	<b>13</b>	<b>193</b>	
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>849</b>	<b>33</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.3</b>	<b>3.7</b>	<b>0</b>	<b>75.9</b>	<b>11</b>	<b>800</b>	
<b>POLAND</b>																					
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	0	108	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>108</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>0</b>	<b>108</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	BA CITYFLYER LTD	S	0	51	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	75.0	12	51	
<b>TOTAL FARO</b>			<b>0</b>	<b>51</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.2</b>	<b>3.8</b>	<b>0</b>	<b>75.0</b>	<b>12</b>	<b>51</b>	
LISBON	AIR PORTUGAL	S	0	103	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.9	22	101	
<b>TOTAL LISBON</b>			<b>0</b>	<b>103</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.9</b>	<b>22</b>	<b>101</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	0	54	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	58.5	14	52	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>0</b>	<b>54</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>58.5</b>	<b>14</b>	<b>52</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>208</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.0</b>	<b>1.0</b>	<b>0</b>	<b>58.8</b>	<b>17</b>	<b>204</b>	
<b>SPAIN</b>																					
GRANADA	BA CITYFLYER LTD	S	0	34	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	42.9	19	28	
<b>TOTAL GRANADA</b>			<b>0</b>	<b>34</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94.4</b>	<b>5.6</b>	<b>0</b>	<b>42.9</b>	<b>19</b>	<b>28</b>	
IBIZA	BA CITYFLYER LTD	S	0	175	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.8	2.2	0	49.4	21	168	
<b>TOTAL IBIZA</b>			<b>0</b>	<b>175</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.8</b>	<b>2.2</b>	<b>0</b>	<b>49.4</b>	<b>21</b>	<b>168</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
MAHON	BA CITYFLYER LTD	S	0	17	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	77.8	16	18
<b>TOTAL MAHON</b>			<b>0</b>	<b>17</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>94.4</b>	<b>5.6</b>	<b>0</b>	<b>77.8</b>	<b>16</b>	<b>18</b>
MALAGA	BA CITYFLYER LTD	S	0	101	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	67.0	16	95
<b>TOTAL MALAGA</b>			<b>0</b>	<b>101</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>67.0</b>	<b>16</b>	<b>95</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	S	0	110	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	53.2	20	106
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>110</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>53.2</b>	<b>20</b>	<b>106</b>
<b>TOTAL SPAIN SWITZERLAND</b>			<b>0</b>	<b>437</b>	<b>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>98.4</b>	<b>1.6</b>	<b>0</b>	<b>55.2</b>	<b>19</b>	<b>415</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	91.7	7	36
<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>91.7</b>	<b>7</b>	<b>36</b>
GENEVA	BA CITYFLYER LTD	S	0	82	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.1	9.9	0	71.1	11	84
GENEVA	SWISS AIRLINES	S	0	79	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	65.4	16	76
<b>TOTAL GENEVA</b>			<b>0</b>	<b>161</b>	<b>12</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>93.1</b>	<b>6.9</b>	<b>0</b>	<b>68.4</b>	<b>14</b>	<b>160</b>
ZURICH	BA CITYFLYER LTD	S	0	178	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	66.9	17	177
ZURICH	HELVETIC AIRWAYS	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1
ZURICH	SWISS AIRLINES	S	0	279	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.9	5.1	0	63.0	16	276
<b>TOTAL ZURICH</b>			<b>0</b>	<b>458</b>	<b>21</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.6</b>	<b>4.4</b>	<b>0</b>	<b>64.5</b>	<b>16</b>	<b>454</b>
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>619</b>	<b>33</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94.9</b>	<b>5.1</b>	<b>0</b>	<b>67.0</b>	<b>15</b>	<b>650</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.1	21	94
<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>55.1</b>	<b>21</b>	<b>94</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	306	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	72.9	14	293
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>306</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>72.9</b>	<b>14</b>	<b>293</b>
EDINBURGH	BA CITYFLYER LTD	S	0	370	14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.4	3.6	0	67.1	16	359
EDINBURGH	FLYBE LTD	S	0	206	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	71.0	18	212
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>576</b>	<b>22</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.3</b>	<b>3.7</b>	<b>0</b>	<b>68.5</b>	<b>17</b>	<b>571</b>
EXETER	FLYBE LTD	S	0	56	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.2	1.8	0	74.2	18	61
<b>TOTAL EXETER</b>			<b>0</b>	<b>56</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>98.2</b>	<b>1.8</b>	<b>0</b>	<b>74.2</b>	<b>18</b>	<b>61</b>
GLASGOW	BA CITYFLYER LTD	S	0	274	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	2.1	0	67.4	14	254
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>274</b>	<b>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>0.0</b>	<b>97.9</b>	<b>2.1</b>	<b>0</b>	<b>67.4</b>	<b>14</b>	<b>254</b>
ISLE OF MAN	BA CITYFLYER LTD	S	0	160	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	58.5	19	138
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>160</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.8</b>	<b>1.2</b>	<b>0</b>	<b>58.5</b>	<b>19</b>	<b>138</b>
JERSEY	FLYBE LTD	S	0	100	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.6	19	98
<b>TOTAL JERSEY</b>			<b>0</b>	<b>100</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>77.6</b>	<b>19</b>	<b>98</b>

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	35.7	32	14
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>8</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>35.7</b>	<b>32</b>	<b>14</b>
SOUTHEND	AER LINGUS	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 SOUTHEND</b>	ALITALIA (CAI)	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 UNITED KINGDOM</b>			<b>0</b>	<b>1482</b>	<b>34</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.8</b>	<b>2.2</b>	<b>0</b>	<b>67.8</b>	<b>17</b>	<b>1523</b>	
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	0	44	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.2	2	53	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>0</b>	<b>44</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>96.2</b>	<b>2</b>	<b>53</b>	
<b>TOTAL USA</b>			<b>0</b>	<b>44</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>96.2</b>	<b>2</b>	<b>53</b>	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>6771</b>	<b>187</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.3</b>	<b>2.7</b>	<b>0</b>	<b>67.4</b>	<b>17</b>	<b>6539</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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	S	0	0	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	32	26
TIRANA	WIZZ AIR UK LTD	S	63	0	0	0.0	4.8	6.3	23.8	36.5	20.6	1.6	6.3	0.0	0.0	0.0	57	0.0	0	0
<b>TOTAL TIRANA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>6.3</b>	<b>23.8</b>	<b>36.5</b>	<b>20.6</b>	<b>1.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>38.5</b>	<b>32</b>	<b>26</b>
<b>TOTAL ALBANIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>6.3</b>	<b>23.8</b>	<b>36.5</b>	<b>20.6</b>	<b>1.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>38.5</b>	<b>32</b>	<b>26</b>
<b>AUSTRIA</b>																				
GRAZ	ARKEFLY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
GRAZ	EUROPE AIRPOST	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
GRAZ	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	47	1
GRAZ	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1
<b>TOTAL GRAZ</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>40</b>	<b>0.0</b>	<b>66</b>	<b>2</b>
SALZBURG	AIR NOSTRUM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</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	25.0	36	4
VIENNA	EASYJET UK LTD	S	34	0	0	0.0	17.6	41.2	14.7	20.6	5.9	0.0	0.0	0.0	0.0	0.0	19	40.6	48	32
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>41.2</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>38.9</b>	<b>46</b>	<b>36</b>
<b>TOTAL AUSTRIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>37.5</b>	<b>46</b>	<b>40</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	44.3	39	88	
BURGAS	WIZZ AIR UK LTD	S	88	0	1	3.4	12.4	47.2	11.2	19.1	5.6	0.0	0.0	0.0	0.0	1.1	20	0.0	0	0
<b>TOTAL BURGAS</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>12.4</b>	<b>47.2</b>	<b>11.2</b>	<b>19.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>44.3</b>	<b>39</b>	<b>88</b>
SOFIA	WIZZ AIR	S	148	0	2	4.0	14.7	29.3	18.7	21.3	6.0	1.3	0.7	2.7	0.0	1.3	42	58.0	22	148
<b>TOTAL SOFIA</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>14.7</b>	<b>29.3</b>	<b>18.7</b>	<b>21.3</b>	<b>6.0</b>	<b>1.3</b>	<b>0.7</b>	<b>2.7</b>	<b>0.0</b>	<b>1.3</b>	<b>42</b>	<b>58.0</b>	<b>22</b>	<b>148</b>
VARNA	WIZZ AIR	S	76	0	0	3.9	13.2	26.3	15.8	21.1	15.8	2.6	1.3	0.0	0.0	0.0	35	61.3	22	62
<b>TOTAL VARNA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>13.2</b>	<b>26.3</b>	<b>15.8</b>	<b>21.1</b>	<b>15.8</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>61.3</b>	<b>22</b>	<b>62</b>
<b>TOTAL BULGARIA</b>			<b>312</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>13.7</b>	<b>33.7</b>	<b>15.9</b>	<b>20.6</b>	<b>8.3</b>	<b>1.3</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>1.0</b>	<b>34</b>	<b>54.7</b>	<b>27</b>	<b>298</b>
<b>CROATIA</b>																				
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	3
DUBROVNIK	EASYJET UK LTD	S	24	0	2	3.8	15.4	34.6	11.5	19.2	3.8	3.8	0.0	0.0	0.0	7.7	24	41.7	37	24
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>11.5</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>24</b>	<b>44.4</b>	<b>34</b>	<b>27</b>
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
SPLIT	EASYJET UK LTD	S	62	0	0	0.0	6.5	48.4	19.4	16.1	9.7	0.0	0.0	0.0	0.0	0.0	23	50.0	27	54
SPLIT	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	41.3	30	63
SPLIT	WIZZ AIR UK LTD	S	62	0	0	1.6	8.1	22.6	27.4	24.2	8.1	1.6	6.5	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL SPLIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>7.3</b>	<b>35.5</b>	<b>23.4</b>	<b>20.2</b>	<b>8.9</b>	<b>0.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>42.4</b>	<b>30</b>	<b>125</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
ZADAR	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
ZADAR	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	9	64.3	21	14	
<b>TOTAL ZADAR</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>9</b>	<b>62.5</b>	<b>23</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>10.7</b>	<b>37.5</b>	<b>20.2</b>	<b>18.5</b>	<b>7.1</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>29</b>	<b>44.6</b>	<b>30</b>	<b>168</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	36	0	0	11.1	25.0	27.8	27.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	55.9	18	34	
LARNACA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
LARNACA	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	39.3	40	61	
LARNACA	WIZZ AIR UK LTD	S	123	0	0	2.4	4.9	22.8	22.8	19.5	20.3	6.5	0.8	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>9.4</b>	<b>23.9</b>	<b>23.9</b>	<b>17.0</b>	<b>15.7</b>	<b>5.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>48.5</b>	<b>30</b>	<b>103</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	50.0	12	6	
PAPHOS	EASYJET UK LTD	S	45	0	0	2.2	4.4	44.4	33.3	15.6	0.0	0.0	0.0	0.0	0.0	0.0	17	39.5	26	38	
PAPHOS	TUI AIRWAYS LTD	C	13	0	0	0.0	15.4	15.4	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	34	11.8	53	17	
<b>TOTAL PAPHOS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>6.9</b>	<b>37.9</b>	<b>32.8</b>	<b>17.2</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>21</b>	<b>32.8</b>	<b>32</b>	<b>61</b>	
<b>TOTAL CYPRUS</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>8.8</b>	<b>27.6</b>	<b>26.3</b>	<b>17.1</b>	<b>12.4</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>42.7</b>	<b>31</b>	<b>164</b>	
<b>CZECH REPUBLIC</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	43.5	30	60	
PRAGUE	WIZZ AIR UK LTD	S	60	0	2	3.2	14.5	19.4	12.9	25.8	12.9	4.8	3.2	0.0	0.0	3.2	43	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>14.5</b>	<b>19.4</b>	<b>12.9</b>	<b>25.8</b>	<b>12.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>43</b>	<b>43.5</b>	<b>30</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>14.5</b>	<b>19.4</b>	<b>12.9</b>	<b>25.8</b>	<b>12.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>43</b>	<b>43.5</b>	<b>30</b>	<b>60</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	52	0	0	0.0	21.2	48.1	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	15	54.8	20	62	
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>48.1</b>	<b>11.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>54.8</b>	<b>20</b>	<b>62</b>	
<b>TOTAL DENMARK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>48.1</b>	<b>11.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>54.8</b>	<b>20</b>	<b>62</b>	
<b>ESTONIA</b>																					
TALLIN	WIZZ AIR UK LTD	S	18	0	0	5.6	33.3	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
TURKU	WIZZ AIR UK LTD	S	26	0	0	34.6	23.1	23.1	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL TURKU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>23.1</b>	<b>23.1</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>23.1</b>	<b>23.1</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	28	0	0	3.6	39.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	12	26	
<b>TOTAL BEZIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
BIARRITZ	EASYJET UK LTD	S	18	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	6	14
<b>TOTAL BIARRITZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>17</b>	<b>16</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	25.0	32	6
BORDEAUX	EASYJET UK LTD	S	68	0	2	1.4	20.0	42.9	10.0	14.3	7.1	1.4	0.0	0.0	0.0	2.9	20	38.7	31	62
<b>TOTAL BORDEAUX</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>20.0</b>	<b>42.9</b>	<b>10.0</b>	<b>14.3</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>37.1</b>	<b>31</b>	<b>68</b>
LA ROCHELLE	EASYJET UK LTD	S	0	0	0	0.0	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 LA ROCHELLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</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	50.0	12	6
LYON	EASYJET UK LTD	S	56	0	0	1.8	23.2	37.5	17.9	14.3	1.8	3.6	0.0	0.0	0.0	0.0	19	47.8	25	46
<b>TOTAL LYON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>23.2</b>	<b>37.5</b>	<b>17.9</b>	<b>14.3</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>19</b>	<b>48.1</b>	<b>23</b>	<b>52</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	16.7	54	4
MARSEILLE	EASYJET UK LTD	S	36	0	0	0.0	25.0	47.2	19.4	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	53.3	19	30
<b>TOTAL MARSEILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>47.2</b>	<b>19.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>47.2</b>	<b>23</b>	<b>34</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	2
MONTPELLIER	EASYJET UK LTD	S	33	0	2	0.0	14.3	42.9	20.0	17.1	0.0	0.0	0.0	0.0	0.0	5.7	13	51.5	38	32
<b>TOTAL MONTPELLIER</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>20.0</b>	<b>17.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>13</b>	<b>48.6</b>	<b>39</b>	<b>34</b>
NANTES	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
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	66.7	29	6
NANTES	EASYJET UK LTD	S	36	0	0	8.3	16.7	38.9	16.7	13.9	5.6	0.0	0.0	0.0	0.0	0.0	16	51.6	34	31
<b>TOTAL NANTES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>52.6</b>	<b>33</b>	<b>38</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	16.7	65	18
NICE	EASYJET UK 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
NICE	EASYJET UK LTD	S	136	0	5	0.0	12.1	41.8	13.5	14.9	10.6	3.5	0.0	0.0	0.0	3.5	27	31.0	47	125
<b>TOTAL NICE</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>12.0</b>	<b>41.5</b>	<b>13.4</b>	<b>14.8</b>	<b>10.6</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>27</b>	<b>29.2</b>	<b>50</b>	<b>143</b>
NIMES	RYANAIR	S	26	0	0	0.0	34.6	57.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	65.4	11	24
<b>TOTAL NIMES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.4</b>	<b>11</b>	<b>24</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	38.9	38	18
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	142	0	3	1.4	31.7	36.6	13.1	6.9	6.9	1.4	0.0	0.0	0.0	2.1	16	61.9	24	124
PARIS (CHARLES DE GAULLE)	EL AL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	3
PARIS (CHARLES DE GAULLE)	MNG 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	7	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 PARIS (CHARLES DE GAULLE)</b>			<b>143</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>31.5</b>	<b>37.0</b>	<b>13.0</b>	<b>6.8</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>59.2</b>	<b>26</b>	<b>145</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	50.0	25	4
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	32	0	2	0.0	38.2	35.3	11.8	2.9	5.9	0.0	0.0	0.0	0.0	5.9	12	51.5	28	33
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.2</b>	<b>35.3</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>5.9</b>	<b>12</b>	<b>51.4</b>	<b>28</b>	<b>37</b>
<b>TOTAL FRANCE</b>			<b>612</b>	<b>0</b>	<b>15</b>	<b>1.6</b>	<b>23.8</b>	<b>40.7</b>	<b>14.2</b>	<b>10.2</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>48.3</b>	<b>31</b>	<b>618</b>
<b>GEORGIA</b>																				
KUTAISI	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	55.6	25	18
KUTAISI	WIZZ AIR UK LTD	S	16	0	0	6.3	12.5	25.0	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL KUTAISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>25</b>	<b>18</b>
<b>TOTAL GEORGIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>25</b>	<b>18</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	44	12
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	96	0	0	5.2	34.4	40.6	5.2	9.4	5.2	0.0	0.0	0.0	0.0	0.0	11	55.8	17	84
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.4</b>	<b>40.6</b>	<b>5.2</b>	<b>9.4</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>11</b>	<b>54.1</b>	<b>20</b>	<b>96</b>
BERLIN (TEGEL)	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	11	1
BERLIN (TEGEL)	EASYJET UK LTD	S	0	0	0	0.0	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 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>4</b>	<b>3</b>
COLOGNE BONN	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	128	1
COLOGNE BONN	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	132	1
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>130</b>	<b>2</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	37.5	15	6
DORTMUND	EASYJET UK LTD	S	54	0	0	1.9	44.4	24.1	13.0	5.6	7.4	0.0	3.7	0.0	0.0	0.0	23	66.0	24	46
<b>TOTAL DORTMUND</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>44.4</b>	<b>24.1</b>	<b>13.0</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.8</b>	<b>23</b>	<b>52</b>
FRANKFURT MAIN	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	80	1
FRANKFURT MAIN	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	166	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>166</b>	<b>0.0</b>	<b>80</b>	<b>1</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	30.0	16	8
MUNICH	EASYJET UK LTD	S	54	0	1	10.9	21.8	29.1	9.1	21.8	5.5	0.0	0.0	0.0	0.0	1.8	18	21.7	34	42
<b>TOTAL MUNICH</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>10.9</b>	<b>21.8</b>	<b>29.1</b>	<b>9.1</b>	<b>21.8</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>23.2</b>	<b>31</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>205</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>33.5</b>	<b>33.0</b>	<b>8.3</b>	<b>11.7</b>	<b>5.8</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>47.9</b>	<b>25</b>	<b>204</b>
<b>GREECE</b>																				
ATHENS	RYANAIR	S	62	0	0	0.0	0.0	4.8	21.0	48.4	19.4	3.2	0.0	3.2	0.0	0.0	64	0.0	0	0
ATHENS	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	19.4	55	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
ATHENS	WIZZ AIR UK LTD	S	63	0	0	0.0	0.0	0.0	19.0	44.4	20.6	14.3	1.6	0.0	0.0	0.0	68	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20.0</b>	<b>46.4</b>	<b>20.0</b>	<b>8.8</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>19.4</b>	<b>55</b>	<b>62</b>	
CHANIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	27	6	
CORFU	EASYJET UK LTD	S	52	0	0	0.0	0.0	38.5	38.5	21.2	1.9	0.0	0.0	0.0	0.0	0.0	22	27.7	37	46	
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	9	8	
<b>TOTAL CORFU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.7</b>	<b>36.7</b>	<b>20.0</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>21</b>	<b>36.1</b>	<b>32</b>	<b>60</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
HERAKLION	EASYJET UK LTD	S	28	0	0	0.0	10.7	42.9	17.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	39.1	43	23	
HERAKLION	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>41.4</b>	<b>17.2</b>	<b>17.2</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>25</b>	<b>42.3</b>	<b>40</b>	<b>26</b>	
KEFALLINIA	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 KEFALLINIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
MIKONOS	EASYJET UK LTD	S	18	0	0	0.0	0.0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	18.8	113	16	
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>22.2</b>	<b>102</b>	<b>18</b>	
RHODES	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	114	3	
RHODES	EASYJET UK LTD	S	16	0	2	0.0	0.0	27.8	22.2	11.1	27.8	0.0	0.0	0.0	0.0	11.1	41	26.7	46	15	
RHODES	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	11.1	22.2	27.8	33.3	5.6	0.0	0.0	0.0	0.0	58	17.6	47	17	
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>19.4</b>	<b>22.2</b>	<b>19.4</b>	<b>30.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>50</b>	<b>20.0</b>	<b>53</b>	<b>35</b>	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
SALONIKA	EASYJET UK LTD	S	24	0	2	7.7	7.7	34.6	3.8	34.6	3.8	0.0	0.0	0.0	0.0	7.7	21	34.8	49	23	
SALONIKA	TUI AIRWAYS LTD	C	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	23	0.0	0	0	
SALONIKA	WIZZ AIR UK LTD	S	36	0	0	0.0	2.8	16.7	16.7	38.9	22.2	2.8	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>5.7</b>	<b>28.6</b>	<b>10.0</b>	<b>34.3</b>	<b>14.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>35</b>	<b>36.0</b>	<b>46</b>	<b>25</b>	
SKIATHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	55	12.5	33	8	
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>12.5</b>	<b>33</b>	<b>8</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	10	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	10.0	48	10	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>10.0</b>	<b>48</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>352</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>2.0</b>	<b>21.6</b>	<b>22.2</b>	<b>32.9</b>	<b>14.6</b>	<b>4.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>44</b>	<b>29.7</b>	<b>48</b>	<b>255</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	266	0	0	2.6	15.4	40.6	17.7	16.5	1.5	2.6	3.0	0.0	0.0	0.0	27	43.8	36	271	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
BUDAPEST	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>15.4</b>	<b>40.4</b>	<b>18.0</b>	<b>16.5</b>	<b>1.5</b>	<b>2.6</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>43.8</b>	<b>36</b>	<b>271</b>	
DEBRECEN	WIZZ AIR	S	88	0	0	4.5	10.2	31.8	17.0	20.5	14.8	0.0	1.1	0.0	0.0	0.0	31	61.4	19	85	
<b>TOTAL DEBRECEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>10.2</b>	<b>31.8</b>	<b>17.0</b>	<b>20.5</b>	<b>14.8</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.4</b>	<b>19</b>	<b>85</b>	
<b>TOTAL HUNGARY</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>14.1</b>	<b>38.3</b>	<b>17.7</b>	<b>17.5</b>	<b>4.8</b>	<b>2.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>48.1</b>	<b>32</b>	<b>356</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	87.5	8	8	
KEFLAVIK	EASYJET UK LTD	S	54	0	0	9.3	38.9	42.6	5.6	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	76.1	9	46	
KEFLAVIK	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	36	
KEFLAVIK	WIZZ AIR UK LTD	S	61	0	0	3.3	19.7	26.2	16.4	14.8	8.2	8.2	3.3	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.7</b>	<b>33.9</b>	<b>11.3</b>	<b>8.7</b>	<b>5.2</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.3</b>	<b>11</b>	<b>90</b>	
<b>TOTAL ICELAND</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.7</b>	<b>33.9</b>	<b>11.3</b>	<b>8.7</b>	<b>5.2</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.3</b>	<b>11</b>	<b>90</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	62	0	0	8.1	27.4	43.5	11.3	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.4</b>	<b>43.5</b>	<b>11.3</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBLIN	RYANAIR	S	206	0	0	8.3	30.6	37.4	9.2	9.7	3.4	1.0	0.5	0.0	0.0	0.0	14	75.8	12	182	
<b>TOTAL DUBLIN</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>30.6</b>	<b>37.4</b>	<b>9.2</b>	<b>9.7</b>	<b>3.4</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.8</b>	<b>12</b>	<b>182</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	78	0	0	1.3	29.5	43.6	11.5	10.3	3.8	0.0	0.0	0.0	0.0	0.0	13	67.5	16	78	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.5</b>	<b>43.6</b>	<b>11.5</b>	<b>10.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.5</b>	<b>16</b>	<b>78</b>	
KERRY COUNTY	RYANAIR	S	62	0	0	3.2	38.7	45.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	72.6	14	60	
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>38.7</b>	<b>45.2</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>72.6</b>	<b>14</b>	<b>60</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>408</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>31.1</b>	<b>40.7</b>	<b>10.0</b>	<b>8.6</b>	<b>2.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.2</b>	<b>14</b>	<b>320</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	56.3	18	16	
TEL AVIV	EASYJET UK LTD	S	116	0	0	0.0	4.3	23.3	25.0	29.3	12.1	3.4	1.7	0.9	0.0	0.0	43	31.7	31	101	
TEL AVIV	EL AL	S	116	0	6	3.3	10.7	27.9	26.2	24.6	2.5	0.0	0.0	0.0	0.0	4.9	22	58.7	21	137	
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	10.0	51	60	
TEL AVIV	WIZZ AIR UK LTD	S	60	0	0	1.7	3.3	15.0	21.7	31.7	21.7	0.0	3.3	1.7	0.0	0.0	64	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>292</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>6.7</b>	<b>23.5</b>	<b>24.8</b>	<b>27.9</b>	<b>10.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>2.0</b>	<b>39</b>	<b>40.6</b>	<b>30</b>	<b>314</b>	
<b>TOTAL ISRAEL</b>			<b>292</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>6.7</b>	<b>23.5</b>	<b>24.8</b>	<b>27.9</b>	<b>10.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>2.0</b>	<b>39</b>	<b>40.6</b>	<b>30</b>	<b>314</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	66.7	43	3	
ALGHERO (FERTILIA)	EASYJET UK LTD	S	18	0	0	5.6	11.1	44.4	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	53.3	19	15	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.6</b>	<b>23</b>	<b>18</b>	
BARI (PALESE)	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	36.1	26	36	
BARI (PALESE)	WIZZ AIR UK LTD	S	36	0	0	0.0	2.8	33.3	30.6	16.7	11.1	0.0	5.6	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>33.3</b>	<b>30.6</b>	<b>16.7</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>37</b>	<b>36.1</b>	<b>26</b>	<b>36</b>	
BOLOGNA	RYANAIR	S	62	0	0	1.6	22.6	41.9	11.3	12.9	4.8	4.8	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>41.9</b>	<b>11.3</b>	<b>12.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</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	33.3	47	6	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	36	0	0	0.0	27.8	33.3	16.7	13.9	8.3	0.0	0.0	0.0	0.0	0.0	18	40.0	27	30	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>16.7</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>18</b>	<b>38.9</b>	<b>30</b>	<b>36</b>	
FLORENCE	VUELING AIRLINES	S	18	0	0	0.0	16.7	11.1	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	46.2	35	24	
<b>TOTAL FLORENCE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</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>26</b>	<b>46.2</b>	<b>35</b>	<b>24</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
GENOA	EASYJET UK LTD	S	26	0	0	23.1	34.6	30.8	0.0	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	91.7	4	24	
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>34.6</b>	<b>30.8</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>3</b>	<b>26</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	3	2	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</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	41.7	36	12	
MILAN (MALPENSA)	EASYJET EUROPE	S	62	0	0	0.0	11.3	32.3	30.6	19.4	6.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	24	0	4	0.0	3.6	28.6	17.9	25.0	10.7	0.0	0.0	0.0	0.0	14.3	33	32.9	56	81	
MILAN (MALPENSA)	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	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 MILAN (MALPENSA)</b>			<b>87</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>8.8</b>	<b>30.8</b>	<b>26.4</b>	<b>22.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>25</b>	<b>34.0</b>	<b>53</b>	<b>93</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	50.0	36	10	
NAPLES	EASYJET UK LTD	S	76	0	4	2.5	12.5	48.8	16.3	12.5	2.5	0.0	0.0	0.0	0.0	5.0	15	51.4	34	70	
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8	
<b>TOTAL NAPLES</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>12.5</b>	<b>48.8</b>	<b>16.3</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>5.0</b>	<b>15</b>	<b>54.5</b>	<b>32</b>	<b>88</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	50.0	43	2	
OLBIA	EASYJET UK LTD	S	26	0	0	0.0	11.5	50.0	7.7	15.4	11.5	0.0	3.8	0.0	0.0	0.0	27	33.3	46	24	
<b>TOTAL OLBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>50.0</b>	<b>7.7</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>34.6</b>	<b>45</b>	<b>26</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	50.0	14	2	
PALERMO	EASYJET UK LTD	S	26	0	0	3.8	23.1	50.0	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	14	50.0	20	24	
<b>TOTAL PALERMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>50.0</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>14</b>	<b>50.0</b>	<b>20</b>	<b>26</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	20.0	58	10	
PISA	EASYJET UK LTD	S	89	0	0	0.0	9.0	38.2	19.1	16.9	14.6	1.1	1.1	0.0	0.0	0.0	31	39.7	30	72	
<b>TOTAL PISA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.0</b>	<b>38.2</b>	<b>19.1</b>	<b>16.9</b>	<b>14.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>37.5</b>	<b>33</b>	<b>82</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	40.0	43	10	
ROME (FIUMICINO)	EASYJET UK LTD	S	57	0	4	0.0	8.2	34.4	24.6	21.3	1.6	3.3	0.0	0.0	0.0	6.6	23	45.1	35	69	
<b>TOTAL ROME (FIUMICINO)</b>			<b>57</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>8.2</b>	<b>34.4</b>	<b>24.6</b>	<b>21.3</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>23</b>	<b>44.4</b>	<b>36</b>	<b>79</b>	
TURIN	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	52.8	34	36	
<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>52.8</b>	<b>34</b>	<b>36</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	25.0	30	8	
VENICE	EASYJET UK LTD	S	62	0	0	0.0	4.8	43.5	14.5	19.4	9.7	4.8	3.2	0.0	0.0	0.0	34	31.5	35	54	
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>43.5</b>	<b>14.5</b>	<b>19.4</b>	<b>9.7</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>30.6</b>	<b>34</b>	<b>62</b>	
VERONA VILLAFRANCA	EASYJET UK LTD	S	0	0	0	0.0	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 VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>619</b>	<b>0</b>	<b>12</b>	<b>1.7</b>	<b>13.0</b>	<b>38.5</b>	<b>18.5</b>	<b>16.5</b>	<b>7.4</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>44.0</b>	<b>34</b>	<b>635</b>	
KOSOVO																					
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	11.5	50	26	
PRISTINA	WIZZ AIR UK LTD	S	36	0	0	0.0	0.0	30.6	41.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL PRISTINA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.6</b>	<b>41.7</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>30</b>	<b>11.5</b>	<b>50</b>	<b>26</b>	
<b>TOTAL KOSOVO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.6</b>	<b>41.7</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>30</b>	<b>11.5</b>	<b>50</b>	<b>26</b>	
LATVIA																					
RIGA	WIZZ AIR	S	122	0	2	27.4	37.9	25.8	2.4	1.6	0.8	0.0	2.4	0.0	0.0	1.6	10	73.4	22	124	
<b>TOTAL RIGA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>27.4</b>	<b>37.9</b>	<b>25.8</b>	<b>2.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>73.4</b>	<b>22</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>27.4</b>	<b>37.9</b>	<b>25.8</b>	<b>2.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>73.4</b>	<b>22</b>	<b>124</b>	
LITHUANIA																					
KAUNAS	RYANAIR	S	54	0	0	14.8	48.1	29.6	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	88.7	8	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	92.1	8	63	
KAUNAS	WIZZ AIR UK LTD	S	52	0	0	1.9	23.1	42.3	19.2	0.0	5.8	7.7	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL KAUNAS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>35.8</b>	<b>35.8</b>	<b>11.3</b>	<b>0.0</b>	<b>4.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.4</b>	<b>8</b>	<b>125</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	80.0	10	35	
PALANGA	WIZZ AIR UK LTD	S	36	0	0	19.4	50.0	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PALANGA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>50.0</b>	<b>27.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.0</b>	<b>10</b>	<b>35</b>	
VILNIUS	RYANAIR	S	46	0	0	2.2	15.2	43.5	8.7	10.9	17.4	0.0	0.0	2.2	0.0	0.0	42	75.0	13	44	
VILNIUS	WIZZ AIR	S	106	0	0	20.8	39.6	34.0	2.8	0.0	0.0	0.0	2.8	0.0	0.0	0.0	9	66.9	21	122	
<b>TOTAL VILNIUS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>32.2</b>	<b>36.8</b>	<b>4.6</b>	<b>3.3</b>	<b>5.3</b>	<b>0.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.0</b>	<b>19</b>	<b>166</b>	
<b>TOTAL LITHUANIA</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>35.7</b>	<b>35.4</b>	<b>6.8</b>	<b>1.7</b>	<b>4.4</b>	<b>1.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.4</b>	<b>14</b>	<b>326</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>MACEDONIA</b>																					
OHRID	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5.6	52	18	
OHRID	WIZZ AIR UK LTD	S	18	0	0	0.0	0.0	22.2	27.8	38.9	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL OHRID</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>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>5.6</b>	<b>52</b>	<b>18</b>	
SKOPJE	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	59.1	19	44	
SKOPJE	WIZZ AIR UK LTD	S	36	0	0	0.0	30.6	25.0	19.4	16.7	2.8	0.0	5.6	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL SKOPJE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>25.0</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>59.1</b>	<b>19</b>	<b>44</b>	
<b>TOTAL MACEDONIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.4</b>	<b>24.1</b>	<b>22.2</b>	<b>24.1</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>29</b>	<b>43.5</b>	<b>29</b>	<b>62</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	70	0	0	0.0	5.7	28.6	24.3	27.1	14.3	0.0	0.0	0.0	0.0	0.0	30	32.9	32	70	
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.7</b>	<b>28.6</b>	<b>24.3</b>	<b>27.1</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>30</b>	<b>32.9</b>	<b>32</b>	<b>70</b>	
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.7</b>	<b>28.6</b>	<b>24.3</b>	<b>27.1</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>30</b>	<b>32.9</b>	<b>32</b>	<b>70</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	36	0	0	0.0	11.1	69.4	8.3	8.3	2.8	0.0	0.0	0.0	0.0	0.0	13	83.3	8	36	
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>69.4</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
<b>TOTAL MOROCCO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>69.4</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	AIR NIGERIA	S	62	0	0	6.5	37.1	40.3	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	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	50.0	30	42	
AMSTERDAM	EASYJET EUROPE	S	26	0	0	0.0	7.7	11.5	38.5	26.9	15.4	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	268	0	10	1.8	20.1	40.6	13.7	12.2	5.8	1.4	0.7	0.0	0.0	3.6	20	57.4	24	264	
AMSTERDAM	VUELING AIRLINES	S	58	0	10	0.0	16.2	26.5	25.0	14.7	2.9	0.0	0.0	0.0	0.0	14.7	19	50.0	36	122	
<b>TOTAL AMSTERDAM</b>			<b>414</b>	<b>0</b>	<b>20</b>	<b>2.1</b>	<b>21.2</b>	<b>36.6</b>	<b>16.8</b>	<b>11.8</b>	<b>5.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>54.6</b>	<b>28</b>	<b>428</b>	
<b>TOTAL NETHERLANDS</b>			<b>414</b>	<b>0</b>	<b>20</b>	<b>2.1</b>	<b>21.2</b>	<b>36.6</b>	<b>16.8</b>	<b>11.8</b>	<b>5.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>54.6</b>	<b>28</b>	<b>428</b>	
<b>NORWAY</b>																					
BERGEN	WIZZ AIR UK LTD	S	36	0	0	0.0	27.8	38.9	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	0	0.0	19.2	34.6	3.8	30.8	7.7	3.8	0.0	0.0	0.0	0.0	28	88.9	9	36	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>34.6</b>	<b>3.8</b>	<b>30.8</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>28</b>	<b>88.9</b>	<b>9</b>	<b>36</b>	
GDANSK	WIZZ AIR	S	150	0	1	6.0	33.1	43.0	8.6	5.3	1.3	0.0	1.3	0.7	0.0	0.7	14	67.9	18	164	
<b>TOTAL GDANSK</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>33.1</b>	<b>43.0</b>	<b>8.6</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>67.9</b>	<b>18</b>	<b>164</b>	
KATOWICE	WIZZ AIR	S	164	0	0	17.1	37.8	26.8	6.7	3.0	1.8	0.0	6.7	0.0	0.0	0.0	21	61.3	22	167	
<b>TOTAL KATOWICE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>37.8</b>	<b>26.8</b>	<b>6.7</b>	<b>3.0</b>	<b>1.8</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.3</b>	<b>22</b>	<b>167</b>	
KRAKOW	EASYJET UK LTD	S	36	0	0	16.7	25.0	36.1	16.7	5.6	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 JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
KRAKOW	WIZZ AIR UK LTD	S	124	0	0	7.3	33.1	32.3	9.7	6.5	10.5	0.8	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>31.3</b>	<b>33.1</b>	<b>11.3</b>	<b>6.3</b>	<b>8.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	61.3	29	60	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	76	0	2	16.7	19.2	21.8	11.5	10.3	7.7	10.3	0.0	0.0	0.0	2.6	31	0.0	0	0	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>19.2</b>	<b>21.8</b>	<b>11.5</b>	<b>10.3</b>	<b>7.7</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>31</b>	<b>61.3</b>	<b>29</b>	<b>60</b>	
POZNAN	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	31	104	
POZNAN	WIZZ AIR UK LTD	S	62	0	0	4.8	14.5	21.0	17.7	8.1	14.5	11.3	8.1	0.0	0.0	0.0	63	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>14.5</b>	<b>21.0</b>	<b>17.7</b>	<b>8.1</b>	<b>14.5</b>	<b>11.3</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>53.8</b>	<b>31</b>	<b>104</b>	
RZESZOW	RYANAIR	S	24	0	2	7.7	26.9	19.2	0.0	30.8	7.7	0.0	0.0	0.0	0.0	7.7	22	46.2	30	26	
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>26.9</b>	<b>19.2</b>	<b>0.0</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>7.7</b>	<b>22</b>	<b>46.2</b>	<b>30</b>	<b>26</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	65.4	32	26	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	26	0	1	3.7	25.9	48.1	0.0	7.4	3.7	3.7	0.0	3.7	0.0	3.7	53	0.0	0	0	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>25.9</b>	<b>48.1</b>	<b>0.0</b>	<b>7.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>53</b>	<b>65.4</b>	<b>32</b>	<b>26</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	198	0	3	6.0	19.4	37.8	13.9	11.4	4.0	3.5	2.0	0.5	0.0	1.5	26	64.4	21	222	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>198</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>19.4</b>	<b>37.8</b>	<b>13.9</b>	<b>11.4</b>	<b>4.0</b>	<b>3.5</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>26</b>	<b>64.4</b>	<b>21</b>	<b>222</b>	
WROCLAW	WIZZ AIR	S	86	0	2	12.5	36.4	42.0	5.7	0.0	1.1	0.0	0.0	0.0	0.0	2.3	4	80.7	13	88	
<b>TOTAL WROCLAW</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>36.4</b>	<b>42.0</b>	<b>5.7</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>2.3</b>	<b>4</b>	<b>80.7</b>	<b>13</b>	<b>88</b>	
<b>TOTAL POLAND</b>			<b>972</b>	<b>0</b>	<b>11</b>	<b>9.6</b>	<b>28.1</b>	<b>33.8</b>	<b>9.8</b>	<b>7.8</b>	<b>4.8</b>	<b>2.5</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>23</b>	<b>65.1</b>	<b>22</b>	<b>893</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	55.0	23	20	
FARO	EASYJET UK LTD	S	161	0	0	6.8	23.6	41.0	13.0	8.7	5.0	1.9	0.0	0.0	0.0	0.0	15	64.3	21	140	
FARO	RYANAIR	S	46	0	0	0.0	19.6	50.0	17.4	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	17	40	
FARO	TUI AIRWAYS LTD	C	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	5	55.6	18	18	
<b>TOTAL FARO</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>23.3</b>	<b>42.4</b>	<b>14.3</b>	<b>9.5</b>	<b>3.8</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>64.1</b>	<b>20</b>	<b>218</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	69.6	21	23	
LISBON	EASYJET UK LTD	S	170	0	1	1.2	22.8	40.4	13.5	12.9	7.6	0.0	1.2	0.0	0.0	0.6	22	56.2	27	146	
LISBON	WIZZ AIR UK LTD	S	62	0	0	0.0	6.5	22.6	16.1	27.4	25.8	1.6	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL LISBON</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>18.5</b>	<b>35.6</b>	<b>14.2</b>	<b>16.7</b>	<b>12.4</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>58.0</b>	<b>26</b>	<b>169</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	50.0	82	4	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	34	0	0	0.0	14.7	35.3	14.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	30	40.6	42	32	
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	26	0	0	3.8	19.2	42.3	0.0	19.2	15.4	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>16.7</b>	<b>38.3</b>	<b>8.3</b>	<b>21.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>41.7</b>	<b>47</b>	<b>36</b>	
<b>TOTAL PORTUGAL</b>			<b>502</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>20.3</b>	<b>38.8</b>	<b>13.5</b>	<b>14.3</b>	<b>8.5</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>59.8</b>	<b>25</b>	<b>423</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	TUI AIRWAYS LTD	C	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	10	
<b>TOTAL FUNCHAL</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>6</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL PORTUGAL</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>6</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>REPUBLIC OF MOLDOVA</b>																					
CHISINAU (KISHINEV)	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	58.7	24	63	
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	86	0	2	6.8	21.6	31.8	14.8	13.6	5.7	2.3	1.1	0.0	0.0	2.3	22	0.0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>21.6</b>	<b>31.8</b>	<b>14.8</b>	<b>13.6</b>	<b>5.7</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>22</b>	<b>58.7</b>	<b>24</b>	<b>63</b>	
<b>TOTAL REPUBLIC OF</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>21.6</b>	<b>31.8</b>	<b>14.8</b>	<b>13.6</b>	<b>5.7</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>22</b>	<b>58.7</b>	<b>24</b>	<b>63</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	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	46.2	34	26	
BELGRADE	WIZZ AIR UK LTD	S	34	0	0	0.0	5.9	35.3	32.4	23.5	2.9	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BELGRADE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>32.4</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>46.2</b>	<b>34</b>	<b>26</b>	
<b>TOTAL REPUBLIC OF</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>32.4</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>46.2</b>	<b>34</b>	<b>26</b>	
<b>ROMANIA</b>																					
BACAU	BLUE AIR TRANSPORT AERIAN	S	52	0	0	13.5	36.5	44.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	14	62	
<b>TOTAL BACAU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>36.5</b>	<b>44.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.4</b>	<b>14</b>	<b>62</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	96	0	0	2.1	4.2	34.4	30.2	17.7	6.3	4.2	1.0	0.0	0.0	0.0	33	52.8	31	123	
BUCHAREST (OTOPENI)	WIZZ AIR	S	230	0	0	0.4	10.4	24.8	20.9	21.3	16.1	4.3	1.3	0.4	0.0	0.0	41	42.7	33	216	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>8.6</b>	<b>27.6</b>	<b>23.6</b>	<b>20.2</b>	<b>13.2</b>	<b>4.3</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>46.4</b>	<b>32</b>	<b>339</b>	
CLUJ NAPOCA	WIZZ AIR	S	166	0	2	8.9	18.5	32.7	16.1	13.7	5.4	2.4	0.6	0.6	0.0	1.2	24	52.4	30	164	
<b>TOTAL CLUJ NAPOCA</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>18.5</b>	<b>32.7</b>	<b>16.1</b>	<b>13.7</b>	<b>5.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.2</b>	<b>24</b>	<b>52.4</b>	<b>30</b>	<b>164</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	58.3	21	36	
CONSTANTA	WIZZ AIR UK LTD	S	41	0	2	7.0	27.9	16.3	16.3	14.0	9.3	2.3	2.3	0.0	0.0	4.7	28	0.0	0	0	
<b>TOTAL CONSTANTA</b>			<b>41</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>27.9</b>	<b>16.3</b>	<b>16.3</b>	<b>14.0</b>	<b>9.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>28</b>	<b>38.9</b>	<b>21</b>	<b>36</b>	
CRAIOVA	WIZZ AIR	S	80	0	0	2.5	23.8	35.0	10.0	17.5	1.3	6.3	1.3	2.5	0.0	0.0	42	64.5	16	62	
<b>TOTAL CRAIOVA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>23.8</b>	<b>35.0</b>	<b>10.0</b>	<b>17.5</b>	<b>1.3</b>	<b>6.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>64.5</b>	<b>16</b>	<b>62</b>	
IASI	BLUE AIR TRANSPORT AERIAN	S	44	0	0	4.5	38.6	50.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.4	7	44	
IASI	TAROM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.4	35	28	
IASI	WIZZ AIR	S	60	0	2	8.1	30.6	43.5	12.9	1.6	0.0	0.0	0.0	0.0	0.0	3.2	6	58.3	23	60	
<b>TOTAL IASI</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>34.0</b>	<b>46.2</b>	<b>10.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>6</b>	<b>63.4</b>	<b>20</b>	<b>132</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	33.3	45	18	
SATU MARE	WIZZ AIR UK LTD	S	36	0	0	0.0	13.9	27.8	36.1	13.9	8.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL SATU MARE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>27.8</b>	<b>36.1</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>22</b>	<b>33.3</b>	<b>45</b>	<b>18</b>	
SIBIU	WIZZ AIR	S	64	0	0	1.6	10.9	18.8	25.0	23.4	14.1	4.7	1.6	0.0	0.0	0.0	40	38.1	39	62	
<b>TOTAL SIBIU</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>10.9</b>	<b>18.8</b>	<b>25.0</b>	<b>23.4</b>	<b>14.1</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>38.1</b>	<b>39</b>	<b>62</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
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	74.2	25	62	
SUCEAVA	WIZZ AIR UK LTD	S	61	0	0	0.0	14.8	26.2	24.6	9.8	9.8	9.8	4.9	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL SUCEAVA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>26.2</b>	<b>24.6</b>	<b>9.8</b>	<b>9.8</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>74.2</b>	<b>25</b>	<b>62</b>	
TIMISOARA	WIZZ AIR	S	70	0	0	0.0	8.6	32.9	21.4	11.4	15.7	5.7	4.3	0.0	0.0	0.0	48	24.2	48	60	
<b>TOTAL TIMISOARA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>32.9</b>	<b>21.4</b>	<b>11.4</b>	<b>15.7</b>	<b>5.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>24.2</b>	<b>48</b>	<b>60</b>	
TIRGU MURES	WIZZ AIR UK LTD	S	26	0	2	0.0	10.7	53.6	17.9	10.7	0.0	0.0	0.0	0.0	0.0	7.1	13	0.0	0	0	
<b>TOTAL TIRGU MURES</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>17.9</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>7.1</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>1026</b>	<b>0</b>	<b>8</b>	<b>3.7</b>	<b>16.9</b>	<b>31.7</b>	<b>19.1</b>	<b>14.2</b>	<b>8.3</b>	<b>3.6</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>31</b>	<b>51.7</b>	<b>29</b>	<b>997</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	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	38.3	45	60	
BRATISLAVA	WIZZ AIR UK LTD	S	62	0	0	0.0	17.7	50.0	9.7	1.6	6.5	6.5	8.1	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>50.0</b>	<b>9.7</b>	<b>1.6</b>	<b>6.5</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>38.3</b>	<b>45</b>	<b>60</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	80.6	13	62	
KOSICE	WIZZ AIR UK LTD	S	62	0	0	12.9	30.6	40.3	8.1	4.8	1.6	0.0	0.0	1.6	0.0	0.0	17	0.0	0	0	
<b>TOTAL KOSICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>30.6</b>	<b>40.3</b>	<b>8.1</b>	<b>4.8</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>17</b>	<b>80.6</b>	<b>13</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	65.4	19	26	
TATRY-POPRAD	WIZZ AIR UK LTD	S	26	0	0	3.8	7.7	46.2	19.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL TATRY-POPRAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>7.7</b>	<b>46.2</b>	<b>19.2</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>65.4</b>	<b>19</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>21.3</b>	<b>45.3</b>	<b>10.7</b>	<b>5.3</b>	<b>4.7</b>	<b>2.7</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.8</b>	<b>27</b>	<b>148</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	51.4	37	35	
LJUBLJANA	WIZZ AIR UK LTD	S	36	0	0	0.0	5.6	22.2	19.4	25.0	16.7	5.6	5.6	0.0	0.0	0.0	55	0.0	0	0	
<b>TOTAL LJUBLJANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>19.4</b>	<b>25.0</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>55</b>	<b>51.4</b>	<b>37</b>	<b>35</b>	
<b>TOTAL SLOVENIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>19.4</b>	<b>25.0</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>55</b>	<b>51.4</b>	<b>37</b>	<b>35</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	56.3	32	14	
ALICANTE	EASYJET UK LTD	S	133	0	0	6.0	33.1	30.8	11.3	9.0	4.5	4.5	0.8	0.0	0.0	0.0	19	52.1	36	115	
ALICANTE	RYANAIR	S	62	0	0	19.4	22.6	38.7	4.8	8.1	3.2	1.6	1.6	0.0	0.0	0.0	15	0.0	0	0	
ALICANTE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
<b>TOTAL ALICANTE</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>29.7</b>	<b>33.3</b>	<b>9.2</b>	<b>8.7</b>	<b>4.1</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.6</b>	<b>35</b>	<b>131</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	26.1	83	23	
BARCELONA	EASYJET UK LTD	S	186	0	0	2.7	18.3	32.8	15.6	14.5	10.2	4.3	1.6	0.0	0.0	0.0	31	52.5	35	162	
BARCELONA	RYANAIR	S	62	0	0	0.0	17.7	50.0	8.1	17.7	4.8	0.0	1.6	0.0	0.0	0.0	21	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	25.0	33	6	
<b>TOTAL BARCELONA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>18.1</b>	<b>37.1</b>	<b>13.7</b>	<b>15.3</b>	<b>8.9</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>47.7</b>	<b>41</b>	<b>191</b>	
GIRONA	RYANAIR	S	28	0	0	14.3	39.3	28.6	10.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	50.0	45	24	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 GIRONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>39.3</b>	<b>28.6</b>	<b>10.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>45</b>	<b>24</b>	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	61	12	
IBIZA	EASYJET UK LTD	S	87	0	2	3.4	11.2	36.0	19.1	14.6	11.2	2.2	0.0	0.0	2.2	27	33.3	41	78	
IBIZA	TUI AIRWAYS LTD	C	13	0	0	0.0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	0.0	15	83.3	9	18	
<b>TOTAL IBIZA</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>11.8</b>	<b>36.3</b>	<b>21.6</b>	<b>13.7</b>	<b>9.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>25</b>	<b>39.8</b>	<b>38</b>	<b>108</b>	
MADRID	AIR NOSTRUM	S	0	0	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	
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	25.0	55	8	
MADRID	EASYJET UK LTD	S	63	0	0	3.2	14.3	33.3	23.8	19.0	6.3	0.0	0.0	0.0	0.0	21	46.3	41	54	
<b>TOTAL MADRID</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.3</b>	<b>33.3</b>	<b>23.8</b>	<b>19.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>44.4</b>	<b>43</b>	<b>63</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	28	10	
MAHON	EASYJET UK LTD	S	88	0	1	0.0	21.3	36.0	16.9	19.1	2.2	2.2	1.1	0.0	1.1	22	43.8	32	78	
MAHON	TUI AIRWAYS LTD	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	22	16	
<b>TOTAL MAHON</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.8</b>	<b>35.9</b>	<b>16.3</b>	<b>18.5</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>21</b>	<b>45.3</b>	<b>30</b>	<b>104</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	41.7	35	24	
MALAGA	EASYJET UK LTD	S	187	0	0	2.7	25.7	39.0	10.2	10.7	9.1	1.1	1.6	0.0	0.0	22	46.6	31	162	
MALAGA	RYANAIR	S	62	0	0	3.2	12.9	54.8	16.1	9.7	1.6	0.0	1.6	0.0	0.0	15	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	13	29.4	33	17	
<b>TOTAL MALAGA</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>22.2</b>	<b>43.3</b>	<b>11.5</b>	<b>10.7</b>	<b>7.1</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>44.6</b>	<b>31</b>	<b>203</b>	
MURCIA INTERNATIONAL	RYANAIR	S	62	0	0	6.5	25.8	30.6	21.0	11.3	4.8	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>25.8</b>	<b>30.6</b>	<b>21.0</b>	<b>11.3</b>	<b>4.8</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>	
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	46.8	39	60	
<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</b>	<b>46.8</b>	<b>39</b>	<b>60</b>	
PALMA DE MALLORCA	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
PALMA DE MALLORCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10	
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	50.0	27	24	
PALMA DE MALLORCA	EASYJET EUROPE	S	64	0	0	3.1	17.2	32.8	29.7	14.1	1.6	1.6	0.0	0.0	0.0	17	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	135	0	0	4.4	29.6	38.5	8.1	10.4	4.4	2.2	1.5	0.7	0.0	23	59.6	24	164	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	19	0	0	0.0	0.0	63.2	26.3	10.5	0.0	0.0	0.0	0.0	0.0	17	54.5	42	22	
<b>TOTAL PALMA DE MALLORCA</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>23.4</b>	<b>39.0</b>	<b>16.1</b>	<b>11.5</b>	<b>3.2</b>	<b>1.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>21</b>	<b>58.8</b>	<b>26</b>	<b>221</b>	
REUS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	83	2	
REUS	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	3	93.8	5	16	
REUS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	than 360 m late						
<b>TOTAL REUS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>52.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.9</b>	<b>9</b>	<b>28</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	66.7	26	6
SEVILLE	EASYJET UK LTD	S	37	0	0	5.4	32.4	37.8	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	22	30
<b>TOTAL SEVILLE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>32.4</b>	<b>37.8</b>	<b>24.3</b>	<b>0.0</b>	<b>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>23</b>	<b>36</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	50.0	20	4
VALENCIA	EASYJET UK LTD	S	26	0	0	7.7	23.1	65.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	17	24
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>65.4</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>6</b>	<b>64.3</b>	<b>18</b>	<b>28</b>
VIGO	AIR NOSTRUM	S	0	0	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 VIGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>9</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>1341</b>	<b>0</b>	<b>3</b>	<b>4.5</b>	<b>22.5</b>	<b>38.0</b>	<b>14.5</b>	<b>11.7</b>	<b>5.7</b>	<b>1.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>50.7</b>	<b>33</b>	<b>1203</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	100.0	6	2
ARRECIFE	EASYJET UK LTD	S	18	0	0	11.1	27.8	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	86.7	8	15
ARRECIFE	RYANAIR	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	10	18
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	50.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	66.7	17	18
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>25.0</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.4</b>	<b>11</b>	<b>53</b>
FUERTEVENTURA	RYANAIR	S	18	0	0	16.7	16.7	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	10	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	0.0	0.0	0	87.5	11	8
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>5</b>	<b>76.9</b>	<b>10</b>	<b>26</b>
LAS PALMAS	RYANAIR	S	18	0	0	11.1	22.2	55.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	94.4	9	18
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	20.0	20.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	65	50.0	17	10
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>42.9</b>	<b>10.7</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>30</b>	<b>78.6</b>	<b>12</b>	<b>28</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	33.3	57	3
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	26	0	0	19.2	34.6	30.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	24	24
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	5.6	27.8	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	18
TENERIFE (SURREINA SOFIA)	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	10
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	9.1	54.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	76	7
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>25.5</b>	<b>36.4</b>	<b>16.4</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.1</b>	<b>24</b>	<b>62</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>42.5</b>	<b>12.4</b>	<b>5.9</b>	<b>2.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.4</b>	<b>16</b>	<b>169</b>
<b>SWEDEN</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	50.0	64	6
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	18	0	0	0.0	22.2	38.9	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	30.0	51	30

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Reporting Airport: LUTON (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>35.1</b>	<b>52</b>	<b>37</b>
<b>TOTAL SWEDEN SWITZERLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>35.1</b>	<b>52</b>	<b>37</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	75.0	6	8
BALE MULHOUSE	EASYJET UK LTD	S	62	0	0	0.0	32.3	48.4	8.1	9.7	1.6	0.0	0.0	0.0	0.0	0.0	10	85.2	9	54
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.3</b>	<b>48.4</b>	<b>8.1</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>10</b>	<b>83.9</b>	<b>9</b>	<b>62</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	5.6	69	16
GENEVA	EASYJET UK LTD	S	121	0	4	0.0	20.8	40.8	20.0	11.2	4.0	0.0	0.0	0.0	0.0	3.2	15	42.6	32	106
<b>TOTAL GENEVA</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>20.8</b>	<b>40.8</b>	<b>20.0</b>	<b>11.2</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>37.3</b>	<b>37</b>	<b>122</b>
ZURICH	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	19	1
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	0.0	0.0	0.0	0	12.5	66	16
ZURICH	EASYJET UK LTD	S	114	0	2	0.9	18.1	38.8	19.0	12.1	9.5	0.0	0.0	0.0	0.0	1.7	20	49.0	32	98
<b>TOTAL ZURICH</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>18.1</b>	<b>38.8</b>	<b>19.0</b>	<b>12.1</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>43.6</b>	<b>37</b>	<b>115</b>
<b>TOTAL SWITZERLAND</b>			<b>297</b>	<b>0</b>	<b>6</b>	<b>0.3</b>	<b>22.1</b>	<b>41.6</b>	<b>17.2</b>	<b>11.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>49.2</b>	<b>31</b>	<b>299</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	12.5	50.0	0.0	25.0	0.0	12.5	0.0	0.0	184	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>184</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>184</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANKARA (ESENBOGA)	SUNEXPRESS	S	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	30.0	39	20
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>30.0</b>	<b>39</b>	<b>20</b>
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
ANTALYA	EASYJET UK LTD	S	17	0	0	0.0	0.0	29.4	29.4	29.4	11.8	0.0	0.0	0.0	0.0	0.0	33	46.7	33	14
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	21	8
ANTALYA	SUNEXPRESS	S	18	0	0	0.0	0.0	22.2	16.7	44.4	16.7	0.0	0.0	0.0	0.0	0.0	38	38.9	31	18
ANTALYA	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	55.6	30	18
ANTALYA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.4</b>	<b>24.4</b>	<b>40.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>45.9</b>	<b>29</b>	<b>60</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	11.1	55.6	11.1	16.7	0.0	0.0	5.6	0.0	0.0	0.0	34	71.4	25	14	
BODRUM (MILAS)	SUNEXPRESS	S	18	0	0	0.0	5.6	5.6	61.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	32	38.9	27	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>30.6</b>	<b>36.1</b>	<b>19.4</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>55.9</b>	<b>25</b>	<b>34</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	3	
DALAMAN	EASYJET UK LTD	S	18	0	0	5.6	16.7	33.3	5.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	21	26.7	36	15	
DALAMAN	FREEBIRD AIRLINES	C	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	30	0.0	0	0	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	31	18	
DALAMAN	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	16	10	
<b>TOTAL DALAMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>26.9</b>	<b>23.1</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>23</b>	<b>39.1</b>	<b>29</b>	<b>46</b>	
GAZIANTEP	SUNEXPRESS	S	6	0	0	0.0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	42	0.0	93	5	
<b>TOTAL GAZIANTEP</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>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>93</b>	<b>5</b>	
ISTANBUL ATATURK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	162	1	
ISTANBUL ATATURK	MNG AIRLINES	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	15	1	
<b>TOTAL ISTANBUL ATATURK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>89</b>	<b>2</b>	
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	22	0	0	0.0	9.1	45.5	31.8	4.5	9.1	0.0	0.0	0.0	0.0	0.0	22	45.5	18	22	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>31.8</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>22</b>	<b>45.5</b>	<b>18</b>	<b>22</b>	
<b>TOTAL TURKEY</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>7.5</b>	<b>29.9</b>	<b>27.9</b>	<b>24.5</b>	<b>8.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>43.2</b>	<b>31</b>	<b>189</b>	
<b>UKRAINE</b>																					
KIEV (ZHULYANY)	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	55.6	29	36	
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	34	0	0	0.0	11.8	58.8	17.6	5.9	2.9	0.0	2.9	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>58.8</b>	<b>17.6</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>29</b>	<b>36</b>	
LVOV	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	16.0	94	25	
LVOV	WIZZ AIR UK LTD	S	26	0	0	0.0	23.1	53.8	11.5	0.0	7.7	0.0	0.0	3.8	0.0	0.0	42	0.0	0	0	
<b>TOTAL LVOV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>53.8</b>	<b>11.5</b>	<b>0.0</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>42</b>	<b>16.0</b>	<b>94</b>	<b>25</b>	
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>56.7</b>	<b>15.0</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>39.3</b>	<b>56</b>	<b>61</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	66.7	1	4	
ABERDEEN	EASYJET UK LTD	S	44	0	0	0.0	25.0	50.0	13.6	9.1	2.3	0.0	0.0	0.0	0.0	0.0	12	63.2	26	38	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.6</b>	<b>24</b>	<b>42</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	64.3	17	25	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	213	0	2	7.9	32.6	34.9	8.4	7.4	6.0	0.9	0.9	0.0	0.0	0.9	17	61.3	23	182	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>213</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>32.6</b>	<b>34.9</b>	<b>8.4</b>	<b>7.4</b>	<b>6.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>61.7</b>	<b>22</b>	<b>207</b>	
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
<b>TOTAL 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>64</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	174	1	
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	50.0	43	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>33.3</b>	<b>86</b>	<b>3</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	42.3	32	24	
EDINBURGH	EASYJET UK LTD	S	196	0	0	9.7	32.7	26.0	12.2	8.2	8.7	0.5	2.0	0.0	0.0	0.0	20	55.0	24	167	
<b>TOTAL EDINBURGH</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.7</b>	<b>26.0</b>	<b>12.2</b>	<b>8.2</b>	<b>8.7</b>	<b>0.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>53.3</b>	<b>25</b>	<b>191</b>	
GATWICK	EASYJET UK LTD	S	12	0	1	0.0	0.0	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	7.7	15	36.4	49	11	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	439	1	
<b>TOTAL GATWICK</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>61.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>15</b>	<b>33.3</b>	<b>81</b>	<b>12</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	31.3	44	16	
GLASGOW	EASYJET UK LTD	S	132	0	0	8.3	34.1	22.7	14.4	12.9	4.5	3.0	0.0	0.0	0.0	0.0	19	57.6	23	116	
<b>TOTAL GLASGOW</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>34.1</b>	<b>22.7</b>	<b>14.4</b>	<b>12.9</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>25</b>	<b>132</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	79	4	
HEATHROW	EL AL	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 HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>79</b>	<b>4</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	33.3	70	12	
INVERNESS	EASYJET UK LTD	S	92	0	4	2.1	25.0	29.2	12.5	7.3	17.7	2.1	0.0	0.0	0.0	4.2	25	47.7	32	84	
INVERNESS	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
INVERNESS	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 INVERNESS</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>25.0</b>	<b>29.2</b>	<b>12.5</b>	<b>7.3</b>	<b>17.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>25</b>	<b>47.0</b>	<b>36</b>	<b>98</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	50.0	39	2	
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	16.7	27.8	27.8	5.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	50.0	27	15	
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>50.0</b>	<b>29</b>	<b>17</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	75.0	12	8	
JERSEY	EASYJET UK LTD	S	63	0	1	6.3	23.4	29.7	25.0	9.4	3.1	1.6	0.0	0.0	0.0	1.6	17	64.8	22	54	
<b>TOTAL JERSEY</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>23.4</b>	<b>29.7</b>	<b>25.0</b>	<b>9.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>66.1</b>	<b>20</b>	<b>62</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	3	0	0	0.0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	84	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>84</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	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	2	1	
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	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 MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>	

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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 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	45	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>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
<b>TOTAL 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>40</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	100.0	0	1
STANSTED	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	21	33.3	61	3
<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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>46</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>776</b>	<b>0</b>	<b>8</b>	<b>7.1</b>	<b>29.8</b>	<b>30.5</b>	<b>12.6</b>	<b>8.9</b>	<b>7.5</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>56.0</b>	<b>27</b>	<b>776</b>
<b>TOTAL LUTON</b>			<b>10595</b>	<b>0</b>	<b>106</b>	<b>4.7</b>	<b>20.6</b>	<b>34.9</b>	<b>15.5</b>	<b>13.5</b>	<b>6.8</b>	<b>1.8</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>24</b>	<b>53.4</b>	<b>28</b>	<b>10029</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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>AUSTRIA</b>																					
INNSBRUCK	FLYBE LTD	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	46	18.8	60	16	
INNSBRUCK	TYROL AIR AMBULANCE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>18.8</b>	<b>60</b>	<b>16</b>	
SALZBURG	FLYBE LTD	C	18	0	0	0.0	27.8	50.0	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	43.8	23	16	
SALZBURG	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	100.0	3	8	
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>50.0</b>	<b>11.1</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.5</b>	<b>16</b>	<b>24</b>	
VIENNA	AUSTRIAN AIRLINES	S	61	0	1	0.0	14.5	56.5	11.3	8.1	4.8	3.2	0.0	0.0	0.0	1.6	19	71.0	14	60	
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	75.0	6	4	
VIENNA	EASYJET UK LTD	S	26	0	0	0.0	50.0	30.8	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	15	22	
<b>TOTAL VIENNA</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>48.9</b>	<b>10.2</b>	<b>9.1</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>72.2</b>	<b>14</b>	<b>86</b>	
<b>TOTAL AUSTRIA</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.6</b>	<b>47.4</b>	<b>11.3</b>	<b>9.8</b>	<b>5.3</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>63.8</b>	<b>20</b>	<b>126</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	11.1	33.3	33.3	5.6	0.0	5.6	0.0	5.6	5.6	0.0	0.0	46	100.0	1	18	
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN 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	13	2	
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	8	0	0	12.5	12.5	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	75.0	13	8	
<b>TOTAL MINSK INT'L</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.0</b>	<b>13</b>	<b>10</b>	
<b>TOTAL BELARUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.0</b>	<b>13</b>	<b>10</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	167	0	2	0.6	3.6	51.5	16.0	13.0	9.5	4.7	0.0	0.0	0.0	1.2	28	47.3	28	159	
BRUSSELS	ETHIOPIAN AIRLINES	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>169</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>3.5</b>	<b>51.5</b>	<b>15.8</b>	<b>13.5</b>	<b>9.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>28</b>	<b>47.3</b>	<b>28</b>	<b>159</b>	
CHARLEROI	RYANAIR	S	108	0	0	1.9	40.7	37.0	11.1	4.6	2.8	0.0	0.9	0.9	0.0	0.0	19	64.2	23	100	
<b>TOTAL CHARLEROI</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.7</b>	<b>37.0</b>	<b>11.1</b>	<b>4.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.2</b>	<b>23</b>	<b>100</b>	
<b>TOTAL BELGIUM</b>			<b>277</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>17.9</b>	<b>45.9</b>	<b>14.0</b>	<b>10.0</b>	<b>6.8</b>	<b>2.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>24</b>	<b>53.9</b>	<b>26</b>	<b>259</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	26	0	0	11.5	15.4	26.9	19.2	23.1	3.8	0.0	0.0	0.0	0.0	0.0	19	65.4	13	26	
BURGAS	JET2.COM LTD	S	36	0	0	0.0	16.7	58.3	13.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	17.9	42.9	17.9	3.6	7.1	0.0	0.0	7.1	0.0	0.0	49	64.7	24	34	
BURGAS	TUI AIRWAYS LTD	C	36	0	0	8.3	13.9	50.0	8.3	8.3	2.8	8.3	0.0	0.0	0.0	0.0	23	62.9	16	35	
<b>TOTAL BURGAS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>15.9</b>	<b>46.0</b>	<b>14.3</b>	<b>11.1</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>64.2</b>	<b>18</b>	<b>95</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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
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	9	2
SOFIA	EASYJET UK LTD	S	26	0	0	0.0	11.5	46.2	19.2	11.5	11.5	0.0	0.0	0.0	0.0	0.0	20	79.2	12	24
<b>TOTAL SOFIA</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>20</b>	<b>80.8</b>	<b>12</b>	<b>26</b>
VARNA	BH AIR	C	8	0	0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	8
VARNA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	70.0	16	10
VARNA	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	33	8
<b>TOTAL VARNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>7.7</b>	<b>57.7</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>18</b>	<b>26</b>
<b>TOTAL BULGARIA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>14.0</b>	<b>47.8</b>	<b>14.6</b>	<b>11.8</b>	<b>3.9</b>	<b>1.7</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.7</b>	<b>17</b>	<b>147</b>
<b>CANADA</b>																				
TORONTO	AIR CANADA	S	54	0	0	1.9	7.4	16.7	14.8	27.8	22.2	7.4	1.9	0.0	0.0	0.0	51	18.2	75	44
TORONTO	AIR TRANSAT	S	44	0	0	2.3	20.5	45.5	11.4	13.6	2.3	0.0	4.5	0.0	0.0	0.0	24	45.5	49	44
<b>TOTAL TORONTO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>13.3</b>	<b>29.6</b>	<b>13.3</b>	<b>21.4</b>	<b>13.3</b>	<b>4.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>31.8</b>	<b>62</b>	<b>88</b>
VANCOUVER	AIR TRANSAT	S	28	0	0	3.6	17.9	42.9	25.0	3.6	0.0	0.0	7.1	0.0	0.0	0.0	25	46.2	30	26
<b>TOTAL VANCOUVER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>42.9</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>46.2</b>	<b>30</b>	<b>26</b>
<b>TOTAL CANADA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.3</b>	<b>32.5</b>	<b>15.9</b>	<b>17.5</b>	<b>10.3</b>	<b>3.2</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>35.1</b>	<b>55</b>	<b>114</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	15.4	19.2	23.1	7.7	15.4	11.5	7.7	0.0	0.0	0.0	0.0	29	71.4	14	28
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>19.2</b>	<b>23.1</b>	<b>7.7</b>	<b>15.4</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>71.4</b>	<b>14</b>	<b>28</b>
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	11	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</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>19</b>	<b>66.7</b>	<b>11</b>	<b>18</b>
<b>TOTAL CAPE VERDE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>27.3</b>	<b>11.4</b>	<b>22.7</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>25</b>	<b>69.6</b>	<b>12</b>	<b>46</b>
<b>CHINA</b>																				
BEIJING	HAINAN AIRLINES	S	34	0	0	20.6	35.3	23.5	8.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	14	36
<b>TOTAL BEIJING</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>35.3</b>	<b>23.5</b>	<b>8.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>14</b>	<b>36</b>
SHANGHAI (PU DONG)	ATLAS AIR INC	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>34.3</b>	<b>22.9</b>	<b>11.4</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>14</b>	<b>36</b>
<b>CROATIA</b>																				
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2
DUBROVNIK	EASYJET UK LTD	S	18	0	0	5.6	16.7	33.3	5.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	23	0.0	55	14
DUBROVNIK	JET2.COM LTD	S	42	0	0	4.8	16.7	45.2	26.2	4.8	0.0	0.0	0.0	2.4	0.0	0.0	20	77.8	19	36
DUBROVNIK	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	55.6	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	72.2	13	18
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	12.5	50.0	6.3	25.0	0.0	6.3	0.0	0.0	0.0	0.0	25	66.7	16	18
<b>TOTAL DUBROVNIK</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>13.8</b>	<b>45.7</b>	<b>17.0</b>	<b>14.9</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.4</b>	<b>23</b>	<b>88</b>
PULA	JET2.COM LTD	S	26	0	0	0.0	30.8	53.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	18	28

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
PULA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	7	18
<b>TOTAL PULA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>52.3</b>	<b>11.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>67.4</b>	<b>14</b>	<b>46</b>
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
SPLIT	EASYJET UK LTD	S	26	0	0	0.0	15.4	34.6	19.2	19.2	7.7	3.8	0.0	0.0	0.0	0.0	28	66.7	24	24
SPLIT	JET2.COM LTD	S	26	0	0	7.7	19.2	42.3	19.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	15	80.8	8	26
SPLIT	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	53.8	26.9	11.5	3.8	0.0	0.0	0.0	0.0	0.0	18	57.7	40	26
SPLIT	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	15	18	
<b>TOTAL SPLIT</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>16.7</b>	<b>46.9</b>	<b>18.8</b>	<b>9.4</b>	<b>5.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.8</b>	<b>22</b>	<b>96</b>	
ZADAR	RYANAIR	S	18	0	0	0.0	11.1	38.9	11.1	22.2	5.6	11.1	0.0	0.0	0.0	0.0	38	55.6	28	18
ZADAR	TITAN AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	32	20.0	70	10
<b>TOTAL ZADAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>42.9</b>	<b>43</b>	<b>28</b>	
<b>TOTAL CROATIA</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.3</b>	<b>47.3</b>	<b>15.8</b>	<b>11.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>19</b>	<b>63.2</b>	<b>23</b>	<b>258</b>	
CUBA																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	57.1	35	7
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</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>19</b>	<b>57.1</b>	<b>35</b>	<b>7</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	8	0	0	37.5	12.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	72.2	18	18
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>18</b>	<b>18</b>	
SANTA CLARA	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	55.6	50	9	
<b>TOTAL SANTA CLARA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>50</b>	<b>9</b>	
VARADERO	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	55	62.5	16	8	
<b>TOTAL VARADERO</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>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
<b>TOTAL CUBA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>12.5</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>64.3</b>	<b>27</b>	<b>42</b>	
CYPRUS																				
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	62.5	17	16	
LARNACA	JET2.COM LTD	S	45	0	0	4.4	8.9	35.6	22.2	26.7	2.2	0.0	0.0	0.0	0.0	21	68.6	15	35	
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	7.7	57.7	15.4	7.7	11.5	0.0	0.0	0.0	0.0	20	23.1	52	26	
LARNACA	TUI AIRWAYS LTD	C	44	0	0	0.0	11.4	25.0	20.5	20.5	18.2	4.5	0.0	0.0	0.0	39	59.1	24	44	
<b>TOTAL LARNACA</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>9.6</b>	<b>36.5</b>	<b>20.0</b>	<b>20.0</b>	<b>10.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>54.5</b>	<b>27</b>	<b>121</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	87.5	36	8	
PAPHOS	EASYJET UK LTD	S	62	0	1	0.0	12.7	39.7	22.2	9.5	14.3	0.0	0.0	0.0	1.6	25	41.1	33	55	
PAPHOS	JET2.COM LTD	S	62	0	1	1.6	6.3	33.3	23.8	23.8	1.6	4.8	1.6	1.6	0.0	49	74.1	15	54	
PAPHOS	THOMAS COOK AIRLINES LTD	S	27	0	0	0.0	11.1	40.7	11.1	18.5	14.8	3.7	0.0	0.0	0.0	33	47.1	40	17	
PAPHOS	TUI AIRWAYS LTD	C	52	0	0	1.9	5.8	36.5	19.2	21.2	11.5	3.8	0.0	0.0	0.0	34	32.6	31	43	
<b>TOTAL PAPHOS</b>			<b>203</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>8.8</b>	<b>37.1</b>	<b>20.5</b>	<b>18.0</b>	<b>9.8</b>	<b>2.9</b>	<b>0.5</b>	<b>0.5</b>	<b>1.0</b>	<b>36</b>	<b>51.7</b>	<b>28</b>	<b>177</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL CYPRUS</b>			<b>318</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>9.1</b>	<b>36.9</b>	<b>20.3</b>	<b>18.8</b>	<b>10.0</b>	<b>2.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>33</b>	<b>52.8</b>	<b>27</b>	<b>298</b>	
<b>CZECH REPUBLIC</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	16.7	40	6	
<b>PRAGUE</b>	EASYJET UK LTD	S	62	0	0	0.0	12.9	35.5	16.1	16.1	14.5	4.8	0.0	0.0	0.0	0.0	32	34.8	33	46	
<b>PRAGUE</b>	JET2.COM LTD	S	34	0	0	0.0	26.5	38.2	26.5	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	52.8	66	36	
<b>TOTAL PRAGUE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>36.5</b>	<b>19.8</b>	<b>13.5</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>25</b>	<b>40.9</b>	<b>47</b>	<b>88</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>36.5</b>	<b>19.8</b>	<b>13.5</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>25</b>	<b>40.9</b>	<b>47</b>	<b>88</b>	
<b>DENMARK</b>																					
<b>BILLUND</b>	BRITISH AIRWAYS PLC	S	73	0	0	4.1	56.2	28.8	2.7	5.5	2.7	0.0	0.0	0.0	0.0	0.0	6	90.4	4	73	
<b>BILLUND</b>	RYANAIR	S	36	0	0	30.6	25.0	30.6	0.0	5.6	8.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BILLUND</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>45.9</b>	<b>29.4</b>	<b>1.8</b>	<b>5.5</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.4</b>	<b>4</b>	<b>73</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	66.7	9	10	
<b>COPENHAGEN</b>	EASYJET UK LTD	S	94	0	2	5.2	39.6	32.3	9.4	5.2	5.2	1.0	0.0	0.0	0.0	2.1	12	80.2	18	86	
<b>COPENHAGEN</b>	SAS	S	116	0	0	2.6	25.9	50.0	12.1	5.2	4.3	0.0	0.0	0.0	0.0	0.0	11	70.0	15	92	
<b>TOTAL COPENHAGEN</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>32.1</b>	<b>42.0</b>	<b>10.8</b>	<b>5.2</b>	<b>4.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>74.2</b>	<b>16</b>	<b>188</b>	
<b>TOTAL DENMARK</b>			<b>319</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>36.8</b>	<b>37.7</b>	<b>7.8</b>	<b>5.3</b>	<b>4.7</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>78.6</b>	<b>13</b>	<b>261</b>	
<b>DOMINICAN REPUBLIC</b>																					
<b>PUERTO PLATA</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	62.5	12	8	
<b>TOTAL PUERTO PLATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>12</b>	<b>8</b>	
<b>PUNTA CANA</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	27.8	38.9	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	53.8	36	26	
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	31	18	
<b>TOTAL PUNTA CANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>36.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.8</b>	<b>34</b>	<b>44</b>	
<b>TOTAL DOMINICAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>36.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>57.7</b>	<b>31</b>	<b>52</b>	
<b>EGYPT</b>																					
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	62	0	0	14.5	14.5	53.2	8.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	72.7	13	44	
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	28	0	0	0.0	10.7	39.3	32.1	17.9	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	16	18	
<b>TOTAL HURGHADA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>13.3</b>	<b>48.9</b>	<b>15.6</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
<b>TOTAL EGYPT</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>13.3</b>	<b>48.9</b>	<b>15.6</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
<b>ETHIOPIA</b>																					
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	34	0	0	0.0	5.9	47.1	26.5	11.8	5.9	2.9	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL ADDIS ABABA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>47.1</b>	<b>26.5</b>	<b>11.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ETHIOPIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>47.1</b>	<b>26.5</b>	<b>11.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
<b>HELSINKI</b>	FINNAIR	S	124	0	0	5.6	23.4	41.1	22.6	5.6	1.6	0.0	0.0	0.0	0.0	0.0	11	80.6	11	123	
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>23.4</b>	<b>41.1</b>	<b>22.6</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>11</b>	<b>80.6</b>	<b>11</b>	<b>123</b>	
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>23.4</b>	<b>41.1</b>	<b>22.6</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>11</b>	<b>80.6</b>	<b>11</b>	<b>123</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>																				
BASTIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
BASTIA	EASYJET UK LTD	S	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	62.5	21	8
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>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>23</b>	<b>70.0</b>	<b>18</b>	<b>10</b>
BERGERAC	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BERGERAC	JET2.COM LTD	S	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	14	100.0	2	8
<b>TOTAL BERGERAC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
BEZIERS	RYANAIR	S	26	0	0	0.0	50.0	38.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	61.1	17	18
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>17</b>	<b>18</b>
BORDEAUX	EASYJET UK LTD	S	18	0	0	5.6	16.7	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
BORDEAUX	RYANAIR	S	18	0	0	0.0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>47.2</b>	<b>22.2</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CALVI	FLYBE LTD	C	8	0	0	12.5	0.0	50.0	12.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	91	40.0	28	10
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>40.0</b>	<b>28</b>	<b>10</b>
CARCASSONNE	RYANAIR	S	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	39.3	24	28
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>39.3</b>	<b>24</b>	<b>28</b>
LA ROCHELLE	FLYBE LTD	S	6	0	2	12.5	0.0	0.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	25.0	37	37.5	42	16
LA ROCHELLE	JET2.COM LTD	S	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	0	0
<b>TOTAL LA ROCHELLE</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>17</b>	<b>37.5</b>	<b>42</b>	<b>16</b>
LIMOGES	RYANAIR	S	26	0	0	0.0	3.8	34.6	30.8	26.9	3.8	0.0	0.0	0.0	0.0	0.0	25	39.3	27	28
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>34.6</b>	<b>30.8</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>39.3</b>	<b>27</b>	<b>28</b>
LYON	FLYBE LTD	S	62	0	0	0.0	16.1	33.9	8.1	17.7	17.7	3.2	3.2	0.0	0.0	0.0	41	65.9	22	44
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>33.9</b>	<b>8.1</b>	<b>17.7</b>	<b>17.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>65.9</b>	<b>22</b>	<b>44</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	50.0	15	2
MARSEILLE	EASYJET UK LTD	S	18	0	0	0.0	22.2	16.7	16.7	22.2	0.0	16.7	5.6	0.0	0.0	0.0	52	31.3	45	16
MARSEILLE	RYANAIR	S	18	0	0	0.0	0.0	44.4	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL MARSEILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>30.6</b>	<b>22.2</b>	<b>19.4</b>	<b>2.8</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.3</b>	<b>41</b>	<b>18</b>
MONTPELLIER	SIAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	785	2
<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>785</b>	<b>2</b>
NANTES	FLYBE LTD	S	16	0	2	5.6	27.8	22.2	11.1	0.0	16.7	5.6	0.0	0.0	0.0	11.1	35	78.6	13	28
NANTES	RYANAIR	S	18	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>19.4</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>30</b>	<b>78.6</b>	<b>13</b>	<b>28</b>
NICE	BRITISH AIRWAYS PLC	S	16	0	0	0.0	18.8	12.5	37.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	35	38.9	28	17
NICE	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NICE	EASYJET UK LTD	S	26	0	0	0.0	23.1	38.5	3.8	11.5	11.5	11.5	0.0	0.0	0.0	0.0	37	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	JET2.COM LTD	S	42	0	0	0.0	19.0	50.0	14.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	54.5	27	44	
<b>TOTAL NICE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.2</b>	<b>39.3</b>	<b>15.5</b>	<b>14.3</b>	<b>4.8</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.8</b>	<b>27</b>	<b>62</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	184	0	0	3.3	33.7	39.1	14.7	6.0	1.1	2.2	0.0	0.0	0.0	0.0	12	75.3	12	184	
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	60.0	36	10	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	80	0	0	1.3	26.3	41.3	12.5	11.3	6.3	1.3	0.0	0.0	0.0	0.0	17	60.0	20	68	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	229	0	3	0.0	12.5	44.0	15.1	15.5	7.3	1.7	2.6	0.0	0.0	1.3	28	61.7	23	230	
PARIS (CHARLES DE GAULLE)	UNITED 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	17	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>494</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>22.5</b>	<b>41.6</b>	<b>14.7</b>	<b>11.3</b>	<b>4.8</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>66.5</b>	<b>18</b>	<b>492</b>	
POITIERS	RYANAIR	S	18	0	0	5.6	33.3	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL POITIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RENNES	FLYBE LTD	S	18	0	0	0.0	22.2	38.9	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	61.1	32	18	
<b>TOTAL RENNES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>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>24</b>	<b>61.1</b>	<b>32</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	25	0.0	160	4	
TARBES-LOURDES INTERNATIONAL	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	65	1	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1	
TARBES-LOURDES INTERNATIONAL	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>120</b>	<b>7</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	42	0	0	0.0	23.8	38.1	9.5	7.1	9.5	7.1	4.8	0.0	0.0	0.0	37	77.4	22	62	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>38.1</b>	<b>9.5</b>	<b>7.1</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>37</b>	<b>77.4</b>	<b>22</b>	<b>62</b>	
<b>TOTAL FRANCE</b>			<b>938</b>	<b>0</b>	<b>7</b>	<b>1.5</b>	<b>21.2</b>	<b>40.1</b>	<b>14.2</b>	<b>12.4</b>	<b>6.0</b>	<b>2.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>24</b>	<b>62.6</b>	<b>24</b>	<b>851</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	19	16	
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.0	26	98	
BERLIN (SCHONEFELD)	RYANAIR	S	62	0	0	22.6	41.9	27.4	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	66.1	19	62	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>41.9</b>	<b>27.4</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.8</b>	<b>23</b>	<b>176</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	110	0	6	4.3	33.6	37.1	10.3	7.8	1.7	0.0	0.0	0.0	0.0	5.2	10	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>110</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>33.6</b>	<b>37.1</b>	<b>10.3</b>	<b>7.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COLOGNE BONN	RYANAIR	S	52	0	0	5.8	46.2	40.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	66.1	13	60	
<b>TOTAL COLOGNE BONN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>46.2</b>	<b>40.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.1</b>	<b>13</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	162	0	0	3.1	27.8	48.8	9.9	8.6	1.9	0.0	0.0	0.0	0.0	0.0	10	58.8	22	159
DUSSELDORF	FLYBE LTD	S	204	0	2	1.9	22.8	44.2	8.3	10.2	9.2	1.5	1.0	0.0	0.0	1.0	22	74.4	17	159
<b>TOTAL DUSSELDORF</b>			<b>366</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>25.0</b>	<b>46.2</b>	<b>9.0</b>	<b>9.5</b>	<b>6.0</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>66.6</b>	<b>19</b>	<b>318</b>
FRANKFURT MAIN	LUFTHANSA	S	298	0	2	0.0	15.3	51.7	18.3	10.3	3.0	0.7	0.0	0.0	0.0	0.7	15	70.3	14	298
FRANKFURT MAIN	RYANAIR	S	46	0	0	0.0	8.7	45.7	19.6	17.4	4.3	2.2	2.2	0.0	0.0	0.0	27	13.6	53	44
FRANKFURT MAIN	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL FRANKFURT MAIN</b>			<b>344</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.5</b>	<b>50.9</b>	<b>18.5</b>	<b>11.3</b>	<b>3.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>63.2</b>	<b>19</b>	<b>343</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	37.5	19	8
HAMBURG	EASYJET UK LTD	S	54	0	0	0.0	13.0	24.1	20.4	25.9	16.7	0.0	0.0	0.0	0.0	0.0	32	39.1	42	46
HAMBURG	RYANAIR	S	62	0	0	1.6	22.6	64.5	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	85.5	11	62
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>18.1</b>	<b>45.7</b>	<b>12.1</b>	<b>13.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.8</b>	<b>24</b>	<b>116</b>
HANOVER	FLYBE LTD	S	36	0	0	0.0	8.3	33.3	13.9	25.0	8.3	5.6	5.6	0.0	0.0	0.0	45	40.7	42	52
<b>TOTAL HANOVER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>13.9</b>	<b>25.0</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>40.7</b>	<b>42</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	50.0	24	4
MUNICH	EASYJET UK LTD	S	42	0	0	0.0	21.4	38.1	19.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	60.0	20	40
MUNICH	LUFTHANSA	S	178	0	0	0.6	18.5	52.8	14.0	11.2	1.7	1.1	0.0	0.0	0.0	0.0	14	63.2	17	167
<b>TOTAL MUNICH</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>19.1</b>	<b>50.0</b>	<b>15.0</b>	<b>11.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.0</b>	<b>18</b>	<b>211</b>
NUREMBERG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.9	19	44
<b>TOTAL NUREMBERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.9</b>	<b>19</b>	<b>44</b>
STUTTGART	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	52.3	37	44
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.3</b>	<b>37</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>1306</b>	<b>0</b>	<b>10</b>	<b>2.5</b>	<b>22.6</b>	<b>45.7</b>	<b>12.7</b>	<b>10.4</b>	<b>4.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>63.8</b>	<b>21</b>	<b>1364</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	100.0	2	4
GIBRALTAR	EASYJET UK LTD	S	26	0	0	0.0	30.8	46.2	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	81.8	9	22
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	26	0	0	0.0	7.7	38.5	26.9	26.9	0.0	0.0	0.0	0.0	0.0	0.0	21	32.1	31	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	40.0	18	5
ATHENS	EASYJET UK LTD	S	43	0	0	0.0	7.0	37.2	20.9	18.6	9.3	7.0	0.0	0.0	0.0	0.0	33	22.6	40	31
<b>TOTAL ATHENS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.2</b>	<b>37.7</b>	<b>23.2</b>	<b>21.7</b>	<b>5.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>28.1</b>	<b>34</b>	<b>64</b>
CHANIA	JET2.COM LTD	S	17	0	1	11.1	11.1	55.6	0.0	5.6	11.1	0.0	0.0	0.0	0.0	5.6	15	0.0	0	0
CHANIA	RYANAIR	S	26	0	0	0.0	0.0	11.5	30.8	38.5	19.2	0.0	0.0	0.0	0.0	0.0	40	19.2	56	26
CHANIA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	27.8	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	24	44.4	30	18

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL CHANIA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>9.7</b>	<b>29.0</b>	<b>21.0</b>	<b>22.6</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>28</b>	<b>29.5</b>	<b>45</b>	<b>44</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	0	0	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	
CORFU	EASYJET UK LTD	S	45	0	0	0.0	4.4	22.2	17.8	33.3	17.8	4.4	0.0	0.0	0.0	0.0	40	41.0	30	39	
CORFU	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.7	35	15	
CORFU	JET2.COM LTD	S	36	0	0	2.8	13.9	36.1	30.6	13.9	2.8	0.0	0.0	0.0	0.0	0.0	16	79.3	12	29	
CORFU	RYANAIR	S	16	0	0	0.0	0.0	12.5	50.0	12.5	12.5	6.3	6.3	0.0	0.0	0.0	49	38.9	32	18	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	61.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	60.7	31	28	
CORFU	TUI AIRWAYS LTD	C	36	0	0	0.0	16.7	38.9	13.9	5.6	16.7	5.6	2.8	0.0	0.0	0.0	39	52.6	19	38	
<b>TOTAL CORFU</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>15.9</b>	<b>29.8</b>	<b>21.2</b>	<b>16.6</b>	<b>11.3</b>	<b>3.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>53.5</b>	<b>25</b>	<b>172</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	3	
HERAKLION	EASYJET UK LTD	S	34	0	0	0.0	20.6	26.5	23.5	8.8	20.6	0.0	0.0	0.0	0.0	0.0	28	41.9	30	31	
HERAKLION	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	90.0	4	10	
HERAKLION	JET2.COM LTD	S	57	0	0	3.5	15.8	24.6	19.3	28.1	8.8	0.0	0.0	0.0	0.0	0.0	25	45.5	24	54	
HERAKLION	THOMAS COOK AIRLINES LTD	S	30	0	0	0.0	16.7	6.7	26.7	16.7	20.0	10.0	0.0	3.3	0.0	0.0	63	51.4	22	35	
HERAKLION	TUI AIRWAYS LTD	C	34	0	0	2.9	14.7	38.2	32.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	17	44.4	37	36	
<b>TOTAL HERAKLION</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>16.8</b>	<b>24.5</b>	<b>24.5</b>	<b>16.8</b>	<b>12.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>47.6</b>	<b>27</b>	<b>169</b>	
KALAMATA	EASYJET UK LTD	S	18	0	0	0.0	22.2	44.4	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
KALAMATA	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	12.5	37.5	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	13	55.0	19	20	
<b>TOTAL KALAMATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>41.2</b>	<b>23.5</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.0</b>	<b>19</b>	<b>20</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	27	62.5	13	8	
KAVALA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	18	10	
<b>TOTAL KAVALA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>15</b>	<b>18</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
KEFALLINIA	EASYJET UK LTD	S	18	0	0	5.6	11.1	44.4	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	37.5	38	16	
KEFALLINIA	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	10.0	46	10	
KEFALLINIA	FLYBE LTD	C	7	0	0	0.0	0.0	28.6	28.6	28.6	0.0	0.0	14.3	0.0	0.0	0.0	44	75.0	17	8	
KEFALLINIA	JET2.COM LTD	S	28	0	0	0.0	21.4	32.1	28.6	17.9	0.0	0.0	0.0	0.0	0.0	0.0	17	73.1	13	26	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	33.3	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	44.4	28	18	
KEFALLINIA	TUI AIRWAYS LTD	C	36	0	0	0.0	11.1	36.1	30.6	19.4	2.8	0.0	0.0	0.0	0.0	0.0	21	57.9	23	38	
<b>TOTAL KEFALLINIA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>14.0</b>	<b>35.5</b>	<b>23.4</b>	<b>20.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>54.2</b>	<b>25</b>	<b>118</b>	
KOS	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	55.6	18	9	
KOS	JET2.COM LTD	S	26	0	0	0.0	3.8	46.2	34.6	7.7	7.7	0.0	0.0	0.0	0.0	0.0	20	42.9	23	28	
KOS	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	17.9	42.9	17.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	45.9	35	37	
KOS	TUI AIRWAYS LTD	C	39	0	0	0.0	7.7	30.8	23.1	23.1	7.7	2.6	5.1	0.0	0.0	0.0	41	50.0	25	40	
<b>TOTAL KOS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>38.7</b>	<b>24.7</b>	<b>18.3</b>	<b>5.4</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>47.4</b>	<b>27</b>	<b>114</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
MIKONOS	BRITISH AIRWAYS PLC	S	9	0	1	0.0	0.0	20.0	0.0	20.0	30.0	10.0	10.0	0.0	0.0	10.0	91	0.0	129	8	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
MIKONOS	EASYJET UK LTD	S	17	0	0	0.0	11.8	17.6	29.4	17.6	17.6	5.9	0.0	0.0	0.0	0.0	34	7.1	69	14	
MIKONOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	50.0	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	58	20.0	64	10	
<b>TOTAL MIKONOS</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.7</b>	<b>25.7</b>	<b>14.3</b>	<b>14.3</b>	<b>25.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>55</b>	<b>11.8</b>	<b>79</b>	<b>34</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	22	8	
<b>TOTAL MYTILINI</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>10</b>	<b>25.0</b>	<b>22</b>	<b>8</b>	
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	22	4	
PREVEZA	EASYJET UK LTD	S	17	0	0	5.9	5.9	17.6	5.9	29.4	23.5	11.8	0.0	0.0	0.0	0.0	49	50.0	42	14	
PREVEZA	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	8	
PREVEZA	FLYBE LTD	C	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	15	10	
PREVEZA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	0.0	43.8	31.3	12.5	0.0	12.5	0.0	0.0	0.0	0.0	34	44.4	41	18	
PREVEZA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	17	10	
<b>TOTAL PREVEZA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>6.1</b>	<b>38.8</b>	<b>16.3</b>	<b>20.4</b>	<b>8.2</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>53.1</b>	<b>29</b>	<b>64</b>	
RHODES	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	81.3	10	16	
RHODES	JET2.COM LTD	S	56	0	0	0.0	7.1	35.7	17.9	25.0	12.5	0.0	0.0	1.8	0.0	0.0	48	57.4	22	54	
RHODES	RYANAIR	S	18	0	0	0.0	11.1	44.4	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	50.0	26	18	
RHODES	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	0.0	28.6	21.4	28.6	21.4	0.0	0.0	0.0	0.0	0.0	36	37.0	33	27	
RHODES	TUI AIRWAYS LTD	C	45	0	0	4.4	4.4	15.6	20.0	31.1	20.0	0.0	4.4	0.0	0.0	0.0	47	54.5	30	44	
RHODES	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL RHODES</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>5.4</b>	<b>29.3</b>	<b>19.0</b>	<b>26.5</b>	<b>16.3</b>	<b>0.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>54.4</b>	<b>25</b>	<b>160</b>	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
SALONIKA	EASYJET UK LTD	S	28	0	0	0.0	0.0	53.6	39.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	16	50.0	16	22	
SALONIKA	JET2.COM LTD	S	26	0	0	0.0	3.8	50.0	26.9	11.5	7.7	0.0	0.0	0.0	0.0	0.0	22	73.1	10	26	
SALONIKA	RYANAIR	S	18	0	0	0.0	5.6	33.3	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
SALONIKA	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	55.6	17	18	
SALONIKA	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	38.9	5.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	21	83.3	10	18	
<b>TOTAL SALONIKA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>45.2</b>	<b>29.0</b>	<b>8.6</b>	<b>7.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>67.0</b>	<b>13</b>	<b>88</b>	
SKIATHOS	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	12.5	47	8	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	7.7	42.3	15.4	26.9	0.0	0.0	0.0	0.0	0.0	0.0	19	76.9	9	26	
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	33.3	38.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	22	18	
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>4.5</b>	<b>38.6</b>	<b>25.0</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>22</b>	<b>57.7</b>	<b>19</b>	<b>52</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	0	0	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	52	5	
THIRA (SANTORINI)	EASYJET UK LTD	S	28	0	0	0.0	10.7	46.4	10.7	21.4	10.7	0.0	0.0	0.0	0.0	0.0	23	54.2	20	22	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	0.0	34.6	30.8	26.9	7.7	0.0	0.0	0.0	0.0	0.0	27	25.9	38	27	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	22.2	22.2	27.8	22.2	0.0	0.0	0.0	0.0	0.0	40	47.1	27	17	
<b>TOTAL THIRA (SANTORINI)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>36.1</b>	<b>20.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>41.1</b>	<b>31</b>	<b>71</b>	
ZAKINTHOS	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	61.1	19	18	
ZAKINTHOS	JET2.COM LTD	S	44	0	0	0.0	9.1	36.4	25.0	15.9	11.4	0.0	0.0	2.3	0.0	0.0	57	79.4	10	34	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	13.9	33.3	22.2	19.4	5.6	2.8	2.8	0.0	0.0	0.0	31	47.9	27	48	
ZAKINTHOS	TUI AIRWAYS LTD	C	49	0	0	0.0	8.2	26.5	34.7	20.4	6.1	2.0	2.0	0.0	0.0	0.0	33	73.1	14	52	
<b>TOTAL ZAKINTHOS</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.1</b>	<b>31.8</b>	<b>27.9</b>	<b>18.6</b>	<b>7.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>65.1</b>	<b>18</b>	<b>152</b>	
<b>TOTAL GREECE</b>			<b>1262</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>10.8</b>	<b>33.4</b>	<b>23.1</b>	<b>19.0</b>	<b>9.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>31</b>	<b>50.9</b>	<b>26</b>	<b>1348</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	2	23.4	37.5	23.4	7.8	3.1	1.6	0.0	0.0	0.0	0.0	3.1	5	86.9	8	61	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>23.4</b>	<b>37.5</b>	<b>23.4</b>	<b>7.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>5</b>	<b>86.9</b>	<b>8</b>	<b>61</b>	
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>23.4</b>	<b>37.5</b>	<b>23.4</b>	<b>7.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>5</b>	<b>86.9</b>	<b>8</b>	<b>61</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	18	0	0	16.7	22.2	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BUDAPEST	JET2.COM LTD	S	34	0	0	2.9	17.6	35.3	26.5	2.9	5.9	8.8	0.0	0.0	0.0	0.0	26	52.8	21	36	
BUDAPEST	RYANAIR	S	34	0	0	2.9	23.5	52.9	17.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	29	36	
<b>TOTAL BUDAPEST</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>20.9</b>	<b>43.0</b>	<b>19.8</b>	<b>4.7</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>56.9</b>	<b>25</b>	<b>72</b>	
<b>TOTAL HUNGARY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>20.9</b>	<b>43.0</b>	<b>19.8</b>	<b>4.7</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>56.9</b>	<b>25</b>	<b>72</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
KEFLAVIK	EASYJET UK LTD	S	18	0	0	16.7	27.8	22.2	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	94	71.4	12	14	
KEFLAVIK	ICELANDAIR	S	40	0	0	7.5	22.5	42.5	7.5	15.0	5.0	0.0	0.0	0.0	0.0	0.0	14	72.7	11	44	
<b>TOTAL KEFLAVIK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>24.1</b>	<b>36.2</b>	<b>8.6</b>	<b>10.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
<b>TOTAL ICELAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>24.1</b>	<b>36.2</b>	<b>8.6</b>	<b>10.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	8	8	
<b>TOTAL BAGHDAD (GECA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
<b>TOTAL IRAQ</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	164	0	4	11.9	39.9	38.1	3.6	1.2	0.6	2.4	0.0	0.0	0.0	2.4	7	81.9	9	160	
CORK	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	0.0	27	1	
<b>TOTAL CORK</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>11.9</b>	<b>39.9</b>	<b>38.1</b>	<b>3.6</b>	<b>1.2</b>	<b>0.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>81.4</b>	<b>9</b>	<b>161</b>	
DUBLIN	AER LINGUS	S	303	0	0	2.6	26.4	41.3	16.2	11.6	2.0	0.0	0.0	0.0	0.0	0.0	13	74.2	12	298	
DUBLIN	BRITISH AIRWAYS PLC	S	8	0	0	12.5	0.0	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	44.4	23	9	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	RYANAIR	S	328	0	0	2.4	28.7	34.5	18.6	10.7	4.3	0.0	0.9	0.0	0.0	0.0	16	45.7	34	318
<b>TOTAL DUBLIN</b>			<b>639</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>27.2</b>	<b>37.7</b>	<b>17.5</b>	<b>11.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>59.2</b>	<b>23</b>	<b>625</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	60	0	2	0.0	16.1	35.5	21.0	8.1	16.1	0.0	0.0	0.0	0.0	3.2	26	82.3	12	62
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.1</b>	<b>35.5</b>	<b>21.0</b>	<b>8.1</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>82.3</b>	<b>12</b>	<b>62</b>
SHANNON	RYANAIR	S	44	0	0	0.0	31.8	38.6	18.2	11.4	0.0	0.0	0.0	0.0	0.0	0.0	11	68.5	25	54
<b>TOTAL SHANNON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>38.6</b>	<b>18.2</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.5</b>	<b>25</b>	<b>54</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>907</b>	<b>0</b>	<b>6</b>	<b>4.1</b>	<b>29.0</b>	<b>37.7</b>	<b>15.2</b>	<b>9.0</b>	<b>3.6</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>65.2</b>	<b>20</b>	<b>902</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	0.0	55	2
TEL AVIV	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	22.2	22.2	5.6	0.0	0.0	5.6	0.0	0.0	50	50.0	16	16
TEL AVIV	EL AL	S	26	0	0	0.0	19.2	34.6	26.9	19.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>34.1</b>	<b>25.0</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>44.4</b>	<b>21</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>34.1</b>	<b>25.0</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>44.4</b>	<b>21</b>	<b>18</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	113	37.5	25	8
<b>TOTAL ALGHERO (FERTILIA)</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>113</b>	<b>37.5</b>	<b>25</b>	<b>8</b>
BERGAMO	RYANAIR	S	86	0	2	0.0	23.9	39.8	12.5	9.1	11.4	1.1	0.0	0.0	0.0	2.3	20	47.8	27	90
<b>TOTAL BERGAMO</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.9</b>	<b>39.8</b>	<b>12.5</b>	<b>9.1</b>	<b>11.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>47.8</b>	<b>27</b>	<b>90</b>
BOLOGNA	RYANAIR	S	35	0	1	0.0	11.1	44.4	30.6	2.8	8.3	0.0	0.0	0.0	0.0	2.8	18	38.6	37	44
<b>TOTAL BOLOGNA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>30.6</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>18</b>	<b>38.6</b>	<b>37</b>	<b>44</b>
BRINDISI	RYANAIR	S	18	0	0	0.0	5.6	33.3	11.1	22.2	27.8	0.0	0.0	0.0	0.0	0.0	36	55.6	19	18
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>55.6</b>	<b>19</b>	<b>18</b>
CAGLIARI (ELMAS)	RYANAIR	S	18	0	0	0.0	11.1	55.6	16.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	25	33.3	38	18
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>16.7</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>25</b>	<b>33.3</b>	<b>38</b>	<b>18</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	66.7	29	6
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	36	0	0	8.3	13.9	30.6	11.1	30.6	5.6	0.0	0.0	0.0	0.0	0.0	21	60.0	14	30
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	12.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	51	0.0	64	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>11.4</b>	<b>31.8</b>	<b>11.4</b>	<b>29.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>47.8</b>	<b>27</b>	<b>46</b>
FLORENCE	BRITISH AIRWAYS PLC	S	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	32	8
<b>TOTAL FLORENCE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>32</b>	<b>8</b>
GENOA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	2
GENOA	EASYJET UK LTD	S	16	0	0	6.3	18.8	43.8	18.8	0.0	0.0	0.0	12.5	0.0	0.0	0.0	29	50.0	32	16
<b>TOTAL GENOA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>44.4</b>	<b>31</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
LAMETIA-TERME	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	8	0.0	0	0	
<b>TOTAL LAMETIA-TERME</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	12.5	60	8	
MILAN (MALPENSA)	EASYJET EUROPE	S	54	0	0	0.0	1.9	20.4	31.5	35.2	7.4	1.9	1.9	0.0	0.0	0.0	36	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.3	28	46	
MILAN (MALPENSA)	FLYBE LTD	S	72	0	0	0.0	5.6	29.2	25.0	13.9	23.6	2.8	0.0	0.0	0.0	0.0	40	50.0	27	62	
<b>TOTAL MILAN (MALPENSA)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>25.4</b>	<b>27.8</b>	<b>23.0</b>	<b>16.7</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>44.0</b>	<b>30</b>	<b>116</b>	
NAPLES	JET2.COM LTD	S	26	0	1	0.0	3.7	48.1	22.2	11.1	3.7	3.7	0.0	3.7	0.0	3.7	38	65.4	19	26	
NAPLES	RYANAIR	S	34	0	0	2.9	14.7	47.1	17.6	14.7	2.9	0.0	0.0	0.0	0.0	0.0	15	52.8	20	36	
NAPLES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	15	8	
NAPLES	TUI AIRWAYS LTD	C	38	0	0	2.6	10.5	47.4	10.5	13.2	7.9	2.6	5.3	0.0	0.0	0.0	33	53.8	16	26	
<b>TOTAL NAPLES</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>10.3</b>	<b>46.7</b>	<b>17.8</b>	<b>13.1</b>	<b>4.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>58.3</b>	<b>18</b>	<b>96</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	100.0	3	2	
OLBIA	EASYJET UK LTD	S	26	0	0	3.8	7.7	34.6	23.1	7.7	15.4	0.0	7.7	0.0	0.0	0.0	46	53.8	19	24	
OLBIA	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	34	10	
OLBIA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	87.5	8	8	
<b>TOTAL OLBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.8</b>	<b>32.4</b>	<b>20.6</b>	<b>11.8</b>	<b>14.7</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>50.0</b>	<b>19</b>	<b>44</b>	
PALERMO	RYANAIR	S	18	0	0	0.0	16.7	27.8	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	25	66.7	14	18	
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>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>25</b>	<b>66.7</b>	<b>14</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	50.0	13	2	
PISA	EASYJET UK LTD	S	26	0	0	0.0	15.4	38.5	19.2	3.8	19.2	3.8	0.0	0.0	0.0	0.0	27	66.7	13	22	
PISA	JET2.COM LTD	S	44	0	0	0.0	18.2	43.2	20.5	13.6	2.3	0.0	0.0	2.3	0.0	0.0	25	75.0	21	43	
<b>TOTAL PISA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>41.4</b>	<b>20.0</b>	<b>10.0</b>	<b>8.6</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.4</b>	<b>18</b>	<b>67</b>	
ROME (CIAMPINO)	RYANAIR	S	88	0	0	0.0	30.7	46.6	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	12	59.1	28	88	
<b>TOTAL ROME (CIAMPINO)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.7</b>	<b>46.6</b>	<b>11.4</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>0.0</b>	<b>12</b>	<b>59.1</b>	<b>28</b>	<b>88</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	62	0	0	0.0	19.4	54.8	14.5	4.8	0.0	6.5	0.0	0.0	0.0	0.0	19	70.4	16	54	
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>54.8</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.4</b>	<b>16</b>	<b>54</b>	
TREVISO	RYANAIR	S	25	0	1	0.0	26.9	42.3	23.1	3.8	0.0	0.0	0.0	0.0	0.0	3.8	9	53.8	30	25	
<b>TOTAL TREVISO</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>26.9</b>	<b>42.3</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>3.8</b>	<b>9</b>	<b>53.8</b>	<b>30</b>	<b>25</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	50.0	15	2	
VENICE	EASYJET UK LTD	S	34	0	0	5.9	23.5	29.4	26.5	0.0	8.8	0.0	5.9	0.0	0.0	0.0	30	54.2	25	24	
VENICE	JET2.COM LTD	S	42	0	0	0.0	11.9	57.1	16.7	9.5	2.4	2.4	0.0	0.0	0.0	0.0	16	75.0	12	44	
VENICE	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	30	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 VENICE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>16.7</b>	<b>44.0</b>	<b>22.6</b>	<b>6.0</b>	<b>4.8</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.4</b>	<b>18</b>	<b>78</b>
VERONA VILLAFRANCA	ERNEST AIRLINES	C	8	0	0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	16.7	55.6	11.1	0.0	0.0	11.1	5.6	0.0	0.0	0.0	33	31.3	48	16
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	55.6	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	20	70.8	32	24
<b>TOTAL VERONA VILLAFRANCA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>18.2</b>	<b>50.0</b>	<b>9.1</b>	<b>2.3</b>	<b>6.8</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.0</b>	<b>38</b>	<b>40</b>
<b>TOTAL ITALY</b>			<b>898</b>	<b>0</b>	<b>5</b>	<b>1.4</b>	<b>15.8</b>	<b>41.2</b>	<b>18.3</b>	<b>11.8</b>	<b>7.4</b>	<b>2.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>54.8</b>	<b>25</b>	<b>876</b>
<b>JAMAICA</b>																				
MONTEGO BAY	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
MONTEGO BAY	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	72.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	20	18
<b>TOTAL MONTEGO BAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>60.7</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>44.4</b>	<b>20</b>	<b>18</b>
<b>TOTAL JAMAICA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>60.7</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>44.4</b>	<b>20</b>	<b>18</b>
<b>JAPAN</b>																				
TOKYO (HANEDA)	AERONEXUS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL TOKYO (HANEDA)</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 JAPAN</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>KENYA</b>																				
NAIROBI	AIR X CHARTER	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL NAIROBI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KENYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	26	0	0	3.8	53.8	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	20	26
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.9</b>	<b>20</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.9</b>	<b>20</b>	<b>26</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
LUXEMBOURG	FLYBE LTD	S	34	0	0	0.0	20.6	38.2	17.6	11.8	5.9	0.0	5.9	0.0	0.0	0.0	27	50.0	20	36
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>38.2</b>	<b>17.6</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>51.4</b>	<b>20</b>	<b>37</b>
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>38.2</b>	<b>17.6</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>51.4</b>	<b>20</b>	<b>37</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	6	10
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	62.5	18	8
MALTA	EASYJET UK LTD	S	62	0	0	1.6	24.2	43.5	14.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	17	64.8	21	54
MALTA	JET2.COM LTD	S	18	0	0	0.0	5.6	44.4	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	22	50.0	29	18
MALTA	RYANAIR	S	28	0	0	7.1	21.4	42.9	10.7	7.1	7.1	3.6	0.0	0.0	0.0	0.0	20	26.9	50	26
MALTA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	43	8
MALTA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	25.0	37.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	36	37.5	32	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>20.4</b>	<b>41.5</b>	<b>18.3</b>	<b>9.2</b>	<b>7.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.0</b>	<b>29</b>	<b>140</b>	
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>20.4</b>	<b>41.5</b>	<b>18.3</b>	<b>9.2</b>	<b>7.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.0</b>	<b>29</b>	<b>140</b>	
<b>MEXICO</b>																				
CANCUN	THOMAS COOK AIRLINES LTD	S	62	0	0	4.8	14.5	30.6	16.1	16.1	14.5	3.2	0.0	0.0	0.0	28	62.5	20	48	
CANCUN	TUI AIRWAYS LTD	S	52	0	0	9.6	9.6	51.9	21.2	5.8	0.0	1.9	0.0	0.0	0.0	13	74.1	10	53	
<b>TOTAL CANCUN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>12.3</b>	<b>40.4</b>	<b>18.4</b>	<b>11.4</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.6</b>	<b>15</b>	<b>101</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	0.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	55	75.0	8	8	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>14.5</b>	<b>37.1</b>	<b>19.4</b>	<b>11.3</b>	<b>8.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>69.1</b>	<b>14</b>	<b>109</b>	
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18	
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	7	18	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	11.1	27.8	16.7	5.6	22.2	11.1	5.6	0.0	0.0	0.0	30	66.7	14	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>29.5</b>	<b>31.8</b>	<b>9.1</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.5</b>	<b>9</b>	<b>54</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	18	0	0	0.0	22.2	50.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	12	70.6	12	34	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.6</b>	<b>12</b>	<b>34</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	27	1	
MARRAKESH	EASYJET UK LTD	S	27	0	0	7.4	14.8	25.9	7.4	25.9	14.8	3.7	0.0	0.0	0.0	32	29.4	43	15	
MARRAKESH	RYANAIR	S	16	0	0	0.0	18.8	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
MARRAKESH	THOMAS COOK AIRLINES LTD	S	18	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	27.8	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	18	18	
<b>TOTAL MARRAKESH</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>22.8</b>	<b>36.7</b>	<b>11.4</b>	<b>13.9</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>52.8</b>	<b>29</b>	<b>34</b>	
<b>TOTAL MOROCCO</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>24.8</b>	<b>36.9</b>	<b>10.6</b>	<b>14.2</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.2</b>	<b>15</b>	<b>122</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	AVANTI AIR BEDARFSFLUGGES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
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	68.2	15	22	
AMSTERDAM	EASYJET UK LTD	S	168	0	2	0.6	15.3	38.2	19.4	17.1	7.1	0.6	0.6	0.0	0.0	1.2	22	74.6	15	138
AMSTERDAM	FLYBE LTD	S	186	0	0	0.5	9.7	45.7	18.3	9.1	12.4	4.3	0.0	0.0	0.0	29	63.4	25	186	
AMSTERDAM	KLM	S	358	0	6	1.1	29.4	44.5	15.7	6.0	1.1	0.5	0.0	0.0	1.6	11	85.7	7	361	
<b>TOTAL AMSTERDAM</b>			<b>712</b>	<b>0</b>	<b>8</b>	<b>0.8</b>	<b>21.0</b>	<b>43.3</b>	<b>17.2</b>	<b>9.4</b>	<b>5.4</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>77.2</b>	<b>13</b>	<b>708</b>
EINDHOVEN	RYANAIR	S	34	0	0	0.0	17.6	55.9	8.8	11.8	5.9	0.0	0.0	0.0	0.0	14	36.1	35	36	
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>55.9</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>14</b>	<b>36.1</b>	<b>35</b>	<b>36</b>	
<b>TOTAL NETHERLANDS</b>			<b>746</b>	<b>0</b>	<b>8</b>	<b>0.8</b>	<b>20.8</b>	<b>43.9</b>	<b>16.8</b>	<b>9.5</b>	<b>5.4</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>75.2</b>	<b>14</b>	<b>744</b>
<b>NORWAY</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
BERGEN	LOGANAIR LTD	S	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	89.3	5	28
<b>TOTAL BERGEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.3</b>	<b>5</b>	<b>28</b>
OSLO (GARDERMOEN)	SAS	S	108	0	0	1.9	44.4	37.0	6.5	6.5	3.7	0.0	0.0	0.0	0.0	0.0	9	77.8	11	104
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>44.4</b>	<b>37.0</b>	<b>6.5</b>	<b>6.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>11</b>	<b>104</b>
SANDEFJORD(TORP)	RYANAIR	S	26	0	0	15.4	15.4	50.0	3.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	61.1	24	36
<b>TOTAL SANDEFJORD(TORP)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>50.0</b>	<b>3.8</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>19</b>	<b>61.1</b>	<b>24</b>	<b>36</b>
<b>TOTAL NORWAY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.9</b>	<b>40.0</b>	<b>7.1</b>	<b>6.4</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.2</b>	<b>13</b>	<b>168</b>
<b>OMAN</b>																				
MUSCAT	OMAN AIR	S	62	0	0	0.0	17.7	41.9	27.4	8.1	4.8	0.0	0.0	0.0	0.0	0.0	16	79.0	18	62
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>41.9</b>	<b>27.4</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>16</b>	<b>79.0</b>	<b>18</b>	<b>62</b>
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>41.9</b>	<b>27.4</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>16</b>	<b>79.0</b>	<b>18</b>	<b>62</b>
<b>PAKISTAN</b>																				
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.7	34	52
<b>TOTAL BENAZIR BHUTTO 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>54.7</b>	<b>34</b>	<b>52</b>
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	58	0	2	5.0	20.0	43.3	15.0	6.7	5.0	1.7	0.0	0.0	3.3	19	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>20.0</b>	<b>43.3</b>	<b>15.0</b>	<b>6.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	22	0	0	9.1	9.1	45.5	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	13	16
<b>TOTAL LAHORE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>45.5</b>	<b>22.7</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>14</b>	<b>62.5</b>	<b>13</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>17.1</b>	<b>43.9</b>	<b>17.1</b>	<b>8.5</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>56.5</b>	<b>29</b>	<b>68</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	28	0	0	7.1	28.6	42.9	10.7	3.6	0.0	7.1	0.0	0.0	0.0	0.0	14	69.2	22	26
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>42.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.2</b>	<b>22</b>	<b>26</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	100.0	5	2
KRAKOW	EASYJET UK LTD	S	26	0	0	26.9	34.6	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	33	24
KRAKOW	JET2.COM LTD	S	34	0	0	8.8	47.1	29.4	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	23	18
KRAKOW	RYANAIR	S	35	0	0	11.4	25.7	40.0	14.3	8.6	0.0	0.0	0.0	0.0	0.0	0.0	10	44.1	24	32
KRAKOW	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>35.1</b>	<b>33.0</b>	<b>11.3</b>	<b>6.2</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>8</b>	<b>56.4</b>	<b>26</b>	<b>76</b>
RZESZOW	RYANAIR	S	18	0	0	5.6	38.9	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	16	18
<b>TOTAL RZESZOW</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>0.0</b>	<b>10</b>	<b>55.6</b>	<b>16</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	28	0	0	3.6	21.4	42.9	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	46.2	33	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>42.9</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>15</b>	<b>46.2</b>	<b>33</b>	<b>26</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
WROCLAW	RYANAIR	S	28	0	0	10.7	35.7	35.7	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	22	26
<b>TOTAL WROCLAW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.7</b>	<b>35.7</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>8</b>	<b>61.5</b>	<b>22</b>	<b>26</b>
<b>TOTAL POLAND</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>32.7</b>	<b>36.7</b>	<b>11.6</b>	<b>6.5</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.5</b>	<b>25</b>	<b>172</b>
<b>PORTUGAL(EXCLUDING</b>																				
AZORES PONTA DELGADA	RYANAIR	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	18	50.0	30	8
<b>TOTAL AZORES PONTA DELGADA</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>18</b>	<b>50.0</b>	<b>30</b>	<b>8</b>
FARO	EASYJET UK LTD	S	26	0	0	34.6	11.5	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
FARO	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	37.5	36	8
FARO	JET2.COM LTD	S	124	0	0	10.5	31.5	42.7	8.1	5.6	1.6	0.0	0.0	0.0	0.0	0.0	7	84.7	10	150
FARO	RYANAIR	S	152	0	0	3.9	35.5	42.1	11.2	2.0	3.9	1.3	0.0	0.0	0.0	0.0	11	72.7	18	146
FARO	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	33.3	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	78	8
FARO	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	43.8	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	16	64.3	14	28
<b>TOTAL FARO</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>31.0</b>	<b>41.7</b>	<b>9.5</b>	<b>5.1</b>	<b>3.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.2</b>	<b>16</b>	<b>340</b>
LISBON	AIR PORTUGAL	S	114	0	0	0.0	9.6	26.3	24.6	28.1	11.4	0.0	0.0	0.0	0.0	0.0	29	58.8	24	114
LISBON	EASYJET UK LTD	S	36	0	0	0.0	22.2	41.7	16.7	11.1	8.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
LISBON	RYANAIR	S	52	0	0	0.0	7.7	28.8	28.8	23.1	11.5	0.0	0.0	0.0	0.0	0.0	29	32.1	36	53
<b>TOTAL LISBON</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>29.7</b>	<b>24.3</b>	<b>23.8</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>27</b>	<b>50.3</b>	<b>28</b>	<b>167</b>
<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	50.0	18	4
<b>OPORTO (PORTUGAL)</b>	EASYJET UK LTD	S	26	0	0	19.2	23.1	26.9	7.7	3.8	7.7	3.8	7.7	0.0	0.0	0.0	32	50.0	25	24
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	26	0	0	3.8	30.8	50.0	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	26
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>38.5</b>	<b>9.6</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>16</b>	<b>54</b>
<b>TOTAL PORTUGAL</b>			<b>598</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>23.9</b>	<b>37.1</b>	<b>14.5</b>	<b>11.7</b>	<b>5.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.4</b>	<b>20</b>	<b>569</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	2
FUNCHAL	EASYJET UK LTD	S	18	0	0	44.4	11.1	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	43.8	48	16
FUNCHAL	JET2.COM LTD	S	18	0	0	22.2	16.7	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18
FUNCHAL	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	72.2	21	18
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	18
<b>TOTAL FUNCHAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>18.5</b>	<b>46.3</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>73.6</b>	<b>19</b>	<b>72</b>
PORTO SANTO	TUI AIRWAYS LTD	C	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	90.0	5	10
<b>TOTAL PORTO SANTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.0</b>	<b>5</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>20.3</b>	<b>46.9</b>	<b>7.8</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.6</b>	<b>17</b>	<b>82</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	15.1	27.4	30.6	12.4	10.2	4.3	0.0	0.0	0.0	0.0	0.0	12	88.0	6	142

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>27.4</b>	<b>30.6</b>	<b>12.4</b>	<b>10.2</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>12</b>	<b>88.0</b>	<b>6</b>	<b>142</b>
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>27.4</b>	<b>30.6</b>	<b>12.4</b>	<b>10.2</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>12</b>	<b>88.0</b>	<b>6</b>	<b>142</b>
<b>REPUBLIC OF</b>																				
<b>PODGORICA</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	27.8	16.7	27.8	27.8	0.0	0.0	0.0	0.0	0.0	45	70.0	12	10
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>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>45</b>	<b>70.0</b>	<b>12</b>	<b>10</b>
<b>TIVAT</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	30	4
<b>TIVAT</b>	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	22.2	11.1	5.6	16.7	0.0	0.0	0.0	0.0	38	57.1	41	14
<b>TOTAL TIVAT</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>11.1</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>61.1</b>	<b>39</b>	<b>18</b>
<b>TOTAL REPUBLIC OF</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>30.6</b>	<b>19.4</b>	<b>19.4</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>64.3</b>	<b>29</b>	<b>28</b>
<b>REPUBLIC OF SERBIA</b>																				
<b>BELGRADE</b>	AIR SERBIA	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 BELGRADE</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 REPUBLIC OF</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>SAUDI ARABIA</b>																				
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	46	0	0	4.3	19.6	54.3	15.2	2.2	4.3	0.0	0.0	0.0	0.0	0.0	10	63.6	18	44
<b>TOTAL JEDDAH</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.6</b>	<b>54.3</b>	<b>15.2</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.6</b>	<b>18</b>	<b>44</b>
<b>TOTAL SAUDI ARABIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.6</b>	<b>54.3</b>	<b>15.2</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.6</b>	<b>18</b>	<b>44</b>
<b>SINGAPORE</b>																				
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	44	0	0	18.2	40.9	29.5	4.5	4.5	0.0	2.3	0.0	0.0	0.0	0.0	8	86.4	6	44
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>40.9</b>	<b>29.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>6</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>40.9</b>	<b>29.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>6</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	RYANAIR	S	26	0	0	0.0	11.5	42.3	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	57.7	20	26
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>30.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.7</b>	<b>20</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>30.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.7</b>	<b>20</b>	<b>26</b>
<b>SLOVENIA</b>																				
<b>LJUBLJANA</b>	ADRIA AIRWAYS	C	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	78	2
<b>LJUBLJANA</b>	ADRIA AIRWAYS	S	6	0	0	0.0	16.7	50.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	51	80.0	8	10
<b>TOTAL LJUBLJANA</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>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>66.7</b>	<b>20</b>	<b>12</b>
<b>TOTAL SLOVENIA</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>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>66.7</b>	<b>20</b>	<b>12</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	8	0	0	12.5	12.5	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	37.5	31	8
<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	66.7	25	12
<b>ALICANTE</b>	EASYJET UK LTD	S	81	0	0	4.9	28.4	38.3	12.3	9.9	4.9	1.2	0.0	0.0	0.0	0.0	16	75.4	16	68
<b>ALICANTE</b>	JET2.COM LTD	S	135	0	0	5.9	20.0	43.0	13.3	13.3	4.4	0.0	0.0	0.0	0.0	0.0	14	74.7	19	150
<b>ALICANTE</b>	RYANAIR	S	168	0	0	4.8	20.2	44.0	10.7	16.1	1.2	1.8	0.6	0.6	0.0	0.0	19	71.9	15	146



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
ALICANTE	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	6.3	62.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	27.8	90	18
ALICANTE	TUI AIRWAYS LTD	C	27	0	0	0.0	7.4	48.1	22.2	14.8	7.4	0.0	0.0	0.0	0.0	0.0	24	80.0	19	35
<b>TOTAL ALICANTE</b>			<b>435</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>20.2</b>	<b>43.4</b>	<b>12.9</b>	<b>13.8</b>	<b>3.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.5</b>	<b>20</b>	<b>437</b>
ALMERIA	JET2.COM LTD	S	26	0	0	19.2	26.9	34.6	3.8	7.7	3.8	3.8	0.0	0.0	0.0	0.0	13	73.1	19	26
ALMERIA	RYANAIR	S	16	0	0	12.5	18.8	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	9	18
ALMERIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	44.4	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	15	89.3	9	28
ALMERIA	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	2	50.0	26	8
<b>TOTAL ALMERIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>22.1</b>	<b>42.6</b>	<b>13.2</b>	<b>7.4</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.8</b>	<b>14</b>	<b>80</b>
BARCELONA	EASYJET UK LTD	S	62	0	0	9.7	29.0	37.1	12.9	1.6	6.5	3.2	0.0	0.0	0.0	0.0	16	0.0	0	0
BARCELONA	JET2.COM LTD	S	46	0	0	0.0	21.7	52.2	10.9	8.7	4.3	2.2	0.0	0.0	0.0	0.0	17	73.9	21	46
BARCELONA	RYANAIR	S	124	0	0	0.0	15.3	54.8	11.3	10.5	4.8	2.4	0.0	0.8	0.0	0.0	21	60.5	22	124
BARCELONA	VUELING AIRLINES	S	88	0	0	4.5	15.9	23.9	19.3	20.5	13.6	2.3	0.0	0.0	0.0	0.0	30	33.3	44	72
<b>TOTAL BARCELONA</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>19.1</b>	<b>42.5</b>	<b>13.8</b>	<b>11.3</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.0</b>	<b>28</b>	<b>242</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	75.0	20	8
BILBAO	EASYJET UK LTD	S	52	0	2	0.0	22.2	27.8	18.5	20.4	7.4	0.0	0.0	0.0	0.0	3.7	22	65.2	27	46
<b>TOTAL BILBAO</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>18.5</b>	<b>20.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>22</b>	<b>66.7</b>	<b>26</b>	<b>54</b>
GIRONA	JET2.COM LTD	S	36	0	0	25.0	22.2	30.6	8.3	11.1	2.8	0.0	0.0	0.0	0.0	0.0	9	88.2	13	34
GIRONA	RYANAIR	S	26	0	0	26.9	42.3	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	79.2	8	24
GIRONA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	37.5	36	8
GIRONA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	72.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	11	18
<b>TOTAL GIRONA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>23.9</b>	<b>38.6</b>	<b>11.4</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.6</b>	<b>13</b>	<b>84</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	100.0	0	2
GRANADA	EASYJET UK LTD	S	18	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	81.3	7	16
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
IBIZA	BRITISH AIRWAYS PLC	S	7	0	1	12.5	12.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	12.5	26	59.1	21	43
IBIZA	JET2.COM LTD	S	124	0	0	6.5	27.4	40.3	15.3	5.6	4.0	0.0	0.8	0.0	0.0	0.0	13	85.5	8	124
IBIZA	RYANAIR	S	80	0	0	2.5	30.0	37.5	16.3	6.3	3.8	2.5	0.0	1.3	0.0	0.0	20	71.3	16	80
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	38.9	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16
IBIZA	TUI AIRWAYS LTD	C	45	0	0	0.0	15.6	44.4	17.8	6.7	2.2	4.4	8.9	0.0	0.0	0.0	41	62.5	30	48
<b>TOTAL IBIZA</b>			<b>274</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>26.5</b>	<b>40.0</b>	<b>15.3</b>	<b>6.2</b>	<b>3.6</b>	<b>1.5</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>75.0</b>	<b>15</b>	<b>311</b>
MADRID	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
MADRID	IBERIA EXPRESS	S	35	0	1	5.6	30.6	27.8	11.1	11.1	11.1	0.0	0.0	0.0	0.0	2.8	18	96.4	4	28
MADRID	RYANAIR	S	62	0	0	12.9	43.5	33.9	4.8	1.6	3.2	0.0	0.0	0.0	0.0	0.0	6	67.7	15	62
<b>TOTAL MADRID</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>38.8</b>	<b>31.6</b>	<b>7.1</b>	<b>5.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>76.9</b>	<b>12</b>	<b>91</b>
MAHON	JET2.COM LTD	S	42	0	1	9.3	18.6	34.9	16.3	7.0	7.0	4.7	0.0	0.0	0.0	2.3	22	84.1	6	44

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
MAHON	THOMAS COOK AIRLINES 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	14	50.0	29	26	
MAHON	TUI AIRWAYS LTD	C	60	0	0	0.0	16.7	41.7	13.3	11.7	8.3	5.0	3.3	0.0	0.0	0.0	33	60.0	24	60	
<b>TOTAL MAHON</b>			<b>136</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>18.2</b>	<b>42.3</b>	<b>13.1</b>	<b>10.2</b>	<b>7.3</b>	<b>3.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>25</b>	<b>66.2</b>	<b>19</b>	<b>130</b>	
MALAGA	BRITISH AIRWAYS PLC	S	14	0	0	7.1	7.1	28.6	7.1	28.6	14.3	0.0	7.1	0.0	0.0	0.0	49	56.3	17	16	
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	50.0	14	8	
MALAGA	EASYJET UK LTD	S	70	0	0	1.4	31.4	44.3	12.9	4.3	5.7	0.0	0.0	0.0	0.0	0.0	11	83.3	12	54	
MALAGA	JET2.COM LTD	S	107	0	0	15.0	25.2	42.1	8.4	6.5	2.8	0.0	0.0	0.0	0.0	0.0	10	73.6	12	106	
MALAGA	RYANAIR	S	124	0	0	1.6	33.9	48.4	6.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	67.2	21	122	
MALAGA	TUI AIRWAYS LTD	C	26	0	0	3.8	3.8	50.0	11.5	15.4	7.7	3.8	3.8	0.0	0.0	0.0	31	55.6	22	36	
<b>TOTAL MALAGA</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>27.3</b>	<b>44.9</b>	<b>8.8</b>	<b>8.2</b>	<b>3.8</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.6</b>	<b>17</b>	<b>342</b>	
MURCIA INTERNATIONAL	JET2.COM LTD	S	36	0	0	25.0	19.4	36.1	11.1	5.6	0.0	0.0	2.8	0.0	0.0	0.0	13	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	52	0	0	3.8	21.2	46.2	15.4	13.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>20.5</b>	<b>42.0</b>	<b>13.6</b>	<b>10.2</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	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	84.1	13	44	
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	66.0	14	52	
<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>74.2</b>	<b>13</b>	<b>96</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	12	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	68.2	11	20	
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	41.7	31	12	
PALMA DE MALLORCA	EASYJET UK LTD	S	80	0	0	1.3	27.5	33.8	8.8	15.0	12.5	1.3	0.0	0.0	0.0	0.0	24	55.7	32	70	
PALMA DE MALLORCA	JET2.COM LTD	S	220	0	0	7.3	28.2	41.4	12.7	7.3	0.9	1.8	0.5	0.0	0.0	0.0	13	79.8	16	208	
PALMA DE MALLORCA	RYANAIR	S	158	0	0	0.0	7.6	54.4	15.2	17.7	4.4	0.6	0.0	0.0	0.0	0.0	18	64.5	18	152	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	62	0	0	3.2	32.3	48.4	4.8	4.8	4.8	1.6	0.0	0.0	0.0	0.0	12	67.3	24	52	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	91	0	0	5.5	9.9	27.5	27.5	14.3	8.8	5.5	0.0	1.1	0.0	0.0	33	62.4	33	93	
<b>TOTAL PALMA DE MALLORCA</b>			<b>623</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>20.5</b>	<b>42.5</b>	<b>14.4</b>	<b>11.6</b>	<b>4.8</b>	<b>1.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.3</b>	<b>22</b>	<b>607</b>	
REUS	JET2.COM LTD	S	42	0	0	33.3	26.2	31.0	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	79.5	10	44	
REUS	RYANAIR	S	18	0	0	11.1	33.3	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	24	18	
REUS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	38.9	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	77.8	16	18	
REUS	TUI AIRWAYS LTD	C	34	0	0	0.0	8.8	64.7	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	9	36	
<b>TOTAL REUS</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>23.2</b>	<b>43.8</b>	<b>14.3</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>8</b>	<b>76.7</b>	<b>13</b>	<b>116</b>	
SEVILLE	RYANAIR	S	28	0	0	7.1	17.9	57.1	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	80.8	10	26	
<b>TOTAL SEVILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>57.1</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>80.8</b>	<b>10</b>	<b>26</b>	
VALENCIA	RYANAIR	S	28	0	0	0.0	32.1	50.0	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	41.7	19	24	
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>50.0</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>9</b>	<b>41.7</b>	<b>19</b>	<b>24</b>	
<b>TOTAL SPAIN</b>			<b>2708</b>	<b>0</b>	<b>5</b>	<b>5.9</b>	<b>22.9</b>	<b>42.0</b>	<b>12.9</b>	<b>10.0</b>	<b>4.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>69.9</b>	<b>19</b>	<b>2658</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	38.9	11.1	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
ARRECIFE	JET2.COM LTD	S	68	0	0	30.9	19.1	30.9	10.3	5.9	2.9	0.0	0.0	0.0	0.0	9	79.7	9	64		
ARRECIFE	RYANAIR	S	54	0	0	0.0	38.9	51.9	5.6	3.7	0.0	0.0	0.0	0.0	0.0	4	85.2	7	54		
ARRECIFE	THOMAS COOK AIRLINES LTD	S	26	0	0	23.1	19.2	26.9	11.5	15.4	3.8	0.0	0.0	0.0	0.0	14	65.4	67	26		
ARRECIFE	TUI AIRWAYS LTD	C	36	0	0	2.8	13.9	41.7	19.4	16.7	5.6	0.0	0.0	0.0	0.0	19	73.0	14	37		
<b>TOTAL ARRECIFE</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>22.8</b>	<b>39.1</b>	<b>10.4</b>	<b>7.9</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>77.9</b>	<b>18</b>	<b>181</b>		
FUERTEVENTURA	JET2.COM LTD	S	28	0	0	28.6	10.7	32.1	7.1	21.4	0.0	0.0	0.0	0.0	0.0	13	88.9	4	36		
FUERTEVENTURA	RYANAIR	S	26	0	0	19.2	26.9	38.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	7	76.9	23	26		
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	44.4	0.0	5.6	5.6	0.0	11.1	0.0	0.0	38	50.0	16	26		
FUERTEVENTURA	TUI AIRWAYS LTD	C	28	0	0	3.6	28.6	46.4	10.7	7.1	0.0	0.0	0.0	3.6	0.0	52	72.0	12	25		
<b>TOTAL FUERTEVENTURA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>24.0</b>	<b>40.0</b>	<b>8.0</b>	<b>10.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>27</b>	<b>73.5</b>	<b>13</b>	<b>113</b>		
LAS PALMAS	JET2.COM LTD	S	35	0	0	20.0	22.9	22.9	11.4	11.4	8.6	2.9	0.0	0.0	0.0	18	71.4	17	35		
LAS PALMAS	RYANAIR	S	26	0	0	7.7	23.1	50.0	11.5	7.7	0.0	0.0	0.0	0.0	0.0	10	73.5	16	34		
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	22.2	33.3	16.7	5.6	11.1	0.0	0.0	0.0	0.0	18	50.0	37	26		
LAS PALMAS	TUI AIRWAYS LTD	C	34	0	0	2.9	17.6	44.1	5.9	11.8	5.9	11.8	0.0	0.0	0.0	33	57.1	17	35		
<b>TOTAL LAS PALMAS</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>21.2</b>	<b>37.2</b>	<b>10.6</b>	<b>9.7</b>	<b>6.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.8</b>	<b>20</b>	<b>130</b>		
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19	50.0	11	8		
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>19</b>	<b>50.0</b>	<b>11</b>	<b>8</b>		
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4		
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	40.0	27	5		
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	62	0	1	22.2	22.2	33.3	11.1	4.8	4.8	0.0	0.0	0.0	0.0	11	45.0	29	39		
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	115	0	1	17.2	25.0	39.7	8.6	4.3	3.4	0.0	0.0	0.9	0.0	12	81.0	10	100		
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	80	0	0	12.5	26.3	46.3	3.8	5.0	6.3	0.0	0.0	0.0	0.0	11	81.8	9	88		
TENERIFE (SURREINA SOFIA)	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	5	0.0	0	0		
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	53	0	0	13.2	20.8	47.2	7.5	5.7	3.8	1.9	0.0	0.0	0.0	12	68.4	14	38		
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	62	0	0	0.0	12.9	38.7	27.4	16.1	4.8	0.0	0.0	0.0	0.0	19	48.1	40	52		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>373</b>	<b>0</b>	<b>3</b>	<b>13.6</b>	<b>22.1</b>	<b>41.0</b>	<b>10.9</b>	<b>6.6</b>	<b>4.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>18</b>	<b>326</b>		
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>796</b>	<b>0</b>	<b>3</b>	<b>14.0</b>	<b>22.2</b>	<b>39.9</b>	<b>10.5</b>	<b>8.0</b>	<b>3.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>15</b>	<b>70.9</b>	<b>17</b>	<b>758</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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														
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	8	0	1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	100.0	2	5		
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	0.0	5.6	61.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.5</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>3.7</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>5</b>		
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	34	11.1	28	18		
STOCKHOLM (ARLANDA)	SAS	S	70	0	0	1.4	30.0	31.4	11.4	15.7	10.0	0.0	0.0	0.0	0.0	19	50.0	27	54		
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>23.9</b>	<b>31.8</b>	<b>12.5</b>	<b>19.3</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>40.3</b>	<b>27</b>	<b>72</b>		
<b>TOTAL SWEDEN</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>22.6</b>	<b>37.4</b>	<b>12.2</b>	<b>17.4</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>44.2</b>	<b>26</b>	<b>77</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	25.0	42	8		
BALE MULHOUSE	EASYJET UK LTD	S	54	0	0	0.0	18.5	33.3	20.4	20.4	7.4	0.0	0.0	0.0	0.0	21	43.5	32	46		
<b>TOTAL BALE MULHOUSE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>33.3</b>	<b>20.4</b>	<b>20.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>40.7</b>	<b>34</b>	<b>54</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	50.0	19	16		
GENEVA	EASYJET UK LTD	S	122	0	2	0.0	11.3	37.1	21.0	18.5	7.3	2.4	0.8	0.0	1.6	27	44.4	38	106		
<b>TOTAL GENEVA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.3</b>	<b>37.1</b>	<b>21.0</b>	<b>18.5</b>	<b>7.3</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>45.2</b>	<b>36</b>	<b>122</b>		
ZURICH	SWISS AIRLINES	S	120	0	4	0.0	7.3	42.7	19.4	17.7	9.7	0.0	0.0	0.0	3.2	25	55.3	22	114		
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>7.3</b>	<b>42.7</b>	<b>19.4</b>	<b>17.7</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>25</b>	<b>55.3</b>	<b>22</b>	<b>114</b>		
<b>TOTAL SWITZERLAND</b>			<b>296</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>10.9</b>	<b>38.7</b>	<b>20.2</b>	<b>18.5</b>	<b>8.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>25</b>	<b>48.3</b>	<b>30</b>	<b>290</b>		
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	63	0	0	3.2	22.2	39.7	15.9	12.7	6.3	0.0	0.0	0.0	0.0	17	57.7	31	26		
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	13	60.0	18	10		
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.3</b>	<b>44.4</b>	<b>18.5</b>	<b>12.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.3</b>	<b>28</b>	<b>36</b>		
<b>TOTAL TUNISIA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.3</b>	<b>44.4</b>	<b>18.5</b>	<b>12.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.3</b>	<b>28</b>	<b>36</b>		
<b>TURKEY</b>																					
ANTALYA	AVION EXPRESS	S	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	80	0.0	0	0		
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	3		
ANTALYA	EASYJET UK LTD	S	19	0	0	0.0	10.5	21.1	31.6	26.3	5.3	5.3	0.0	0.0	0.0	31	66.7	16	15		
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	33.3	26	18		
ANTALYA	JET2.COM LTD	S	54	0	0	3.7	16.7	33.3	29.6	9.3	7.4	0.0	0.0	0.0	0.0	20	50.9	27	53		
ANTALYA	THOMAS COOK AIRLINES LTD	S	128	0	0	5.5	10.2	43.8	17.2	10.2	10.9	1.6	0.8	0.0	0.0	24	50.0	60	108		
ANTALYA	THY TURKISH AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
ANTALYA	TUI AIRWAYS LTD	C	52	0	0	1.9	9.6	25.0	23.1	30.8	5.8	0.0	3.8	0.0	0.0	35	23.1	43	26		
<b>TOTAL ANTALYA</b>			<b>255</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>11.7</b>	<b>35.5</b>	<b>21.9</b>	<b>15.2</b>	<b>9.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>26</b>	<b>47.1</b>	<b>44</b>	<b>223</b>	
BODRUM (MILAS)	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	30	8		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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														
BODRUM (MILAS)	JET2.COM LTD	S	36	0	0	2.8	8.3	25.0	22.2	25.0	13.9	2.8	0.0	0.0	0.0	0.0	34	59.3	14	27	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	34	0	0	0.0	2.9	32.4	23.5	26.5	8.8	5.9	0.0	0.0	0.0	0.0	35	39.3	39	28	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	66.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	10	60.0	10	10		
BODRUM (MILAS)	TYROL AIR AMBULANCE	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 BODRUM (MILAS)</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>7.9</b>	<b>36.0</b>	<b>20.2</b>	<b>21.3</b>	<b>9.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>29</b>	<b>47.9</b>	<b>25</b>	<b>73</b>		
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	6		
DALAMAN	EASYJET UK LTD	S	62	0	0	1.6	12.9	54.8	19.4	6.5	1.6	3.2	0.0	0.0	0.0	15	70.0	42	40		
DALAMAN	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	50.0	56	10		
DALAMAN	JET2.COM LTD	S	60	0	1	8.2	13.1	26.2	27.9	19.7	1.6	0.0	1.6	0.0	1.6	37	55.6	20	45		
DALAMAN	PEGASUS AIRLINES	S	10	0	0	0.0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	44	70.0	15	10		
DALAMAN	THOMAS COOK AIRLINES LTD	S	141	0	0	3.5	16.3	40.4	19.9	12.8	6.4	0.0	0.7	0.0	0.0	23	48.9	36	140		
DALAMAN	TUI AIRWAYS LTD	C	66	0	0	9.1	3.0	40.9	16.7	24.2	6.1	0.0	0.0	0.0	0.0	22	41.0	33	39		
<b>TOTAL DALAMAN</b>			<b>339</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>12.1</b>	<b>40.6</b>	<b>20.3</b>	<b>15.3</b>	<b>5.0</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>24</b>	<b>53.6</b>	<b>33</b>	<b>290</b>		
ISTANBUL	THY TURKISH 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	5	0.0	0	0		
<b>TOTAL ISTANBUL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>		
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	50	0	0	6.0	20.0	42.0	22.0	4.0	6.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>20.0</b>	<b>42.0</b>	<b>22.0</b>	<b>4.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	123	0	0	0.8	13.0	18.7	31.7	28.5	6.5	0.8	0.0	0.0	0.0	26	50.8	20	124		
<b>TOTAL ISTANBUL ATATURK</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>13.0</b>	<b>18.7</b>	<b>31.7</b>	<b>28.5</b>	<b>6.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.8</b>	<b>20</b>	<b>124</b>		
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	19	0	0	0.0	0.0	31.6	47.4	10.5	0.0	5.3	5.3	0.0	0.0	60	0.0	0	0		
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	35	0	0	0.0	11.4	31.4	17.1	28.6	5.7	2.9	2.9	0.0	0.0	33	58.3	47	24		
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	5.6	55.6	22.2	5.6	5.6	5.6	0.0	0.0	54	36.8	36	19		
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>25.0</b>	<b>34.7</b>	<b>22.2</b>	<b>4.2</b>	<b>4.2</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>45</b>	<b>48.8</b>	<b>42</b>	<b>43</b>		
<b>TOTAL TURKEY</b>			<b>928</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>11.6</b>	<b>34.8</b>	<b>23.4</b>	<b>17.5</b>	<b>6.7</b>	<b>1.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>27</b>	<b>50.4</b>	<b>34</b>	<b>753</b>		
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	18	0	0	0.0	22.2	55.6	5.6	11.1	0.0	5.6	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL KIEV (BORISPOL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL UKRAINE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	124	0	2	7.1	26.2	38.1	17.5	6.3	3.2	0.0	0.0	0.0	1.6	12	72.6	15	124		
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>26.2</b>	<b>38.1</b>	<b>17.5</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>72.6</b>	<b>15</b>	<b>124</b>		
DUBAI	EMIRATES	S	186	0	4	2.6	17.9	36.3	19.5	18.9	2.6	0.0	0.0	0.0	2.1	16	66.7	14	186		
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>17.9</b>	<b>36.3</b>	<b>19.5</b>	<b>18.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>66.7</b>	<b>14</b>	<b>186</b>		
<b>TOTAL UNITED ARAB</b>			<b>310</b>	<b>0</b>	<b>6</b>	<b>4.4</b>	<b>21.2</b>	<b>37.0</b>	<b>18.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>15</b>	<b>69.0</b>	<b>14</b>	<b>310</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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>																					
ABERDEEN	FLYBE LTD	S	310	0	4	2.9	32.2	44.9	8.9	7.3	1.6	0.6	0.3	0.0	0.0	1.3	10	86.0	11	326	
ABERDEEN	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL ABERDEEN</b>			<b>310</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>32.2</b>	<b>44.9</b>	<b>8.9</b>	<b>7.3</b>	<b>1.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>85.8</b>	<b>11</b>	<b>328</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	397	0	13	1.0	19.5	46.1	11.7	9.5	7.3	1.0	0.7	0.0	0.0	3.2	19	78.7	12	396	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>397</b>	<b>0</b>	<b>13</b>	<b>1.0</b>	<b>19.5</b>	<b>46.1</b>	<b>11.7</b>	<b>9.5</b>	<b>7.3</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>78.7</b>	<b>12</b>	<b>396</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	45.0	28	20	
BELFAST INTERNATIONAL	EASYJET UK 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	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	184	0	2	12.9	34.9	23.7	7.5	9.7	7.0	1.6	1.6	0.0	0.0	1.1	20	67.7	23	122	
BELFAST INTERNATIONAL	RYANAIR	S	96	0	0	9.4	46.9	39.6	3.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.0	20	62	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>281</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>39.2</b>	<b>29.0</b>	<b>6.0</b>	<b>6.7</b>	<b>4.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>66.5</b>	<b>22</b>	<b>204</b>	
BIRMINGHAM	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
BIRMINGHAM	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BIRMINGHAM	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	25	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAMBRIDGE	BRITISH AIRWAYS PLC	S	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5	
<b>TOTAL CAMBRIDGE</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	62	0	0	4.8	35.5	45.2	3.2	4.8	0.0	3.2	3.2	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.5</b>	<b>45.2</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</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>	
EDINBURGH	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	6	1	
EDINBURGH	FLYBE LTD	S	203	0	6	1.4	21.1	46.4	14.8	8.1	3.3	1.9	0.0	0.0	0.0	2.9	16	65.7	20	202	
<b>TOTAL EDINBURGH</b>			<b>203</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>21.1</b>	<b>46.4</b>	<b>14.8</b>	<b>8.1</b>	<b>3.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>65.9</b>	<b>20</b>	<b>203</b>	
EXETER	FLYBE LTD	S	196	0	0	1.0	38.3	42.9	10.2	5.6	2.0	0.0	0.0	0.0	0.0	0.0	8	82.0	11	191	
<b>TOTAL EXETER</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>38.3</b>	<b>42.9</b>	<b>10.2</b>	<b>5.6</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>8</b>	<b>82.0</b>	<b>11</b>	<b>191</b>	
GATWICK	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
GATWICK	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	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>13</b>	<b>2</b>	
GLASGOW	FLYBE LTD	S	116	0	0	0.0	23.3	56.0	12.1	3.4	5.2	0.0	0.0	0.0	0.0	0.0	12	82.4	9	123	
<b>TOTAL GLASGOW</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.3</b>	<b>56.0</b>	<b>12.1</b>	<b>3.4</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.4</b>	<b>9</b>	<b>123</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	125	0	0	4.0	33.6	47.2	10.4	3.2	1.6	0.0	0.0	0.0	0.0	0.0	8	68.5	19	124	
<b>TOTAL GUERNSEY</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>33.6</b>	<b>47.2</b>	<b>10.4</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.5</b>	<b>19</b>	<b>124</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	340	0	8	2.3	42.0	31.0	9.8	8.6	3.2	0.9	0.0	0.0	0.0	2.3	11	80.4	11	439	
<b>TOTAL HEATHROW</b>			<b>340</b>	<b>0</b>	<b>8</b>	<b>2.3</b>	<b>42.0</b>	<b>31.0</b>	<b>9.8</b>	<b>8.6</b>	<b>3.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>80.4</b>	<b>11</b>	<b>439</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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
INVERNESS	LOGANAIR LTD	S	144	0	0	4.2	31.9	48.6	6.9	5.6	2.8	0.0	0.0	0.0	0.0	0.0	8	96.4	2	140
<b>TOTAL INVERNESS</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>31.9</b>	<b>48.6</b>	<b>6.9</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>8</b>	<b>96.4</b>	<b>2</b>	<b>140</b>
ISLE OF MAN	FLYBE LTD	S	258	0	0	0.0	22.1	57.4	13.6	5.0	1.9	0.0	0.0	0.0	0.0	0.0	10	82.4	15	273
ISLE OF MAN	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4
<b>TOTAL ISLE OF MAN</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.1</b>	<b>57.4</b>	<b>13.6</b>	<b>5.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.3</b>	<b>15</b>	<b>277</b>
JERSEY	EASYJET UK LTD	S	18	0	0	27.8	33.3	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
JERSEY	FLYBE LTD	S	69	0	1	0.0	12.9	54.3	17.1	0.0	7.1	5.7	1.4	0.0	0.0	1.4	25	65.7	23	70
<b>TOTAL JERSEY</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>17.0</b>	<b>48.9</b>	<b>14.8</b>	<b>0.0</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>21</b>	<b>65.7</b>	<b>23</b>	<b>70</b>
KIRKWALL	LOGANAIR LTD	S	16	0	0	0.0	18.8	25.0	12.5	6.3	25.0	6.3	6.3	0.0	0.0	0.0	51	38.9	22	18
<b>TOTAL KIRKWALL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</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>51</b>	<b>38.9</b>	<b>22</b>	<b>18</b>
LEEDS BRADFORD	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	58	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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	EASYJET 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	11	0.0	0	0
LIVERPOOL (JOHN LENNON)	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	27	0.0	0	0
LIVERPOOL (JOHN LENNON)	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	19	1
<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>19</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	8	0	0	0.0	50.0	12.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	36	50.0	33	14
<b>TOTAL LONDON CITY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</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>36</b>	<b>50.0</b>	<b>33</b>	<b>14</b>
NEWQUAY	FLYBE LTD	S	116	0	0	0.0	13.8	42.2	17.2	8.6	13.8	3.4	0.9	0.0	0.0	0.0	31	47.4	25	114
<b>TOTAL NEWQUAY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>42.2</b>	<b>17.2</b>	<b>8.6</b>	<b>13.8</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>47.4</b>	<b>25</b>	<b>114</b>
NORWICH	LOGANAIR LTD	S	88	0	0	3.4	37.5	40.9	10.2	5.7	2.3	0.0	0.0	0.0	0.0	0.0	8	85.0	5	98
<b>TOTAL NORWICH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>37.5</b>	<b>40.9</b>	<b>10.2</b>	<b>5.7</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>8</b>	<b>85.0</b>	<b>5</b>	<b>98</b>
SOUTHAMPTON	FLYBE LTD	S	268	0	11	1.4	29.4	46.6	8.2	5.0	3.2	1.8	0.0	0.4	0.0	3.9	18	73.8	13	269
<b>TOTAL SOUTHAMPTON</b>			<b>268</b>	<b>0</b>	<b>11</b>	<b>1.4</b>	<b>29.4</b>	<b>46.6</b>	<b>8.2</b>	<b>5.0</b>	<b>3.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>3.9</b>	<b>18</b>	<b>73.8</b>	<b>13</b>	<b>269</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	73.1	15	156
<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>73.1</b>	<b>15</b>	<b>156</b>
STANSTED	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
STANSTED	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	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>67</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
STORNOWAY	LOGANAIR LTD	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	25	12
<b>TOTAL STORNOWAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>25</b>	<b>12</b>
SUMBURGH	LOGANAIR LTD	S	8	0	0	12.5	12.5	0.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	32	8
<b>TOTAL SUMBURGH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>32</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3047</b>	<b>0</b>	<b>45</b>	<b>3.0</b>	<b>29.4</b>	<b>43.3</b>	<b>10.6</b>	<b>6.6</b>	<b>4.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>14</b>	<b>76.7</b>	<b>14</b>	<b>3193</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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									
<b>USA</b>																					
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	9.7	37.1	32.3	11.3	8.1	0.0	1.6	0.0	0.0	0.0	0.0	10	88.7	10	53	
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>37.1</b>	<b>32.3</b>	<b>11.3</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>0.0</b>	<b>10</b>	<b>88.7</b>	<b>10</b>	<b>53</b>	
BOSTON	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	76.9	8	26	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	18.5	25.9	22.2	22.2	7.4	3.7	0.0	0.0	0.0	0.0	0.0	13	88.2	7	17	
<b>TOTAL BOSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>25.9</b>	<b>22.2</b>	<b>22.2</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.4</b>	<b>8</b>	<b>43</b>	
CHARLOTTE	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CHARLOTTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CHICAGO (O'HARE)	AERONEXUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.3	10	60	
<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>82.5</b>	<b>9</b>	<b>61</b>	
DETROIT	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1	
<b>TOTAL DETROIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>62</b>	<b>1</b>	
HOUSTON	SINGAPORE AIRLINES	S	44	0	0	20.5	29.5	38.6	9.1	0.0	0.0	2.3	0.0	0.0	0.0	0.0	7	84.1	6	44	
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>29.5</b>	<b>38.6</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>0.0</b>	<b>7</b>	<b>84.1</b>	<b>6</b>	<b>44</b>	
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	43	0	1	4.5	11.4	34.1	18.2	22.7	2.3	2.3	0.0	2.3	0.0	2.3	36	65.2	34	46	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	8.6	14.3	42.9	11.4	11.4	2.9	2.9	5.7	0.0	0.0	0.0	28	88.9	8	18	
<b>TOTAL LAS VEGAS</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>12.7</b>	<b>38.0</b>	<b>15.2</b>	<b>17.7</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>32</b>	<b>71.9</b>	<b>27</b>	<b>64</b>	
LOS ANGELES INTERNATIONAL	ATLAS AIR INC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
LOS ANGELES INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	33.3	16.7	16.7	27.8	5.6	0.0	0.0	0.0	0.0	46	11.1	58	26	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	14.8	22.2	40.7	11.1	3.7	0.0	3.7	3.7	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>13.3</b>	<b>37.8</b>	<b>13.3</b>	<b>8.9</b>	<b>11.1</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>10.7</b>	<b>56</b>	<b>27</b>	
MIAMI INTERNATIONAL	AERONEXUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
NEW YORK (JF KENNEDY)	THOMAS COOK AIRLINES LTD	S	60	0	4	7.8	15.6	29.7	17.2	10.9	4.7	3.1	0.0	4.7	0.0	6.3	74	67.7	17	62	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	24.2	38.7	19.4	8.1	3.2	1.6	0.0	0.0	0.0	0.0	15	67.7	15	62	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>122</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>19.8</b>	<b>34.1</b>	<b>18.3</b>	<b>9.5</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>3.2</b>	<b>44</b>	<b>67.7</b>	<b>16</b>	<b>124</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	2	4.7	12.5	18.8	23.4	12.5	17.2	4.7	3.1	0.0	0.0	3.1	40	67.7	26	62	
NEW YORK (NEWARK)	VIRGIN ATLANTIC 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	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 NEW YORK (NEWARK)</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>12.3</b>	<b>18.5</b>	<b>23.1</b>	<b>12.3</b>	<b>16.9</b>	<b>4.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>40</b>	<b>67.7</b>	<b>26</b>	<b>62</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	88	0	0	2.3	6.8	35.2	13.6	17.0	20.5	3.4	1.1	0.0	0.0	0.0	40	45.5	66	77
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	86	0	0	3.5	34.9	33.7	12.8	8.1	4.7	1.2	1.2	0.0	0.0	0.0	17	70.9	26	86
<b>TOTAL ORLANDO</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.7</b>	<b>34.5</b>	<b>13.2</b>	<b>12.6</b>	<b>12.6</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>58.9</b>	<b>45</b>	<b>163</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	8.1	30.6	19.4	9.7	6.5	14.5	3.2	8.1	0.0	0.0	0.0	40	72.6	23	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.6</b>	<b>19.4</b>	<b>9.7</b>	<b>6.5</b>	<b>14.5</b>	<b>3.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>72.6</b>	<b>23</b>	<b>62</b>
SAN FRANCISCO	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	7.7	38.5	15.4	26.9	0.0	3.8	3.8	0.0	0.0	0.0	32	63.0	22	27
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	21	27
<b>TOTAL SAN FRANCISCO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>7.7</b>	<b>38.5</b>	<b>15.4</b>	<b>26.9</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>70.4</b>	<b>21</b>	<b>54</b>
SANFORD	TUI AIRWAYS LTD	C	18	0	0	5.6	0.0	27.8	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	28	83.3	9	18
<b>TOTAL SANFORD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
SEATTLE (TACOMA)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	22.2	16.7	16.7	22.2	5.6	0.0	0.0	0.0	0.0	41	50.0	18	18
<b>TOTAL SEATTLE (TACOMA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</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>41</b>	<b>50.0</b>	<b>18</b>	<b>18</b>
SOUTH BEND (MICHIANA)	ATLAS AIR INC	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL SOUTH BEND (MICHIANA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>740</b>	<b>0</b>	<b>9</b>	<b>7.2</b>	<b>20.2</b>	<b>31.5</b>	<b>15.2</b>	<b>11.9</b>	<b>7.9</b>	<b>2.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>1.2</b>	<b>30</b>	<b>68.8</b>	<b>24</b>	<b>796</b>
<b>TOTAL MANCHESTER</b>			<b>19489</b>	<b>0</b>	<b>127</b>	<b>4.3</b>	<b>21.9</b>	<b>40.1</b>	<b>14.8</b>	<b>10.9</b>	<b>5.4</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>66.1</b>	<b>20</b>	<b>19012</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>																					
SALZBURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	16	
SALZBURG	TUI AIRWAYS 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	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>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>75.0</b>	<b>21</b>	<b>16</b>	
<b>TOTAL AUSTRIA</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>75.0</b>	<b>21</b>	<b>16</b>	
<b>BELGIUM</b>																					
BRUSSELS	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	84.2	8	93	
BRUSSELS	LOGANAIR LTD	S	90	0	2	0.0	18.5	41.3	19.6	7.6	3.3	6.5	1.1	0.0	0.0	2.2	24	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.5</b>	<b>41.3</b>	<b>19.6</b>	<b>7.6</b>	<b>3.3</b>	<b>6.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>24</b>	<b>84.2</b>	<b>8</b>	<b>93</b>	
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.5</b>	<b>41.3</b>	<b>19.6</b>	<b>7.6</b>	<b>3.3</b>	<b>6.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>24</b>	<b>84.2</b>	<b>8</b>	<b>93</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	S	27	0	0	3.7	25.9	44.4	11.1	3.7	7.4	0.0	3.7	0.0	0.0	0.0	22	64.3	15	28	
BURGAS	JET2.COM LTD	S	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	8	
BURGAS	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	11	18	
<b>TOTAL BURGAS</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>25.5</b>	<b>41.8</b>	<b>18.2</b>	<b>7.3</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>13</b>	<b>54</b>	
<b>TOTAL BULGARIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>25.5</b>	<b>41.8</b>	<b>18.2</b>	<b>7.3</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>13</b>	<b>54</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	5.6	27.8	44.4	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	18	61.1	12	18	
DUBROVNIK	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	6	8	
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>69.2</b>	<b>10</b>	<b>26</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
SPLIT	EASYJET UK LTD	S	16	0	2	11.1	11.1	5.6	11.1	22.2	27.8	0.0	0.0	0.0	0.0	11.1	35	50.0	25	16	
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>35</b>	<b>55.6</b>	<b>22</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>19.4</b>	<b>25.0</b>	<b>11.1</b>	<b>11.1</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>26</b>	<b>63.6</b>	<b>15</b>	<b>44</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	18	0	0	5.6	16.7	33.3	16.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	29	55.6	15	18	
LARNACA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	11.1	44.4	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	15	16	
LARNACA	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	58.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	7	18	
<b>TOTAL LARNACA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.3</b>	<b>45.3</b>	<b>18.9</b>	<b>13.2</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>12</b>	<b>52</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	5.6	22.2	5.6	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	23	66.7	11	18	
PAPHOS	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	29.4	29.4	35.3	0.0	0.0	0.0	0.0	0.0	0.0	24	29.4	31	17	
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.3</b>	<b>17.1</b>	<b>34.3</b>	<b>25.7</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>23</b>	<b>48.6</b>	<b>21</b>	<b>35</b>	
<b>TOTAL CYPRUS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>12.5</b>	<b>34.1</b>	<b>25.0</b>	<b>18.2</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>20</b>	<b>60.9</b>	<b>16</b>	<b>87</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	38.9	67	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m		16 m	31 m	61 m	121 m	181 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	to 15 m early													to 30 m late
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.9</b>	<b>67</b>	<b>18</b>	
<b>TOTAL CZECH 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>38.9</b>	<b>67</b>	<b>18</b>	
<b>DENMARK</b>																				
<b>ESBJERG</b>	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL ESBJERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
<b>EGYPT</b>																				
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	18	70.0	11	10	
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.0</b>	<b>11</b>	<b>10</b>	
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.0</b>	<b>11</b>	<b>10</b>	
<b>FRANCE</b>																				
<b>NICE</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	103	3	
<b>NICE</b>	EASYJET UK LTD	S	36	0	0	0.0	27.8	25.0	22.2	11.1	11.1	2.8	0.0	0.0	0.0	27	60.0	42	29	
<b>TOTAL NICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>25.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>54.5</b>	<b>48</b>	<b>32</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	169	0	3	0.0	30.8	47.1	11.0	5.2	1.7	1.7	0.6	0.0	0.0	13	72.1	12	166	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>169</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>30.6</b>	<b>46.8</b>	<b>11.0</b>	<b>5.2</b>	<b>1.7</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.1</b>	<b>12</b>	<b>166</b>	
<b>TARBES-LOURDES 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	20	0.0	0	0	
<b>TARBES-LOURDES INTERNATIONAL</b>	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	59	50.0	15	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>207</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>29.9</b>	<b>42.7</b>	<b>13.3</b>	<b>6.6</b>	<b>3.3</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.1</b>	<b>17</b>	<b>200</b>	
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</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	100.0	2	2	
<b>BERLIN (SCHONEFELD)</b>	EASYJET UK LTD	S	0	0	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	24	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>14</b>	<b>26</b>	
<b>COLOGNE BONN</b>	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	54	0	0	0.0	20.4	53.7	14.8	3.7	0.0	3.7	3.7	0.0	0.0	20	51.9	18	54	
<b>TOTAL DUSSELDORF</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.4</b>	<b>53.7</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>51.9</b>	<b>18</b>	<b>54</b>	
<b>MEMMINGEN ALLGAU</b>	ALK Airlines/Air Lubo	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>51.8</b>	<b>14.3</b>	<b>5.4</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>60.5</b>	<b>17</b>	<b>81</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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>GREECE</b>																					
<b>CORFU</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	2	
<b>CORFU</b>	EASYJET UK LTD	S	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	35	62.5	16	8	
<b>CORFU</b>	JET2.COM LTD	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	9	80.0	23	10	
<b>CORFU</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	18	
<b>CORFU</b>	TUI AIRWAYS LTD	S	26	0	0	0.0	7.7	34.6	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	19	55.6	18	18	
<b>TOTAL CORFU</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>40.3</b>	<b>34.7</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>17</b>	<b>73.2</b>	<b>15</b>	<b>56</b>	
<b>HERAKLION</b>	JET2.COM LTD	S	18	0	0	0.0	27.8	16.7	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	27	61.1	17	18	
<b>HERAKLION</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	30	66.7	11	9	
<b>HERAKLION</b>	TUI AIRWAYS LTD	S	10	0	0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	12	10	
<b>TOTAL HERAKLION</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>23.7</b>	<b>26.3</b>	<b>23.7</b>	<b>15.8</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>22</b>	<b>62.2</b>	<b>14</b>	<b>37</b>	
<b>KAVALA</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	66.7	10	3	
<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>66.7</b>	<b>10</b>	<b>3</b>	
<b>KEFALLINIA</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	80.0	8	10	
<b>KEFALLINIA</b>	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	37.5	18	8	
<b>TOTAL KEFALLINIA</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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>61.1</b>	<b>13</b>	<b>18</b>	
<b>KOS</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	3	8	
<b>KOS</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	27.8	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	41	33.3	34	18	
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>53.8</b>	<b>24</b>	<b>26</b>	
<b>RHODES</b>	EASYJET UK LTD	S	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	12	8	
<b>RHODES</b>	JET2.COM LTD	S	17	0	0	0.0	0.0	17.6	17.6	52.9	11.8	0.0	0.0	0.0	0.0	0.0	38	23.5	45	17	
<b>RHODES</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	11.1	16.7	44.4	22.2	5.6	0.0	0.0	0.0	0.0	50	43.8	23	16	
<b>TOTAL RHODES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>18.6</b>	<b>20.9</b>	<b>41.9</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>39</b>	<b>41.5</b>	<b>30</b>	<b>41</b>	
<b>SALONIKA</b>	JET2.COM LTD	S	10	0	0	10.0	20.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	10	8	
<b>SALONIKA</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8	
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.8</b>	<b>9</b>	<b>16</b>	
<b>SKIATHOS</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	5	
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>9</b>	<b>5</b>	
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	33.3	43	9	
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>33.3</b>	<b>43</b>	<b>9</b>	
<b>ZAKINTHOS</b>	JET2.COM LTD	S	18	0	0	5.6	11.1	22.2	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	22	43.8	37	16	
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	18	
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	16.7	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	38.9	26	18	
<b>TOTAL ZAKINTHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>9.1</b>	<b>25.0</b>	<b>31.8</b>	<b>31.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.7</b>	<b>22</b>	<b>52</b>	
<b>TOTAL GREECE</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.6</b>	<b>30.1</b>	<b>28.1</b>	<b>20.9</b>	<b>7.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>59.3</b>	<b>20</b>	<b>263</b>	
<b>IRISH REPUBLIC</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	
<b>CORK</b>	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	7	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</b>	<b>80.8</b>	<b>7</b>	<b>26</b>	
<b>DUBLIN</b>	AER LINGUS	S	62	0	0	3.2	41.9	41.9	4.8	8.1	0.0	0.0	0.0	0.0	0.0	7	71.0	17	62	
<b>DUBLIN</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	30	1	
<b>DUBLIN</b>	RYANAIR	S	96	0	0	3.1	39.6	27.1	15.6	11.5	2.1	0.0	1.0	0.0	0.0	14	66.4	15	104	
<b>TOTAL DUBLIN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.5</b>	<b>32.9</b>	<b>11.4</b>	<b>10.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>67.6</b>	<b>16</b>	<b>167</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.5</b>	<b>32.9</b>	<b>11.4</b>	<b>10.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.3</b>	<b>15</b>	<b>193</b>	
<b>ITALY</b>																				
<b>NAPLES</b>	TUI AIRWAYS LTD	S	28	0	0	0.0	17.9	50.0	10.7	14.3	7.1	0.0	0.0	0.0	0.0	16	88.9	5	18	
<b>TOTAL NAPLES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</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>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>PISA</b>	JET2.COM LTD	S	18	0	0	16.7	44.4	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	7	68.8	13	16	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	18	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	25	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.6</b>	<b>25</b>	<b>18</b>	
<b>VERONA VILLAFRANCA</b>	ERNEST AIRLINES	S	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>VERONA VILLAFRANCA</b>	NEOS SPA	S	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	140	8	
<b>VERONA VILLAFRANCA</b>	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	62.5	20	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>80</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>30.5</b>	<b>39.0</b>	<b>13.4</b>	<b>9.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.1</b>	<b>30</b>	<b>68</b>	
<b>MALTA</b>																				
<b>MALTA</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	50.0	19	2	
<b>MALTA</b>	EASYJET UK LTD	S	18	0	0	0.0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	23	68.8	15	16	
<b>MALTA</b>	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	8	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>3.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>69.2</b>	<b>14</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>3.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>69.2</b>	<b>14</b>	<b>26</b>	
<b>MEXICO</b>																				
<b>CANCUN</b>	TUI AIRWAYS LTD	S	20	0	0	15.0	10.0	50.0	10.0	5.0	5.0	0.0	0.0	5.0	0.0	81	64.3	83	14	
<b>TOTAL CANCUN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>81</b>	<b>64.3</b>	<b>83</b>	<b>14</b>	
<b>TOTAL MEXICO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>81</b>	<b>64.3</b>	<b>83</b>	<b>14</b>	
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	KLM	S	243	0	5	0.0	26.6	52.8	14.5	3.2	0.8	0.0	0.0	0.0	0.0	9	89.1	8	248	
<b>TOTAL AMSTERDAM</b>			<b>243</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>26.6</b>	<b>52.8</b>	<b>14.5</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>9</b>	<b>89.1</b>	<b>8</b>	<b>248</b>	
<b>TOTAL NETHERLANDS</b>			<b>243</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>26.6</b>	<b>52.8</b>	<b>14.5</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>9</b>	<b>89.1</b>	<b>8</b>	<b>248</b>	
<b>NORWAY</b>																				
<b>STAVANGER</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.7	7	45	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
STAVANGER	LOGANAIR LTD	S	54	0	2	0.0	25.0	51.8	5.4	5.4	1.8	3.6	0.0	3.6	0.0	3.6	28	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>51.8</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>28</b>	<b>83.7</b>	<b>7</b>	<b>45</b>	
<b>TOTAL NORWAY</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>51.8</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>28</b>	<b>83.7</b>	<b>7</b>	<b>45</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	5.6	38.9	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	12	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	16.7	27.8	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	73.7	95	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.7</b>	<b>95</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	77.8	9	18	
<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>77.8</b>	<b>9</b>	<b>18</b>	
WROCLAW	RYANAIR	S	16	0	0	0.0	25.0	31.3	25.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	20	61.1	30	18	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.1</b>	<b>30</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.2</b>	<b>36</b>	<b>72</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	66.7	11	6	
FARO	EASYJET UK LTD	S	44	0	0	0.0	36.4	38.6	11.4	0.0	13.6	0.0	0.0	0.0	0.0	0.0	17	89.5	9	38	
FARO	JET2.COM LTD	S	62	0	0	21.0	38.7	35.5	1.6	0.0	1.6	1.6	0.0	0.0	0.0	0.0	5	93.5	5	62	
FARO	RYANAIR	S	36	0	0	5.6	47.2	22.2	13.9	8.3	2.8	0.0	0.0	0.0	0.0	0.0	9	91.7	4	36	
<b>TOTAL FARO</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>40.1</b>	<b>33.1</b>	<b>7.7</b>	<b>2.1</b>	<b>5.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.8</b>	<b>6</b>	<b>142</b>	
OPORTO (PORTUGAL)	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>40.1</b>	<b>33.1</b>	<b>7.7</b>	<b>2.1</b>	<b>5.6</b>	<b>0.7</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>6</b>	<b>143</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	10	0	0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	3	10	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>3</b>	<b>10</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>3</b>	<b>10</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	75.0	11	8	
ALICANTE	EASYJET UK LTD	S	55	0	0	5.5	29.1	47.3	3.6	3.6	7.3	3.6	0.0	0.0	0.0	0.0	16	63.0	25	46	
ALICANTE	JET2.COM LTD	S	96	0	0	9.4	33.3	39.6	8.3	7.3	2.1	0.0	0.0	0.0	0.0	0.0	9	91.8	5	98	
ALICANTE	RYANAIR	S	62	0	0	11.3	40.3	43.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	98.3	2	60	
ALICANTE	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	74.1	18	27	
<b>TOTAL ALICANTE</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>32.9</b>	<b>42.9</b>	<b>7.4</b>	<b>5.2</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>10</b>	<b>85.4</b>	<b>10</b>	<b>239</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
ALMERIA	JET2.COM LTD	S	18	0	0	22.2	50.0	22.2	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10	100.0	2	18	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>18</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	40.0	25	5	
BARCELONA	EASYJET UK LTD	S	44	0	0	6.8	40.9	18.2	6.8	11.4	15.9	0.0	0.0	0.0	0.0	0.0	20	74.4	28	39	
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>40.9</b>	<b>18.2</b>	<b>6.8</b>	<b>11.4</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.5</b>	<b>27</b>	<b>44</b>	
GIRONA	JET2.COM LTD	S	16	0	0	25.0	31.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
GIRONA	RYANAIR	S	18	0	0	5.6	38.9	27.8	5.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	48	72.2	23	18	
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>35.3</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.1</b>	<b>12</b>	<b>36</b>	
IBIZA	JET2.COM LTD	S	62	0	0	25.8	22.6	38.7	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	75.8	11	62	
IBIZA	THOMAS COOK AIRLINES LTD	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	100.0	4	16	
IBIZA	TUI AIRWAYS LTD	S	26	0	0	0.0	15.4	65.4	11.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	73.1	14	26	
<b>TOTAL IBIZA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>22.4</b>	<b>46.9</b>	<b>8.2</b>	<b>3.1</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.8</b>	<b>11</b>	<b>104</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	33.3	55	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>33.3</b>	<b>55</b>	<b>18</b>	
MAHON	JET2.COM LTD	S	26	0	0	11.5	26.9	42.3	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	73.1	15	26	
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	18	18	
MAHON	TUI AIRWAYS LTD	S	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	90.0	8	10	
<b>TOTAL MAHON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>25.7</b>	<b>45.7</b>	<b>14.3</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.6</b>	<b>15</b>	<b>54</b>	
MALAGA	AIR EUROPA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	8	
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	83.3	12	6	
MALAGA	EASYJET UK LTD	S	54	0	0	5.6	18.5	55.6	7.4	0.0	3.7	5.6	3.7	0.0	0.0	0.0	24	65.2	15	46	
MALAGA	JET2.COM LTD	S	62	0	0	25.8	24.2	46.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	8	62	
MALAGA	RYANAIR	S	34	0	0	0.0	29.4	55.9	5.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	9	97.5	2	40	
MALAGA	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	25.0	18.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	34	60.0	19	10	
<b>TOTAL MALAGA</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>22.9</b>	<b>49.4</b>	<b>6.6</b>	<b>2.4</b>	<b>3.6</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.7</b>	<b>10</b>	<b>172</b>	
MURCIA SAN JAVIER	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	72.2	9	18	
<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>72.2</b>	<b>9</b>	<b>18</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	80.0	7	10	
PALMA DE MALLORCA	EASYJET UK LTD	S	70	0	2	5.6	22.2	50.0	9.7	6.9	2.8	0.0	0.0	0.0	0.0	2.8	11	71.0	22	62	
PALMA DE MALLORCA	JET2.COM LTD	S	104	0	0	14.4	34.6	37.5	8.7	1.9	1.9	1.0	0.0	0.0	0.0	0.0	7	94.3	4	106	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	1.6	11.3	67.7	11.3	6.5	0.0	0.0	0.0	1.6	0.0	0.0	16	63.3	23	60	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	28	0	0	10.7	35.7	46.4	0.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	75.0	18	36	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	46	0	0	0.0	19.6	52.2	15.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	73.1	17	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 PALMA DE MALLORCA</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>25.0</b>	<b>49.4</b>	<b>9.6</b>	<b>5.8</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>78.1</b>	<b>14</b>	<b>300</b>
REUS	JET2.COM LTD	S	26	0	0	26.9	34.6	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.2	5	34
REUS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10
REUS	TUI AIRWAYS LTD	S	26	0	0	3.8	42.3	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	82.1	6	28
<b>TOTAL REUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</b>	<b>38.5</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>4</b>	<b>87.5</b>	<b>5</b>	<b>72</b>
<b>TOTAL SPAIN</b>			<b>988</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>28.5</b>	<b>44.5</b>	<b>7.9</b>	<b>4.6</b>	<b>2.5</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>80.2</b>	<b>12</b>	<b>1075</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	26	0	0	38.5	23.1	19.2	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	14	85.2	8	27
ARRECIFE	RYANAIR	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	18	16
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	43.8	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	12	18
ARRECIFE	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
<b>TOTAL ARRECIFE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>32.4</b>	<b>30.9</b>	<b>27.9</b>	<b>1.5</b>	<b>2.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>11</b>	<b>69</b>
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	35.3	17.6	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16
<b>TOTAL FUERTEVENTURA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>24.0</b>	<b>36.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.1</b>	<b>4</b>	<b>34</b>
LAS PALMAS	JET2.COM LTD	S	17	0	0	35.3	11.8	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	18
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
LAS PALMAS	TUI AIRWAYS LTD	S	10	0	0	10.0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	9	10
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>11.1</b>	<b>37.0</b>	<b>14.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.8</b>	<b>5</b>	<b>38</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	35	0	0	25.7	25.7	37.1	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	7	36
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.3	4	28
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	27.8	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	10	18
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	50.0	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	74.1	13	27
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>30.3</b>	<b>37.1</b>	<b>5.6</b>	<b>5.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.7</b>	<b>8</b>	<b>109</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>25.4</b>	<b>27.3</b>	<b>34.0</b>	<b>5.7</b>	<b>5.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.6</b>	<b>8</b>	<b>250</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	0.0	31	2
GENEVA	EASYJET UK LTD	S	16	0	0	0.0	0.0	37.5	18.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	29	56.3	31	15
<b>TOTAL GENEVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>31</b>	<b>17</b>
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>31</b>	<b>17</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	S	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	12	10	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.0</b>	<b>12</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.0</b>	<b>12</b>	<b>10</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	8	
ANTALYA	JET2.COM LTD	S	34	0	0	0.0	23.5	38.2	23.5	14.7	0.0	0.0	0.0	0.0	0.0	0.0	14	25.9	32	27	
ANTALYA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	23.1	42.3	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	16	91.4	8	35	
ANTALYA	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>42.6</b>	<b>20.6</b>	<b>11.8</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>14</b>	<b>61.4</b>	<b>18</b>	<b>70</b>	
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	37.5	28	8	
BODRUM (MILAS)	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	40	10	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>38.9</b>	<b>35</b>	<b>18</b>	
DALAMAN	FREEBIRD AIRLINES	S	0	0	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	26	8	
DALAMAN	JET2.COM LTD	S	45	0	0	4.4	26.7	28.9	28.9	6.7	2.2	2.2	0.0	0.0	0.0	0.0	16	34.6	66	26	
DALAMAN	THOMAS COOK AIRLINES LTD	S	55	0	0	5.5	32.7	41.8	10.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	70.4	15	54	
DALAMAN	TUI AIRWAYS LTD	S	27	0	0	0.0	11.1	40.7	25.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	72.2	12	18	
<b>TOTAL DALAMAN</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>26.0</b>	<b>37.0</b>	<b>20.5</b>	<b>11.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.2</b>	<b>28</b>	<b>106</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	8	0	0	25.0	12.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 TURKEY</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.7</b>	<b>37.4</b>	<b>20.4</b>	<b>13.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.3</b>	<b>25</b>	<b>194</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	12.9	30.6	38.7	8.1	6.5	1.6	1.6	0.0	0.0	0.0	0.0	11	79.0	12	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>30.6</b>	<b>38.7</b>	<b>8.1</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>11</b>	<b>79.0</b>	<b>12</b>	<b>62</b>	
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>30.6</b>	<b>38.7</b>	<b>8.1</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>11</b>	<b>79.0</b>	<b>12</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	127	0	7	8.2	36.6	33.6	5.2	4.5	4.5	2.2	0.0	0.0	0.0	5.2	12	54.3	37	122	
<b>TOTAL ABERDEEN</b>			<b>127</b>	<b>0</b>	<b>7</b>	<b>8.2</b>	<b>36.6</b>	<b>33.6</b>	<b>5.2</b>	<b>4.5</b>	<b>4.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>12</b>	<b>54.3</b>	<b>37</b>	<b>122</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	81.8	13	22	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	166	0	0	1.2	38.0	30.1	12.7	9.0	7.8	1.2	0.0	0.0	0.0	0.0	16	74.0	30	144	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>38.0</b>	<b>30.1</b>	<b>12.7</b>	<b>9.0</b>	<b>7.8</b>	<b>1.2</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>28</b>	<b>166</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	62.5	20	16	
BRISTOL	EASYJET UK LTD	S	122	0	0	2.5	38.5	26.2	15.6	12.3	2.5	2.5	0.0	0.0	0.0	0.0	16	66.7	24	108	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 BRISTOL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>38.5</b>	<b>26.2</b>	<b>15.6</b>	<b>12.3</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>16</b>	<b>66.1</b>	<b>23</b>	<b>124</b>	
CARDIFF WALES	FLYBE LTD	S	42	0	4	41.3	8.7	34.8	2.2	0.0	2.2	2.2	0.0	0.0	0.0	8.7	8	64.8	16	82	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>41.3</b>	<b>8.7</b>	<b>34.8</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>8</b>	<b>64.8</b>	<b>16</b>	<b>82</b>	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	1	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
EXETER	FLYBE LTD	S	58	0	4	3.2	27.4	40.3	9.7	4.8	8.1	0.0	0.0	0.0	0.0	6.5	16	71.0	24	61	
<b>TOTAL EXETER</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>27.4</b>	<b>40.3</b>	<b>9.7</b>	<b>4.8</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>16</b>	<b>71.0</b>	<b>24</b>	<b>61</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	282	0	4	1.7	31.1	42.0	14.0	7.3	1.4	1.0	0.0	0.0	0.0	1.4	12	75.5	15	294	
<b>TOTAL HEATHROW</b>			<b>282</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>31.1</b>	<b>42.0</b>	<b>14.0</b>	<b>7.3</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>75.5</b>	<b>15</b>	<b>294</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	8	1	
HUMBERSIDE	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL HUMBERSIDE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>4</b>	<b>2</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	100.0	3	6	
JERSEY	EASYJET UK LTD	S	37	0	0	0.0	48.6	35.1	8.1	0.0	2.7	0.0	5.4	0.0	0.0	0.0	16	80.0	20	30	
<b>TOTAL JERSEY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.6</b>	<b>35.1</b>	<b>8.1</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>17</b>	<b>36</b>	
LIVERPOOL (JOHN LENNON)	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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>8</b>	<b>1</b>	
MANCHESTER	BH AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
MANCHESTER	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	60	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	8	0	0	0.0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	45	50.0	25	8	
<b>TOTAL NEWQUAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
SOUTHAMPTON	FLYBE LTD	S	156	0	6	0.6	38.3	39.5	11.7	4.3	1.9	0.0	0.0	0.0	0.0	3.7	8	65.6	19	150	
<b>TOTAL SOUTHAMPTON</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>0.6</b>	<b>38.3</b>	<b>39.5</b>	<b>11.7</b>	<b>4.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>65.6</b>	<b>19</b>	<b>150</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1005</b>	<b>0</b>	<b>25</b>	<b>4.2</b>	<b>34.2</b>	<b>35.9</b>	<b>11.5</b>	<b>6.8</b>	<b>3.6</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>13</b>	<b>69.2</b>	<b>22</b>	<b>1047</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	S	10	0	0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	15	
<b>TOTAL SANFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>9</b>	<b>15</b>	
<b>TOTAL USA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>9</b>	<b>15</b>	
<b>TOTAL NEWCASTLE</b>			<b>4111</b>	<b>0</b>	<b>42</b>	<b>6.3</b>	<b>28.6</b>	<b>39.5</b>	<b>12.4</b>	<b>7.6</b>	<b>3.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>73.8</b>	<b>16</b>	<b>4357</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m		16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg	% Early	Avg	Mat		
						to 15 m	to 15 m early													to 30 m late	to 60 m late
<b>CROATIA</b>																					
SPLIT	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL SPLIT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
AVIGNON	FLYBE 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	1	87.5	2	8		
<b>TOTAL AVIGNON</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>1</b>	<b>87.5</b>	<b>2</b>	<b>8</b>		
BASTIA	FLYBE 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	90.0	6	10		
<b>TOTAL BASTIA</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>90.0</b>	<b>6</b>	<b>10</b>		
BERGERAC	FLYBE LTD	S	62	0	0	1.6	33.9	37.1	11.3	9.7	3.2	0.0	3.2	0.0	0.0	19	80.6	11	62		
<b>TOTAL BERGERAC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>33.9</b>	<b>37.1</b>	<b>11.3</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>19</b>	<b>80.6</b>	<b>11</b>	<b>62</b>		
BIARRITZ	FLYBE LTD	S	8	0	0	12.5	37.5	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	28	100.0	8	8		
<b>TOTAL BIARRITZ</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>8</b>	<b>8</b>		
BORDEAUX	FLYBE LTD	S	34	0	0	0.0	26.5	35.3	14.7	5.9	5.9	11.8	0.0	0.0	0.0	33	80.6	10	36		
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>35.3</b>	<b>14.7</b>	<b>5.9</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.6</b>	<b>10</b>	<b>36</b>		
BREST	FLYBE LTD	S	8	0	0	0.0	25.0	25.0	0.0	0.0	37.5	12.5	0.0	0.0	0.0	55	12.5	34	8		
<b>TOTAL BREST</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>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>12.5</b>	<b>34</b>	<b>8</b>		
LA ROCHELLE	FLYBE LTD	S	34	0	0	8.8	26.5	35.3	8.8	8.8	11.8	0.0	0.0	0.0	0.0	19	77.8	13	35		
<b>TOTAL LA ROCHELLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>35.3</b>	<b>8.8</b>	<b>8.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>13</b>	<b>35</b>		
LIMOGES	FLYBE LTD	S	18	0	0	5.6	16.7	55.6	5.6	5.6	11.1	0.0	0.0	0.0	0.0	18	50.0	18	26		
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>18</b>	<b>26</b>		
NANTES	FLYBE LTD	S	36	0	0	0.0	30.6	44.4	2.8	5.6	11.1	0.0	5.6	0.0	0.0	27	83.3	18	36		
<b>TOTAL NANTES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>44.4</b>	<b>2.8</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>83.3</b>	<b>18</b>	<b>36</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	108	0	0	0.0	14.8	65.7	10.2	7.4	1.9	0.0	0.0	0.0	0.0	9	75.5	17	106		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>65.7</b>	<b>10.2</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>9</b>	<b>75.5</b>	<b>17</b>	<b>106</b>		
PERPIGNAN	FLYBE LTD	S	6	0	1	0.0	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	14.3	6	62.5	15	8		
<b>TOTAL PERPIGNAN</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</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>14.3</b>	<b>6</b>	<b>62.5</b>	<b>15</b>	<b>8</b>		
RENNES	FLYBE LTD	S	26	0	0	0.0	26.9	42.3	7.7	11.5	3.8	7.7	0.0	0.0	0.0	25	57.7	23	26		
<b>TOTAL RENNES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>57.7</b>	<b>23</b>	<b>26</b>		
RODEZ	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	46.2	51	20		
<b>TOTAL RODEZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>46.2</b>	<b>51</b>	<b>20</b>		
TOULON / HYERES	FLYBE LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	21	18		
<b>TOTAL TOULON / HYERES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>44.4</b>	<b>21</b>	<b>18</b>		
TOULOUSE (BLAGNAC)	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	145	0.0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</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>145</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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									
<b>TOTAL FRANCE</b>			<b>365</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>24.9</b>	<b>48.1</b>	<b>8.7</b>	<b>7.1</b>	<b>6.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>71.3</b>	<b>17</b>	<b>407</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	47	0	1	0.0	31.3	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	2.1	9	72.2	12	52	
<b>TOTAL DUSSELDORF</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.3</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>72.2</b>	<b>12</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.3</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>70.9</b>	<b>12</b>	<b>52</b>	
<b>GREECE</b>																					
SKIATHOS	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	60.0	12	10	
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>12</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>12</b>	<b>10</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	64.8	15	54	
<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>64.8</b>	<b>15</b>	<b>54</b>	
DUBLIN	FLYBE LTD	S	175	0	3	6.2	26.4	41.0	12.9	5.6	3.4	1.7	1.1	0.0	0.0	1.7	16	59.7	23	221	
DUBLIN	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>176</b>	<b>0</b>	<b>3</b>	<b>6.1</b>	<b>26.3</b>	<b>41.3</b>	<b>12.8</b>	<b>5.6</b>	<b>3.4</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>59.7</b>	<b>23</b>	<b>221</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>176</b>	<b>0</b>	<b>3</b>	<b>6.1</b>	<b>26.3</b>	<b>41.3</b>	<b>12.8</b>	<b>5.6</b>	<b>3.4</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>60.7</b>	<b>21</b>	<b>275</b>	
<b>ITALY</b>																					
VERONA VILAFRANCA	FLYBE LTD	S	17	0	2	5.3	10.5	26.3	21.1	0.0	21.1	5.3	0.0	0.0	0.0	10.5	38	70.8	14	24	
<b>TOTAL VERONA VILAFRANCA</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>10.5</b>	<b>26.3</b>	<b>21.1</b>	<b>0.0</b>	<b>21.1</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>38</b>	<b>70.8</b>	<b>14</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>10.5</b>	<b>26.3</b>	<b>21.1</b>	<b>0.0</b>	<b>21.1</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>38</b>	<b>70.8</b>	<b>14</b>	<b>24</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	210	0	4	0.5	22.9	48.6	12.1	1.9	7.5	1.9	2.8	0.0	0.0	1.9	23	66.7	20	195	
AMSTERDAM	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	77.8	12	72	
<b>TOTAL AMSTERDAM</b>			<b>210</b>	<b>0</b>	<b>4</b>	<b>0.5</b>	<b>22.9</b>	<b>48.6</b>	<b>12.1</b>	<b>1.9</b>	<b>7.5</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>69.6</b>	<b>17</b>	<b>267</b>	
ROTTERDAM	JOTA AVIATION LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ROTTERDAM</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 NETHERLANDS</b>			<b>211</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>22.8</b>	<b>48.4</b>	<b>12.1</b>	<b>1.9</b>	<b>7.4</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>69.6</b>	<b>17</b>	<b>267</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	24	0	0	12.5	12.5	33.3	8.3	20.8	12.5	0.0	0.0	0.0	0.0	0.0	21	80.8	13	26	
<b>TOTAL FARO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>33.3</b>	<b>8.3</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>21</b>	<b>80.8</b>	<b>13</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>33.3</b>	<b>8.3</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>21</b>	<b>80.8</b>	<b>13</b>	<b>26</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	53	0	0	3.8	28.3	43.4	17.0	1.9	1.9	3.8	0.0	0.0	0.0	0.0	14	75.9	16	54	
<b>TOTAL ALICANTE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.3</b>	<b>43.4</b>	<b>17.0</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.9</b>	<b>16</b>	<b>54</b>	
IBIZA	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	3	0.0	0	0	
IBIZA	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	
IBIZA	VOLOTEA	C	8	0	0	0.0	37.5	25.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	36	75.0	12	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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 IBIZA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>32</b>	<b>75.0</b>	<b>12</b>	<b>8</b>		
MAHON	FLYBE LTD	C	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	8		
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
MALAGA	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	100.0	0	0.0	0	0		
MALAGA	FLYBE LTD	S	34	0	0	0.0	23.5	41.2	14.7	8.8	0.0	5.9	5.9	0.0	0.0	35	76.5	19	34		
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.9</b>	<b>40.0</b>	<b>14.3</b>	<b>8.6</b>	<b>0.0</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>76.5</b>	<b>19</b>	<b>34</b>		
PALMA DE MALLORCA	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	100.0	0	0.0	0	0		
PALMA DE MALLORCA	FLYBE LTD	S	26	0	0	3.8	38.5	50.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	5	94.4	5	18		
PALMA DE MALLORCA	VOLOTEA	C	18	0	2	5.0	20.0	15.0	5.0	10.0	35.0	0.0	0.0	0.0	10.0	40	55.6	21	18		
<b>TOTAL PALMA DE MALLORCA</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>29.8</b>	<b>34.0</b>	<b>4.3</b>	<b>6.4</b>	<b>14.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>19</b>	<b>75.0</b>	<b>13</b>	<b>36</b>		
VIGO	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
<b>TOTAL VIGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>1</b>		
<b>TOTAL SPAIN</b>			<b>148</b>	<b>0</b>	<b>5</b>	<b>3.9</b>	<b>26.8</b>	<b>39.2</b>	<b>11.8</b>	<b>4.6</b>	<b>5.2</b>	<b>3.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.6</b>	<b>15</b>	<b>141</b>		
<b>SWITZERLAND</b>																					
GENEVA	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL GENEVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>UNITED KINGDOM</b>																					
ALDERNEY	AURIGNY AIR SERVICES	S	218	0	18	4.7	36.0	20.8	8.9	8.9	11.9	0.4	0.8	0.0	0.0	7.6	22	72.0	21	212	
<b>TOTAL ALDERNEY</b>			<b>218</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>36.0</b>	<b>20.8</b>	<b>8.9</b>	<b>8.9</b>	<b>11.9</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>22</b>	<b>72.0</b>	<b>21</b>	<b>212</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	164	0	2	3.0	38.0	42.2	6.0	7.2	1.8	0.6	0.0	0.0	1.2	10	86.1	9	187		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>38.0</b>	<b>42.2</b>	<b>6.0</b>	<b>7.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>86.1</b>	<b>9</b>	<b>187</b>		
BLACKPOOL	JOTA AVIATION LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL BLACKPOOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CARDIFF WALES	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	68	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
EDINBURGH	FLYBE LTD	S	232	0	1	0.4	29.6	38.2	12.0	10.3	4.3	3.4	1.3	0.0	0.0	0.4	20	71.0	15	231	
<b>TOTAL EDINBURGH</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>29.6</b>	<b>38.2</b>	<b>12.0</b>	<b>10.3</b>	<b>4.3</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>71.0</b>	<b>15</b>	<b>231</b>	
GLASGOW	FLYBE LTD	S	218	0	6	0.4	27.7	42.4	12.9	8.5	4.5	0.0	0.9	0.0	0.0	2.7	15	74.6	14	254	
<b>TOTAL GLASGOW</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>0.4</b>	<b>27.7</b>	<b>42.4</b>	<b>12.9</b>	<b>8.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>74.6</b>	<b>14</b>	<b>254</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	108	0	4	3.6	39.3	31.3	7.1	7.1	6.3	0.9	0.9	0.0	0.0	3.6	16	0.0	0	0	

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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	256	0	0	0.8	30.9	34.0	15.2	11.7	7.4	0.0	0.0	0.0	0.0	0.0	17	94.1	4	255
<b>TOTAL GUERNSEY</b>			<b>364</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>33.4</b>	<b>33.2</b>	<b>12.8</b>	<b>10.3</b>	<b>7.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>94.1</b>	<b>4</b>	<b>255</b>
JERSEY	FLYBE LTD	S	277	0	31	2.9	37.0	37.0	4.2	3.9	4.9	0.0	0.0	0.0	0.0	10.1	9	70.8	15	293
<b>TOTAL JERSEY</b>			<b>277</b>	<b>0</b>	<b>31</b>	<b>2.9</b>	<b>37.0</b>	<b>37.0</b>	<b>4.2</b>	<b>3.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>9</b>	<b>70.8</b>	<b>15</b>	<b>293</b>
LEEDS BRADFORD	FLYBE LTD	S	95	0	5	0.0	2.0	57.0	13.0	12.0	9.0	2.0	0.0	0.0	0.0	5.0	22	78.6	11	88
<b>TOTAL LEEDS BRADFORD</b>			<b>95</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>2.0</b>	<b>57.0</b>	<b>13.0</b>	<b>12.0</b>	<b>9.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>22</b>	<b>78.6</b>	<b>11</b>	<b>88</b>
MANCHESTER	FLYBE LTD	S	267	0	11	2.2	24.1	50.4	9.4	5.0	3.2	1.8	0.0	0.0	0.0	4.0	13	72.8	14	268
<b>TOTAL MANCHESTER</b>			<b>267</b>	<b>0</b>	<b>11</b>	<b>2.2</b>	<b>24.1</b>	<b>50.4</b>	<b>9.4</b>	<b>5.0</b>	<b>3.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>13</b>	<b>72.8</b>	<b>14</b>	<b>268</b>
NEWCASTLE	FLYBE LTD	S	156	0	6	2.5	43.2	38.3	6.2	3.1	3.1	0.0	0.0	0.0	0.0	3.7	7	67.5	18	150
<b>TOTAL NEWCASTLE</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>2.5</b>	<b>43.2</b>	<b>38.3</b>	<b>6.2</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>3.7</b>	<b>7</b>	<b>67.5</b>	<b>18</b>	<b>150</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	0.0	89	1
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>89</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1995</b>	<b>0</b>	<b>84</b>	<b>2.1</b>	<b>31.6</b>	<b>38.4</b>	<b>9.5</b>	<b>7.6</b>	<b>5.6</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>15</b>	<b>76.2</b>	<b>14</b>	<b>1939</b>
<b>TOTAL SOUTHAMPTON</b>			<b>2984</b>	<b>0</b>	<b>100</b>	<b>2.3</b>	<b>29.4</b>	<b>40.4</b>	<b>10.1</b>	<b>6.9</b>	<b>5.7</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>73.6</b>	<b>15</b>	<b>3142</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUL 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	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	10	36	
<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>83.3</b>	<b>10</b>	<b>36</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>83.3</b>	<b>10</b>	<b>36</b>	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	54	0	0	1.9	37.0	37.0	16.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	30	36	
ANTWERP	VLM (BELGIUM)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
<b>TOTAL ANTWERP</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.0</b>	<b>37.0</b>	<b>16.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>54.1</b>	<b>31</b>	<b>37</b>	
<b>TOTAL BELGIUM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.0</b>	<b>37.0</b>	<b>16.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>54.1</b>	<b>31</b>	<b>37</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	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	100.0	7	4	
DUBROVNIK	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	50.0	53	17	
<b>TOTAL DUBROVNIK</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>59.1</b>	<b>44</b>	<b>21</b>	
PULA	EASYJET UK LTD	S	16	0	0	0.0	43.8	43.8	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	25.0	18	4	
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>25.0</b>	<b>18</b>	<b>4</b>	
ZADAR	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	30.0	86	10	
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>30.0</b>	<b>86</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>44.1</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>0.0</b>	<b>17</b>	<b>47.2</b>	<b>53</b>	<b>35</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	35	0	0	8.6	51.4	31.4	0.0	0.0	5.7	2.9	0.0	0.0	0.0	0.0	11	62.5	10	8	
PRAGUE	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	58.1	35	62	
<b>TOTAL PRAGUE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>51.4</b>	<b>31.4</b>	<b>0.0</b>	<b>0.0</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>11</b>	<b>58.6</b>	<b>32</b>	<b>70</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>51.4</b>	<b>31.4</b>	<b>0.0</b>	<b>0.0</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>11</b>	<b>58.6</b>	<b>32</b>	<b>70</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	26	0	0	15.4	53.8	23.1	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>53.8</b>	<b>23.1</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>53.8</b>	<b>23.1</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	28	0	0	21.4	42.9	32.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	4	6	
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>32.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>4</b>	<b>6</b>	
BREST	RYANAIR	S	18	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BREST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	STOBART AIR	S	46	0	0	2.2	30.4	45.7	8.7	8.7	0.0	2.2	2.2	0.0	0.0	0.0	17	66.7	27	36	
<b>TOTAL CAEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>30.4</b>	<b>45.7</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>27</b>	<b>36</b>	
CHATEAUX DEOLS	SKYTAXI	S	0	0	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	
CHATEAUX DEOLS	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CHATEAUX DEOLS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.0</b>	<b>6</b>	<b>20</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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	
LYON	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	47.1	69	50	
<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>47.1</b>	<b>69</b>	<b>50</b>	
NICE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</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	50.0	19	4	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	36	0	0	0.0	52.8	30.6	8.3	2.8	5.6	0.0	0.0	0.0	0.0	0.0	11	80.0	9	30	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.8</b>	<b>30.6</b>	<b>8.3</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>11</b>	<b>75.0</b>	<b>10</b>	<b>34</b>	
RENNES	EASYJET UK LTD	S	0	0	0	0.0	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	
RENNES	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	
RENNES	STOBART AIR	S	119	0	0	2.5	52.9	30.3	4.2	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	63.6	19	88	
<b>TOTAL RENNES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>52.5</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>63.3</b>	<b>19</b>	<b>90</b>	
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION LTD	S	5	0	0	0.0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>48.8</b>	<b>31.9</b>	<b>5.1</b>	<b>5.5</b>	<b>3.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.4</b>	<b>28</b>	<b>236</b>	
<b>GERMANY</b>																					
COLOGNE BONN	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	50.0	29	54	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>54</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	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>	
MUNICH	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	3	0.0	0	0	
<b>TOTAL MUNICH</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 GERMANY</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>50.9</b>	<b>28</b>	<b>55</b>	
<b>GREECE</b>																					
CORFU	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	11	0.0	0	0	
<b>TOTAL CORFU</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HERAKLION	EASYJET UK LTD	S	0	0	0	0.0	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 HERAKLION</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
MIKONOS	BA CITYFLYER LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	17	3	
<b>TOTAL MIKONOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>33.3</b>	<b>17</b>	<b>3</b>	
<b>TOTAL GREECE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
<b>HUNGARY</b>																					
BUDAPEST	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	96.2	3	26	
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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									
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
DUBLIN	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
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	75.0	405	4	
DUBLIN	RYANAIR	S	124	0	0	0.8	37.9	35.5	12.9	12.1	0.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
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	36.7	46	169	
DUBLIN	VLM (BELGIUM)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	2	
<b>TOTAL DUBLIN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>38.1</b>	<b>34.9</b>	<b>13.5</b>	<b>11.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>37.1</b>	<b>54</b>	<b>175</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>38.1</b>	<b>34.9</b>	<b>13.5</b>	<b>11.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>37.1</b>	<b>54</b>	<b>175</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	36	0	0	0.0	16.7	19.4	19.4	30.6	13.9	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>19.4</b>	<b>19.4</b>	<b>30.6</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAGLIARI (ELMAS)	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	18	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
CATANIA (FONTANAROSSA)	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	18	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>34</b>	<b>18</b>	
FLORENCE	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 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>0</b>	<b>1</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
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	
MILAN (LINATE)	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 MILAN (LINATE)</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>	
MILAN (MALPENSA)	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MILAN (MALPENSA)	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	45.5	93	44	
<b>TOTAL MILAN (MALPENSA)</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>45.5</b>	<b>93</b>	<b>44</b>	
PISA	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
<b>TOTAL PISA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>1</b>	
VENICE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
VENICE	RYANAIR	S	36	0	0	0.0	33.3	16.7	30.6	11.1	5.6	2.8	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL VENICE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>18.9</b>	<b>29.7</b>	<b>10.8</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>19.7</b>	<b>23.7</b>	<b>19.7</b>	<b>9.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>51.8</b>	<b>60</b>	<b>83</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	26	0	0	26.9	15.4	38.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	61.5	18	26	
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	50.0	21	2	
MALTA	EASYJET UK LTD	S	26	0	0	7.7	42.3	34.6	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	82.4	8	17	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>MALTA</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	0.0	70	1
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>28.8</b>	<b>36.5</b>	<b>11.5</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>9</b>	<b>67.4</b>	<b>16</b>	<b>46</b>
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>28.8</b>	<b>36.5</b>	<b>11.5</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>9</b>	<b>67.4</b>	<b>16</b>	<b>46</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</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	6	16
<b>AMSTERDAM</b>	EASYJET UK LTD	S	112	0	4	1.7	50.0	30.2	7.8	4.3	1.7	0.9	0.0	0.0	0.0	3.4	8	89.0	6	100
<b>AMSTERDAM</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1
<b>TOTAL AMSTERDAM</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>50.0</b>	<b>30.2</b>	<b>7.8</b>	<b>4.3</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>8</b>	<b>88.0</b>	<b>7</b>	<b>117</b>	
<b>GRONINGEN</b>	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>GRONINGEN</b>	STOBART AIR	S	96	0	2	2.0	56.1	26.5	6.1	3.1	2.0	1.0	1.0	0.0	0.0	2.0	10	75.2	16	143
<b>TOTAL GRONINGEN</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>55.6</b>	<b>26.3</b>	<b>7.1</b>	<b>3.0</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>75.2</b>	<b>16</b>	<b>143</b>
<b>ROTTERDAM</b>	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL ROTTERDAM</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 NETHERLANDS</b>			<b>210</b>	<b>0</b>	<b>6</b>	<b>1.9</b>	<b>52.3</b>	<b>28.2</b>	<b>7.9</b>	<b>3.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>9</b>	<b>80.8</b>	<b>12</b>	<b>260</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	50.0	29	10
<b>FARO</b>	EASYJET UK LTD	S	90	0	0	20.0	52.2	15.6	3.3	5.6	3.3	0.0	0.0	0.0	0.0	0.0	7	83.3	8	66
<b>FARO</b>	LOGANAIR 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>FARO</b>	RYANAIR	S	41	0	0	0.0	17.1	39.0	19.5	14.6	4.9	4.9	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL FARO</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>41.7</b>	<b>22.7</b>	<b>8.3</b>	<b>8.3</b>	<b>3.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.9</b>	<b>11</b>	<b>76</b>
<b>TOTAL PORTUGAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>41.7</b>	<b>22.7</b>	<b>8.3</b>	<b>8.3</b>	<b>3.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.9</b>	<b>11</b>	<b>76</b>
<b>ROMANIA</b>																				
<b>CLUJ NAPOCA</b>	RYANAIR	S	26	0	0	3.8	19.2	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>38.5</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>38.5</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
<b>KOSICE</b>	RYANAIR	S	26	0	0	30.8	53.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL KOSICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>53.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>53.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>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	75.0	6	8
<b>ALICANTE</b>	EASYJET UK LTD	S	90	0	0	10.0	41.1	25.6	15.6	7.8	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	8	60
<b>ALICANTE</b>	RYANAIR	S	44	0	0	11.4	40.9	27.3	18.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>41.0</b>	<b>26.1</b>	<b>16.4</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>8</b>	<b>85.3</b>	<b>8</b>	<b>68</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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													
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	66.7	16	6
BARCELONA	EASYJET UK LTD	S	36	0	0	19.4	27.8	22.2	13.9	8.3	5.6	2.8	0.0	0.0	0.0	0.0	15	70.0	16	30
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>27.8</b>	<b>22.2</b>	<b>13.9</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>15</b>	<b>69.4</b>	<b>16</b>	<b>36</b>
BILBAO	RYANAIR	S	36	0	0	0.0	27.8	22.2	22.2	19.4	8.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL BILBAO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>19.4</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
IBIZA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
IBIZA	EASYJET UK LTD	S	26	0	1	3.7	44.4	11.1	25.9	11.1	0.0	0.0	0.0	0.0	0.0	3.7	11	79.2	6	24
<b>TOTAL IBIZA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>46.4</b>	<b>10.7</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>11</b>	<b>80.8</b>	<b>5</b>	<b>26</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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
MAHON	EASYJET UK LTD	S	18	0	0	5.6	5.6	27.8	33.3	0.0	22.2	5.6	0.0	0.0	0.0	0.0	35	56.3	27	16
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>27.8</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>35</b>	<b>61.1</b>	<b>25</b>	<b>18</b>
MALAGA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	120	0.0	0	0
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	75.0	13	8
MALAGA	EASYJET UK LTD	S	62	0	0	3.2	19.4	25.8	19.4	17.7	11.3	0.0	0.0	3.2	0.0	0.0	73	61.1	18	53
MALAGA	RYANAIR	S	44	0	0	2.3	9.1	31.8	25.0	22.7	9.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL MALAGA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>15.0</b>	<b>28.0</b>	<b>21.5</b>	<b>19.6</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>62.9</b>	<b>18</b>	<b>61</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	0	16.7	38.9	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>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	50.0	22	2
MURCIA SAN JAVIER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14
<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>87.5</b>	<b>6</b>	<b>16</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	87.5	9	8
PALMA DE MALLORCA	EASYJET UK LTD	S	61	0	2	7.9	47.6	31.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	3.2	6	74.1	9	54
PALMA DE MALLORCA	RYANAIR	S	61	0	0	1.6	34.4	37.7	11.5	13.1	1.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
PALMA DE MALLORCA	VOLOTEA	S	10	0	0	0.0	20.0	30.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	26	50.0	16	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>39.6</b>	<b>34.3</b>	<b>8.2</b>	<b>8.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>72.2</b>	<b>10</b>	<b>72</b>
REUS	RYANAIR	S	17	0	0	0.0	17.6	52.9	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL REUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>52.9</b>	<b>5.9</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>525</b>	<b>0</b>	<b>3</b>	<b>6.6</b>	<b>31.8</b>	<b>28.2</b>	<b>15.9</b>	<b>10.6</b>	<b>5.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>73.8</b>	<b>12</b>	<b>297</b>
<b>SWITZERLAND</b>																				
GENEVA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL GENEVA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	LOGANAIR LTD	S	151	1	2	6.5	48.1	29.9	2.6	2.6	1.3	5.2	1.9	0.0	0.6	1.3	17	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>151</b>	<b>1</b>	<b>2</b>	<b>6.5</b>	<b>48.1</b>	<b>29.9</b>	<b>2.6</b>	<b>2.6</b>	<b>1.3</b>	<b>5.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>1.3</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>CARLISLE</b>	AIR MALTA	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>CARLISLE</b>	LOGANAIR LTD	S	31	0	0	9.7	29.0	35.5	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL CARLISLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>37.5</b>	<b>21.9</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>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	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>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	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EXETER</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	3	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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GLASGOW</b>	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>GLASGOW</b>	LOGANAIR LTD	S	153	1	0	1.3	19.5	39.0	15.6	9.7	10.4	1.9	1.9	0.0	0.6	0.0	26	0.0	0	0
<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	36.5	57	102
<b>TOTAL GLASGOW</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>1.3</b>	<b>19.4</b>	<b>39.4</b>	<b>15.5</b>	<b>9.7</b>	<b>10.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>26</b>	<b>36.5</b>	<b>57</b>	<b>102</b>
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	S	62	0	1	0.0	31.7	27.0	19.0	12.7	7.9	0.0	0.0	0.0	0.0	1.6	20	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.7</b>	<b>27.0</b>	<b>19.0</b>	<b>12.7</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>INVERNESS</b>	JOTA AVIATION LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>JERSEY</b>	EASYJET UK LTD	S	42	0	0	0.0	45.2	28.6	7.1	9.5	4.8	4.8	0.0	0.0	0.0	0.0	18	85.7	6	28
<b>TOTAL JERSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.2</b>	<b>28.6</b>	<b>7.1</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.7</b>	<b>5</b>	<b>30</b>
<b>MANCHESTER</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1
<b>MANCHESTER</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	76.7	14	155
<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>76.3</b>	<b>15</b>	<b>156</b>
<b>NEWQUAY</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>NEWQUAY</b>	STOBART AIR	S	61	0	0	0.0	23.0	49.2	13.1	4.9	9.8	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>48.4</b>	<b>12.9</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>507</b>	<b>2</b>	<b>3</b>	<b>3.1</b>	<b>32.4</b>	<b>35.2</b>	<b>11.5</b>	<b>7.0</b>	<b>6.1</b>	<b>2.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.6</b>	<b>19</b>	<b>63.3</b>	<b>29</b>	<b>288</b>
<b>TOTAL SOUTHEND</b>			<b>2105</b>	<b>2</b>	<b>12</b>	<b>5.2</b>	<b>37.7</b>	<b>30.9</b>	<b>11.8</b>	<b>7.9</b>	<b>4.2</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>16</b>	<b>65.3</b>	<b>26</b>	<b>1724</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	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	61.1	51	18
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>51</b>	<b>18</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	50.0	23	36	
SALZBURG	RYANAIR	S	36	0	0	0.0	16.7	50.0	30.6	2.8	0.0	0.0	0.0	0.0	0.0	11	29.5	29	44	
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>30.6</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>11</b>	<b>39.0</b>	<b>26</b>	<b>80</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	29.6	48	54		
VIENNA	LAUDA MOTION GMBH	S	116	0	0	0.0	10.3	38.8	20.7	20.7	6.0	1.7	0.9	0.9	0.0	30	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>38.8</b>	<b>20.7</b>	<b>20.7</b>	<b>6.0</b>	<b>1.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>30</b>	<b>29.6</b>	<b>48</b>	<b>54</b>	
<b>TOTAL AUSTRIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>41.4</b>	<b>23.0</b>	<b>16.4</b>	<b>4.6</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>26</b>	<b>38.3</b>	<b>37</b>	<b>152</b>	
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
BURGAS	JET2.COM LTD	S	18	0	0	0.0	38.9	38.9	0.0	5.6	16.7	0.0	0.0	0.0	18	0.0	0	0		
BURGAS	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	31	75.0	22	8		
<b>TOTAL BURGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>3.8</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>16</b>	<b>11</b>		
PLOVDIV	RYANAIR	S	28	0	0	0.0	3.6	57.1	7.1	21.4	10.7	0.0	0.0	0.0	23	15.4	64	26		
<b>TOTAL PLOVDIV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>57.1</b>	<b>7.1</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>15.4</b>	<b>64</b>	<b>26</b>		
SOFIA	RYANAIR	S	124	0	0	0.0	6.5	52.4	23.4	13.7	3.2	0.0	0.8	0.0	20	37.1	39	124		
<b>TOTAL SOFIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>52.4</b>	<b>23.4</b>	<b>13.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>20</b>	<b>37.1</b>	<b>39</b>	<b>124</b>		
<b>TOTAL BULGARIA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.0</b>	<b>51.7</b>	<b>18.5</b>	<b>13.5</b>	<b>6.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>21</b>	<b>36.6</b>	<b>42</b>	<b>161</b>		
<b>CANADA</b>																				
TORONTO	PRIMERA AIR SCANDINAVIA	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	8	26		
<b>TOTAL TORONTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.8</b>	<b>8</b>	<b>26</b>		
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.8</b>	<b>8</b>	<b>26</b>		
<b>CROATIA</b>																				
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	30	4		
DUBROVNIK	EASYJET UK LTD	S	52	0	0	0.0	38.5	42.3	15.4	3.8	0.0	0.0	0.0	0.0	7	71.7	16	46		
DUBROVNIK	JET2.COM LTD	S	52	0	0	1.9	32.7	44.2	13.5	5.8	1.9	0.0	0.0	0.0	10	52.8	32	36		
<b>TOTAL DUBROVNIK</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>35.6</b>	<b>43.3</b>	<b>14.4</b>	<b>4.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.4</b>	<b>23</b>	<b>86</b>		
PULA	JET2.COM LTD	S	16	0	0	6.3	25.0	62.5	0.0	6.3	0.0	0.0	0.0	0.0	5	77.8	12	18		
PULA	RYANAIR	S	26	0	0	0.0	19.2	42.3	19.2	15.4	0.0	0.0	3.8	0.0	54	27.8	35	18		
<b>TOTAL PULA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>21.4</b>	<b>50.0</b>	<b>11.9</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>35</b>	<b>52.8</b>	<b>23</b>	<b>36</b>		
RIJEKA	RYANAIR	S	18	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	4	77.8	11	18		
<b>TOTAL RIJEKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>11</b>	<b>18</b>		
SPLIT	EASYJET AIRLINE COMPANY 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	5	4		
SPLIT	EASYJET UK LTD	S	34	0	0	0.0	26.5	35.3	14.7	14.7	8.8	0.0	0.0	0.0	18	75.0	13	32		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
SPLIT	JET2.COM LTD	S	22	0	0	0.0	36.4	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	14	18	
<b>TOTAL SPLIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>39.3</b>	<b>14.3</b>	<b>10.7</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>14</b>	<b>75.9</b>	<b>13</b>	<b>54</b>	
ZADAR	RYANAIR	S	36	0	0	0.0	19.4	38.9	13.9	22.2	2.8	2.8	0.0	0.0	0.0	0.0	23	14.8	55	25	
ZADAR	TITAN AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	35	40.0	38	10	
<b>TOTAL ZADAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.5</b>	<b>38.6</b>	<b>11.4</b>	<b>20.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>21.6</b>	<b>50</b>	<b>35</b>	
<b>TOTAL CROATIA</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.7</b>	<b>42.0</b>	<b>13.6</b>	<b>9.5</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.4</b>	<b>24</b>	<b>229</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	53.6	29	28	
LARNACA	JET2.COM LTD	S	61	0	0	1.6	19.7	42.6	16.4	13.1	6.6	0.0	0.0	0.0	0.0	0.0	17	45.5	29	44	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	19	10	
<b>TOTAL LARNACA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>17.4</b>	<b>44.9</b>	<b>15.9</b>	<b>14.5</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>17</b>	<b>48.8</b>	<b>28</b>	<b>82</b>	
PAPHOS	JET2.COM LTD	S	63	0	0	4.8	28.6	46.0	9.5	6.3	3.2	1.6	0.0	0.0	0.0	0.0	13	57.8	18	45	
PAPHOS	RYANAIR	S	62	0	0	11.3	17.7	21.0	25.8	14.5	6.5	1.6	0.0	1.6	0.0	0.0	34	35.5	44	62	
PAPHOS	TUI AIRWAYS LTD	C	18	0	2	0.0	10.0	25.0	20.0	20.0	5.0	0.0	10.0	0.0	0.0	10.0	43	35.3	36	17	
<b>TOTAL PAPHOS</b>			<b>143</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>21.4</b>	<b>32.4</b>	<b>17.9</b>	<b>11.7</b>	<b>4.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>26</b>	<b>43.5</b>	<b>34</b>	<b>124</b>	
<b>TOTAL CYPRUS</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>20.1</b>	<b>36.4</b>	<b>17.3</b>	<b>12.6</b>	<b>5.1</b>	<b>0.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>23</b>	<b>45.6</b>	<b>31</b>	<b>206</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	62	0	0	8.1	30.6	38.7	4.8	14.5	1.6	1.6	0.0	0.0	0.0	0.0	12	21.0	55	60	
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.6</b>	<b>38.7</b>	<b>4.8</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>21.0</b>	<b>55</b>	<b>60</b>	
OSTRAVA	RYANAIR	S	24	0	2	0.0	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4	19.2	64	24	
<b>TOTAL OSTRAVA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>46.2</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>0.0</b>	<b>7.7</b>	<b>4</b>	<b>19.2</b>	<b>64</b>	<b>24</b>	
PARDUBICE	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	19.2	53	24	
<b>TOTAL PARDUBICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>19.2</b>	<b>53</b>	<b>24</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	37.5	26	8	
PRAGUE	EASYJET UK LTD	S	54	0	0	0.0	7.4	29.6	29.6	18.5	13.0	1.9	0.0	0.0	0.0	0.0	31	27.7	38	46	
PRAGUE	RYANAIR	S	170	0	0	3.5	29.4	38.8	15.3	7.1	5.9	0.0	0.0	0.0	0.0	0.0	14	31.7	52	142	
<b>TOTAL PRAGUE</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>24.1</b>	<b>36.6</b>	<b>18.8</b>	<b>9.8</b>	<b>7.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>31.0</b>	<b>48</b>	<b>196</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>27.2</b>	<b>37.2</b>	<b>15.1</b>	<b>9.9</b>	<b>5.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>27.0</b>	<b>51</b>	<b>304</b>	
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	26	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	3.8	62	26	
<b>TOTAL AALBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>53.8</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>3.8</b>	<b>62</b>	<b>26</b>	
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	17.7	37.1	29.0	11.3	1.6	3.2	0.0	0.0	0.0	0.0	0.0	8	33.9	44	60	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>37.1</b>	<b>29.0</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>33.9</b>	<b>44</b>	<b>60</b>	
BILLUND	RYANAIR	S	114	0	2	5.2	35.3	26.7	13.8	12.1	5.2	0.0	0.0	0.0	0.0	1.7	14	23.7	70	108	
<b>TOTAL BILLUND</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>35.3</b>	<b>26.7</b>	<b>13.8</b>	<b>12.1</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>23.7</b>	<b>70</b>	<b>108</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
COPENHAGEN	RYANAIR	S	184	0	2	12.9	29.0	33.9	12.9	6.5	3.2	0.5	0.0	0.0	0.0	1.1	11	33.9	41	182	
COPENHAGEN	SAS	S	62	0	0	0.0	35.5	38.7	9.7	14.5	1.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>30.6</b>	<b>35.1</b>	<b>12.1</b>	<b>8.5</b>	<b>2.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>33.9</b>	<b>41</b>	<b>182</b>	
<b>TOTAL DENMARK</b>			<b>448</b>	<b>0</b>	<b>4</b>	<b>9.1</b>	<b>32.7</b>	<b>33.2</b>	<b>12.2</b>	<b>8.4</b>	<b>3.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>28.9</b>	<b>51</b>	<b>376</b>	
EGYPT																					
HURGHADA	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	60.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ESTONIA																					
TALLIN	RYANAIR	S	36	0	0	5.6	44.4	36.1	8.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	69.4	12	36	
<b>TOTAL TALLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>36.1</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.4</b>	<b>12</b>	<b>36</b>	
<b>TOTAL ESTONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>36.1</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.4</b>	<b>12</b>	<b>36</b>	
FRANCE																					
AJACCIO	AIR CORSICA	S	26	0	0	3.8	34.6	3.8	34.6	19.2	3.8	0.0	0.0	0.0	0.0	0.0	19	43.3	30	30	
<b>TOTAL AJACCIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>3.8</b>	<b>34.6</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>19</b>	<b>43.3</b>	<b>30</b>	<b>30</b>	
BASTIA	AIR CORSICA	S	16	0	0	12.5	12.5	50.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	14	33.3	41	28	
BASTIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
BASTIA	EASYJET UK LTD	S	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	3	8	
<b>TOTAL BASTIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>45.8</b>	<b>12.5</b>	<b>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>16</b>	<b>47.5</b>	<b>31</b>	<b>38</b>	
BERGERAC	RYANAIR	S	62	0	0	1.6	25.8	43.5	12.9	9.7	6.5	0.0	0.0	0.0	0.0	0.0	14	32.3	33	60	
<b>TOTAL BERGERAC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.8</b>	<b>43.5</b>	<b>12.9</b>	<b>9.7</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>14</b>	<b>32.3</b>	<b>33</b>	<b>60</b>	
BEZIERS	RYANAIR	S	26	0	0	0.0	11.5	50.0	19.2	11.5	3.8	0.0	3.8	0.0	0.0	0.0	23	38.5	38	26	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>50.0</b>	<b>19.2</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>23</b>	<b>38.5</b>	<b>38</b>	<b>26</b>	
BIARRITZ	RYANAIR	S	80	0	0	5.0	33.8	36.3	13.8	6.3	3.8	0.0	0.0	1.3	0.0	0.0	22	20.0	50	76	
<b>TOTAL BIARRITZ</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.8</b>	<b>36.3</b>	<b>13.8</b>	<b>6.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>20.0</b>	<b>50</b>	<b>76</b>	
BORDEAUX	RYANAIR	S	52	0	0	1.9	21.2	32.7	23.1	21.2	0.0	0.0	0.0	0.0	0.0	0.0	16	23.1	47	49	
<b>TOTAL BORDEAUX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>21.2</b>	<b>32.7</b>	<b>23.1</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>23.1</b>	<b>47</b>	<b>49</b>	
BRIVE-LA-GAILLARDE	RYANAIR	S	18	0	0	5.6	33.3	33.3	22.2	0.0	0.0	0.0	0.0	5.6	0.0	0.0	33	31.3	61	16	
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>31.3</b>	<b>61</b>	<b>16</b>	
CALVI	AIR CORSICA	S	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
CALVI	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	30.0	34	10	
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>36</b>	<b>30.0</b>	<b>34</b>	<b>10</b>	
CARCASSONNE	RYANAIR	S	62	0	0	1.6	14.5	43.5	19.4	16.1	4.8	0.0	0.0	0.0	0.0	0.0	16	26.2	52	59	
<b>TOTAL CARCASSONNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>43.5</b>	<b>19.4</b>	<b>16.1</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>16</b>	<b>26.2</b>	<b>52</b>	<b>59</b>	
CLERMONT FERRAND	RYANAIR	S	17	1	1	0.0	10.5	36.8	10.5	10.5	10.5	5.3	5.3	0.0	5.3	5.3	48	27.8	82	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 CLERMONT FERRAND</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>36.8</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>48</b>	<b>27.8</b>	<b>82</b>	<b>18</b>		
DINARD	RYANAIR	S	62	0	0	3.2	40.3	29.0	17.7	1.6	3.2	0.0	4.8	0.0	0.0	0.0	18	41.7	36	48	
<b>TOTAL DINARD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>29.0</b>	<b>17.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>41.7</b>	<b>36</b>	<b>48</b>	
FIGARI	AIR CORSICA	S	8	0	0	0.0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	51	12.5	71	8	
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>12.5</b>	<b>71</b>	<b>8</b>	
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	28.0	40	23	
<b>TOTAL GRENOBLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>28.0</b>	<b>40</b>	<b>23</b>	
LA ROCHELLE	RYANAIR	S	34	0	0	0.0	38.2	44.1	5.9	8.8	2.9	0.0	0.0	0.0	0.0	0.0	10	30.4	48	46	
<b>TOTAL LA ROCHELLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>44.1</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>0.0</b>	<b>10</b>	<b>30.4</b>	<b>48</b>	<b>46</b>	
LIMOGES	RYANAIR	S	62	0	0	8.1	33.9	37.1	12.9	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	46.8	33	62	
<b>TOTAL LIMOGES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>33.9</b>	<b>37.1</b>	<b>12.9</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>46.8</b>	<b>33</b>	<b>62</b>	
MARSEILLE	RYANAIR	S	106	0	0	4.7	23.6	48.1	11.3	6.6	3.8	0.9	0.9	0.0	0.0	0.0	15	36.3	48	94	
<b>TOTAL MARSEILLE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>23.6</b>	<b>48.1</b>	<b>11.3</b>	<b>6.6</b>	<b>3.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>36.3</b>	<b>48</b>	<b>94</b>	
NANTES	RYANAIR	S	36	0	0	0.0	19.4	50.0	11.1	13.9	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL NANTES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>50.0</b>	<b>11.1</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	2	6	
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	25.0	33	6	
NICE	EASYJET UK LTD	S	62	0	0	0.0	22.6	35.5	14.5	16.1	9.7	1.6	0.0	0.0	0.0	0.0	23	40.7	54	54	
NICE	JET2.COM LTD	S	34	0	0	0.0	20.6	44.1	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	16	42.6	36	54	
NICE	RYANAIR	S	32	0	0	0.0	3.1	43.8	21.9	12.5	12.5	3.1	3.1	0.0	0.0	0.0	36	3.2	94	60	
<b>TOTAL NICE</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>40.3</b>	<b>17.1</b>	<b>14.0</b>	<b>9.3</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>29.4</b>	<b>60</b>	<b>180</b>	
NIMES	RYANAIR	S	26	0	0	0.0	3.8	42.3	19.2	23.1	7.7	0.0	0.0	3.8	0.0	0.0	38	16.7	43	36	
<b>TOTAL NIMES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>42.3</b>	<b>19.2</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>16.7</b>	<b>43</b>	<b>36</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	32	0	4	0.0	27.8	27.8	8.3	2.8	11.1	11.1	0.0	0.0	0.0	11.1	37	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>8.3</b>	<b>2.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN	RYANAIR	S	44	0	0	9.1	52.3	31.8	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	52.3	26	44	
<b>TOTAL PERPIGNAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>52.3</b>	<b>31.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>52.3</b>	<b>26</b>	<b>44</b>	
POITIERS	RYANAIR	S	36	0	0	5.6	27.8	27.8	25.0	8.3	5.6	0.0	0.0	0.0	0.0	0.0	15	22.2	42	36	
<b>TOTAL POITIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>25.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>22.2</b>	<b>42</b>	<b>36</b>	
RODEZ	RYANAIR	S	16	0	0	0.0	25.0	37.5	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL RODEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STRASBOURG	RYANAIR	S	18	0	0	0.0	50.0	22.2	5.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	32	38.9	33	18	
<b>TOTAL STRASBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>38.9</b>	<b>33</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION LTD	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	29	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	36	0	0	0.0	33.3	55.6	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	38.2	51	34
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	9	0	1	0.0	0.0	20.0	20.0	10.0	30.0	10.0	0.0	0.0	0.0	10.0	49	14.3	64	19
TARBES-LOURDES INTERNATIONAL	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	204	1
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>28.6</b>	<b>58</b>	<b>54</b>
TOULOUSE (BLAGNAC)	RYANAIR	S	124	0	0	4.0	24.2	41.9	9.7	12.1	6.5	0.8	0.8	0.0	0.0	0.0	18	18.4	71	117
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>24.2</b>	<b>41.9</b>	<b>9.7</b>	<b>12.1</b>	<b>6.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>18.4</b>	<b>71</b>	<b>117</b>
TOURS	RYANAIR	S	36	0	0	2.8	36.1	44.4	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	19.4	34	32
<b>TOTAL TOURS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>44.4</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>19.4</b>	<b>34</b>	<b>32</b>
<b>TOTAL FRANCE</b>			<b>1191</b>	<b>1</b>	<b>6</b>	<b>2.9</b>	<b>26.0</b>	<b>38.6</b>	<b>14.4</b>	<b>10.2</b>	<b>5.3</b>	<b>0.9</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.5</b>	<b>19</b>	<b>30.4</b>	<b>48</b>	<b>1180</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	220	0	2	16.2	30.2	30.2	7.7	10.4	3.2	0.5	0.9	0.0	0.0	0.9	13	41.7	44	233
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>16.2</b>	<b>30.2</b>	<b>30.2</b>	<b>7.7</b>	<b>10.4</b>	<b>3.2</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>41.7</b>	<b>44</b>	<b>233</b>
BERLIN (TEGEL)	BA CITYFLYER LTD	S	7	0	1	0.0	25.0	12.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	12.5	37	77.8	15	9
<b>TOTAL BERLIN (TEGEL)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37</b>	<b>77.8</b>	<b>15</b>	<b>9</b>
BREMEN	RYANAIR	S	104	0	4	2.8	29.6	34.3	13.9	12.0	1.9	0.9	0.9	0.0	0.0	3.7	16	46.7	35	95
<b>TOTAL BREMEN</b>			<b>104</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>29.6</b>	<b>34.3</b>	<b>13.9</b>	<b>12.0</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>46.7</b>	<b>35</b>	<b>95</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	104	0	4	0.0	25.9	36.1	20.4	4.6	5.6	3.7	0.0	0.0	0.0	3.7	20	26.5	53	130
COLOGNE BONN	RYANAIR	S	153	0	2	9.7	37.4	25.2	7.7	12.9	3.9	1.9	0.0	0.0	0.0	1.3	15	28.7	54	142
<b>TOTAL COLOGNE BONN</b>			<b>257</b>	<b>0</b>	<b>6</b>	<b>5.7</b>	<b>32.7</b>	<b>29.7</b>	<b>12.9</b>	<b>9.5</b>	<b>4.6</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>27.6</b>	<b>54</b>	<b>272</b>
DORTMUND	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
DORTMUND	RYANAIR	S	62	0	0	1.6	25.8	41.9	17.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	27.4	45	60
<b>TOTAL DORTMUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.8</b>	<b>41.9</b>	<b>17.7</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>29.7</b>	<b>44</b>	<b>62</b>
FRANKFURT MAIN	RYANAIR	S	124	0	0	0.0	6.5	29.0	20.2	27.4	12.9	1.6	2.4	0.0	0.0	0.0	38	28.2	53	120
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>29.0</b>	<b>20.2</b>	<b>27.4</b>	<b>12.9</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>28.2</b>	<b>53</b>	<b>120</b>
HAHN	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	59.7	24	62
<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>59.7</b>	<b>24</b>	<b>62</b>
HAMBURG	RYANAIR	S	114	0	0	9.6	35.1	30.7	6.1	7.0	7.0	0.0	3.5	0.9	0.0	0.0	26	51.6	29	120
<b>TOTAL HAMBURG</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>35.1</b>	<b>30.7</b>	<b>6.1</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>51.6</b>	<b>29</b>	<b>120</b>
HANOVER	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	25.9	43	52
<b>TOTAL HANOVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.9</b>	<b>43</b>	<b>52</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	3.2	29.0	41.9	12.9	8.1	3.2	0.0	1.6	0.0	0.0	0.0	15	38.7	53	62
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>41.9</b>	<b>12.9</b>	<b>8.1</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>15</b>	<b>38.7</b>	<b>53</b>	<b>62</b>
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	103	24

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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 LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>103</b>	<b>24</b>
MEMMINGEN ALLGAU	RYANAIR	S	44	0	0	2.3	13.6	52.3	11.4	9.1	9.1	0.0	2.3	0.0	0.0	0.0	23	52.3	35	44
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>52.3</b>	<b>11.4</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.3</b>	<b>35</b>	<b>44</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	12.5	45	8
MUNICH	EASYJET UK LTD	S	62	0	0	0.0	29.0	30.6	17.7	8.1	12.9	1.6	0.0	0.0	0.0	0.0	23	37.0	28	47
MUNICH	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	22.2	88	54
<b>TOTAL MUNICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>30.6</b>	<b>17.7</b>	<b>8.1</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>28.4</b>	<b>59</b>	<b>109</b>
NIEDERRHEIN	RYANAIR	S	28	0	0	0.0	25.0	32.1	10.7	25.0	7.1	0.0	0.0	0.0	0.0	0.0	21	21.4	28	26
<b>TOTAL NIEDERRHEIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>32.1</b>	<b>10.7</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>21.4</b>	<b>28</b>	<b>26</b>
NUREMBERG	RYANAIR	S	106	0	2	10.2	38.9	30.6	8.3	4.6	5.6	0.0	0.0	0.0	0.0	1.9	10	25.5	54	102
<b>TOTAL NUREMBERG</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>38.9</b>	<b>30.6</b>	<b>8.3</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>1.9</b>	<b>10</b>	<b>25.5</b>	<b>54</b>	<b>102</b>
<b>TOTAL GERMANY</b>			<b>1190</b>	<b>0</b>	<b>15</b>	<b>6.6</b>	<b>28.4</b>	<b>32.4</b>	<b>12.1</b>	<b>11.5</b>	<b>5.6</b>	<b>1.1</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>35.7</b>	<b>46</b>	<b>1392</b>
GREECE																				
ATHENS	RYANAIR	S	98	0	0	0.0	11.2	26.5	27.6	24.5	8.2	1.0	1.0	0.0	0.0	0.0	28	29.2	48	105
ATHENS	TITAN AIRWAYS LTD	C	5	0	0	0.0	0.0	20.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	76	0.0	0	0
<b>TOTAL ATHENS</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>26.2</b>	<b>26.2</b>	<b>24.3</b>	<b>8.7</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>29.2</b>	<b>48</b>	<b>105</b>
CHANIA	JET2.COM LTD	S	18	0	0	5.6	22.2	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
CHANIA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	252	1
CHANIA	RYANAIR	S	26	0	0	0.0	7.7	38.5	19.2	23.1	11.5	0.0	0.0	0.0	0.0	0.0	24	22.2	46	18
<b>TOTAL CHANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>45.5</b>	<b>15.9</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>18</b>	<b>21.1</b>	<b>57</b>	<b>19</b>
CORFU	JET2.COM LTD	S	40	0	0	5.0	27.5	47.5	15.0	2.5	0.0	2.5	0.0	0.0	0.0	0.0	10	50.0	27	32
CORFU	RYANAIR	S	26	0	0	0.0	19.2	46.2	15.4	11.5	3.8	0.0	3.8	0.0	0.0	0.0	25	7.7	52	26
CORFU	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	0.0	33.3	0.0	16.7	33.3	8.3	8.3	0.0	0.0	0.0	65	33.3	132	12
CORFU	TUI AIRWAYS LTD	C	18	0	0	5.6	5.6	38.9	22.2	11.1	0.0	16.7	0.0	0.0	0.0	0.0	39	55.6	17	18
<b>TOTAL CORFU</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>17.7</b>	<b>43.8</b>	<b>14.6</b>	<b>8.3</b>	<b>5.2</b>	<b>5.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>36.4</b>	<b>47</b>	<b>88</b>
HERAKLION	JET2.COM LTD	S	54	0	0	1.9	22.2	44.4	13.0	11.1	7.4	0.0	0.0	0.0	0.0	0.0	17	66.7	19	45
HERAKLION	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	47.1	17.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	22	38.9	46	18
<b>TOTAL HERAKLION</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>18.3</b>	<b>45.1</b>	<b>14.1</b>	<b>14.1</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.7</b>	<b>27</b>	<b>63</b>
KALAMATA	RYANAIR	S	8	0	0	0.0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	JET2.COM LTD	S	18	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	37.5	39	16
KEFALLINIA	RYANAIR	S	18	0	0	0.0	16.7	61.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	27.8	36	18
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	9	10
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	39	10
<b>TOTAL KEFALLINIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.5</b>	<b>11.4</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>44.4</b>	<b>33</b>	<b>54</b>
KOS	JET2.COM LTD	S	34	0	0	5.9	20.6	50.0	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	71.4	36	28

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	190	8	
KOS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	15	9	
<b>TOTAL KOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>16.3</b>	<b>48.8</b>	<b>11.6</b>	<b>14.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.4</b>	<b>59</b>	<b>45</b>	
MIKONOS	BA CITYFLYER LTD	S	8	0	0	0.0	12.5	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
PREVEZA	TITAN AIRWAYS LTD	C	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	41.7	28	10	
<b>TOTAL PREVEZA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>13.3</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>41.7</b>	<b>28</b>	<b>10</b>	
RHODES	JET2.COM LTD	S	45	0	0	2.2	11.1	35.6	26.7	22.2	2.2	0.0	0.0	0.0	0.0	0.0	20	45.9	30	37	
RHODES	RYANAIR	S	26	0	0	0.0	7.7	42.3	15.4	26.9	7.7	0.0	0.0	0.0	0.0	0.0	26	27.8	59	18	
RHODES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	50.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	34	50.0	21	8	
RHODES	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	16.7	11.1	38.9	11.1	16.7	5.6	0.0	0.0	0.0	67	41.2	26	17	
<b>TOTAL RHODES</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>7.1</b>	<b>35.4</b>	<b>20.2</b>	<b>25.3</b>	<b>6.1</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>41.3</b>	<b>35</b>	<b>80</b>	
SALONIKA	JET2.COM LTD	S	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.1	35	18	
SALONIKA	RYANAIR	S	62	0	0	0.0	8.1	33.9	19.4	21.0	12.9	3.2	1.6	0.0	0.0	0.0	35	6.5	62	62	
<b>TOTAL SALONIKA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>18.8</b>	<b>35.0</b>	<b>15.0</b>	<b>16.3</b>	<b>10.0</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>18.8</b>	<b>56</b>	<b>80</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	0.0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	97	75.0	9	8	
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
ZAKINTHOS	EASYJET UK LTD	S	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	50.0	34	8	
ZAKINTHOS	JET2.COM LTD	S	46	0	0	0.0	15.2	50.0	13.0	15.2	4.3	0.0	0.0	2.2	0.0	0.0	42	52.6	24	38	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	24	0	0	0.0	12.5	16.7	12.5	41.7	16.7	0.0	0.0	0.0	0.0	0.0	33	38.5	152	26	
ZAKINTHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	21	10	
<b>TOTAL ZAKINTHOS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>38.6</b>	<b>13.6</b>	<b>23.9</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>48.8</b>	<b>65</b>	<b>82</b>	
<b>TOTAL GREECE</b>			<b>707</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>15.0</b>	<b>38.0</b>	<b>16.7</b>	<b>17.8</b>	<b>7.4</b>	<b>2.8</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>40.2</b>	<b>46</b>	<b>634</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	212	0	2	0.0	21.0	39.7	16.4	14.5	6.5	0.5	0.5	0.0	0.0	0.9	20	24.7	55	186	
<b>TOTAL BUDAPEST</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.0</b>	<b>39.7</b>	<b>16.4</b>	<b>14.5</b>	<b>6.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>20</b>	<b>24.7</b>	<b>55</b>	<b>186</b>	
<b>TOTAL HUNGARY</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.0</b>	<b>39.7</b>	<b>16.4</b>	<b>14.5</b>	<b>6.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>20</b>	<b>24.7</b>	<b>55</b>	<b>186</b>	
<b>ICELAND</b>																					
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	53.2	23	62	
<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>53.2</b>	<b>23</b>	<b>62</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>53.2</b>	<b>23</b>	<b>62</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	186	0	0	12.4	48.9	29.6	5.9	2.7	0.5	0.0	0.0	0.0	0.0	0.0	5	38.2	48	178	
<b>TOTAL CORK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>48.9</b>	<b>29.6</b>	<b>5.9</b>	<b>2.7</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>5</b>	<b>38.2</b>	<b>48</b>	<b>178</b>	
DUBLIN	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
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	0.0	17	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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	RYANAIR	S	480	0	0	3.5	33.8	37.5	14.2	6.0	3.1	1.3	0.6	0.0	0.0	0.0	14	26.6	50	460
<b>TOTAL DUBLIN</b>			<b>481</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>33.9</b>	<b>37.4</b>	<b>14.1</b>	<b>6.0</b>	<b>3.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>26.6</b>	<b>49</b>	<b>461</b>
IRELAND WEST(KNOCK)	RYANAIR	S	88	0	0	4.5	54.5	34.1	5.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	4	52.2	36	90
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>54.5</b>	<b>34.1</b>	<b>5.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>52.2</b>	<b>36</b>	<b>90</b>
KERRY COUNTY	RYANAIR	S	44	0	0	6.8	22.7	34.1	25.0	9.1	2.3	0.0	0.0	0.0	0.0	0.0	13	22.7	41	44
<b>TOTAL KERRY COUNTY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>22.7</b>	<b>34.1</b>	<b>25.0</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>0.0</b>	<b>13</b>	<b>22.7</b>	<b>41</b>	<b>44</b>
SHANNON	RYANAIR	S	104	0	0	2.9	44.2	26.9	11.5	10.6	3.8	0.0	0.0	0.0	0.0	0.0	12	23.6	54	104
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>44.2</b>	<b>26.9</b>	<b>11.5</b>	<b>10.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>23.6</b>	<b>54</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>903</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>39.6</b>	<b>34.1</b>	<b>11.8</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>0.0</b>	<b>11</b>	<b>31.0</b>	<b>48</b>	<b>877</b>
<b>ISRAEL</b>																				
TEL AVIV	ARKIA	S	24	0	0	0.0	4.2	8.3	20.8	37.5	12.5	12.5	4.2	0.0	0.0	0.0	57	0.0	72	20
TEL AVIV	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	14	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>12.0</b>	<b>20.0</b>	<b>36.0</b>	<b>12.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>72</b>	<b>20</b>
<b>TOTAL ISRAEL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>12.0</b>	<b>20.0</b>	<b>36.0</b>	<b>12.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>72</b>	<b>20</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	RYANAIR	S	26	0	0	0.0	23.1	34.6	23.1	7.7	11.5	0.0	0.0	0.0	0.0	0.0	18	15.4	44	22
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>23.1</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>18</b>	<b>15.4</b>	<b>44</b>	<b>22</b>
ANCONA	RYANAIR	S	70	0	0	2.9	34.3	52.9	4.3	1.4	1.4	1.4	1.4	0.0	0.0	0.0	12	66.1	18	62
<b>TOTAL ANCONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.3</b>	<b>52.9</b>	<b>4.3</b>	<b>1.4</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>12</b>	<b>66.1</b>	<b>18</b>	<b>62</b>
BARI (PALESE)	RYANAIR	S	62	0	0	1.6	11.3	50.0	21.0	11.3	3.2	0.0	1.6	0.0	0.0	0.0	20	4.8	78	61
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>50.0</b>	<b>21.0</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>4.8</b>	<b>78</b>	<b>61</b>
BERGAMO	RYANAIR	S	248	0	0	8.9	32.3	35.5	10.1	10.5	2.0	0.4	0.4	0.0	0.0	0.0	12	41.9	49	242
<b>TOTAL BERGAMO</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>32.3</b>	<b>35.5</b>	<b>10.1</b>	<b>10.5</b>	<b>2.0</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>41.9</b>	<b>49</b>	<b>242</b>
BOLOGNA	RYANAIR	S	141	0	1	8.5	28.9	26.8	13.4	10.6	7.7	2.1	1.4	0.0	0.0	0.7	22	34.4	48	86
<b>TOTAL BOLOGNA</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>28.9</b>	<b>26.8</b>	<b>13.4</b>	<b>10.6</b>	<b>7.7</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>34.4</b>	<b>48</b>	<b>86</b>
BRINDISI	RYANAIR	S	44	0	0	0.0	11.4	70.5	6.8	9.1	0.0	2.3	0.0	0.0	0.0	0.0	13	59.1	14	42
<b>TOTAL BRINDISI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>70.5</b>	<b>6.8</b>	<b>9.1</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>13</b>	<b>59.1</b>	<b>14</b>	<b>42</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	37.5	31	8
CAGLIARI (ELMAS)	EASYJET UK LTD	S	60	0	2	0.0	14.5	22.6	19.4	17.7	8.1	8.1	6.5	0.0	0.0	3.2	51	38.9	40	54
CAGLIARI (ELMAS)	RYANAIR	S	26	0	0	0.0	19.2	38.5	26.9	11.5	3.8	0.0	0.0	0.0	0.0	0.0	17	26.9	75	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.9</b>	<b>27.3</b>	<b>21.6</b>	<b>15.9</b>	<b>6.8</b>	<b>5.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>41</b>	<b>35.2</b>	<b>50</b>	<b>88</b>
COMISO	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	11.1	43	16
<b>TOTAL COMISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>11.1</b>	<b>43</b>	<b>16</b>
FLORENCE	BA CITYFLYER LTD	S	9	0	0	22.2	22.2	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	34	15

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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>TOTAL FLORENCE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>44.4</b>	<b>34</b>	<b>15</b>
GENOA	RYANAIR	S	54	0	0	0.0	31.5	31.5	11.1	18.5	5.6	1.9	0.0	0.0	0.0	0.0	19	5.8	53	48
<b>TOTAL GENOA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.5</b>	<b>31.5</b>	<b>11.1</b>	<b>18.5</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>19</b>	<b>5.8</b>	<b>53</b>	<b>48</b>
LAMETIA-TERME	RYANAIR	S	36	0	0	2.8	19.4	47.2	19.4	2.8	2.8	2.8	2.8	0.0	0.0	0.0	19	35.3	42	34
<b>TOTAL LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>47.2</b>	<b>19.4</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>35.3</b>	<b>42</b>	<b>34</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	55.6	32	18
<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>55.6</b>	<b>32</b>	<b>18</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	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
MILAN (MALPENSA)	RYANAIR	S	116	0	0	0.0	19.8	45.7	12.9	16.4	2.6	1.7	0.0	0.9	0.0	0.0	23	16.7	73	120
<b>TOTAL MILAN (MALPENSA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.8</b>	<b>45.7</b>	<b>12.9</b>	<b>16.4</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>17.3</b>	<b>72</b>	<b>121</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	17.6	68	17
NAPLES	EASYJET UK LTD	S	124	0	0	0.0	20.2	32.3	19.4	12.9	11.3	0.8	3.2	0.0	0.0	0.0	32	52.8	27	107
NAPLES	JET2.COM LTD	S	18	0	0	0.0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	39.3	39	28
NAPLES	RYANAIR	S	62	0	0	0.0	19.4	50.0	17.7	9.7	1.6	0.0	1.6	0.0	0.0	0.0	15	29.0	39	60
<b>TOTAL NAPLES</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.1</b>	<b>39.2</b>	<b>19.6</b>	<b>10.8</b>	<b>7.4</b>	<b>0.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>41.4</b>	<b>35</b>	<b>212</b>
PALERMO	RYANAIR	S	62	0	0	0.0	21.0	46.8	11.3	12.9	6.5	0.0	1.6	0.0	0.0	0.0	20	6.6	68	59
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>46.8</b>	<b>11.3</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>6.6</b>	<b>68</b>	<b>59</b>
PERUGIA	RYANAIR	S	54	0	0	3.7	20.4	51.9	9.3	9.3	0.0	3.7	0.0	1.9	0.0	0.0	25	44.4	38	54
<b>TOTAL PERUGIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>20.4</b>	<b>51.9</b>	<b>9.3</b>	<b>9.3</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>44.4</b>	<b>38</b>	<b>54</b>
PESCARA	RYANAIR	S	44	0	0	0.0	25.0	36.4	27.3	9.1	0.0	2.3	0.0	0.0	0.0	0.0	16	4.5	93	44
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</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>16</b>	<b>4.5</b>	<b>93</b>	<b>44</b>
PISA	EASYJET UK LTD	S	0	0	0	0.0	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
PISA	RYANAIR	S	186	0	0	4.8	34.9	36.0	11.3	6.5	4.3	1.1	0.5	0.5	0.0	0.0	17	33.0	50	179
<b>TOTAL PISA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>34.9</b>	<b>36.0</b>	<b>11.3</b>	<b>6.5</b>	<b>4.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>33.3</b>	<b>50</b>	<b>180</b>
RIMINI	RYANAIR	S	18	0	0	0.0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	33	5.6	107	16
<b>TOTAL RIMINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</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>33</b>	<b>5.6</b>	<b>107</b>	<b>16</b>
ROME (CIAMPINO)	RYANAIR	S	310	0	0	4.5	25.2	37.7	13.2	12.6	5.5	0.0	0.3	1.0	0.0	0.0	20	31.8	52	307
<b>TOTAL ROME (CIAMPINO)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>25.2</b>	<b>37.7</b>	<b>13.2</b>	<b>12.6</b>	<b>5.5</b>	<b>0.0</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>31.8</b>	<b>52</b>	<b>307</b>
TREVISO	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	36.4	44	146
<b>TOTAL TREVISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>36.4</b>	<b>44</b>	<b>146</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	36	0	0	0.0	25.0	36.1	25.0	8.3	2.8	2.8	0.0	0.0	0.0	0.0	19	2.8	52	32
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.1</b>	<b>25.0</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>2.8</b>	<b>52</b>	<b>32</b>
TURIN	RYANAIR	S	62	0	0	6.5	48.4	41.9	0.0	1.6	0.0	1.6	0.0	0.0	0.0	0.0	4	62.9	20	62
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>48.4</b>	<b>41.9</b>	<b>0.0</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>0.0</b>	<b>4</b>	<b>62.9</b>	<b>20</b>	<b>62</b>
VENICE	RYANAIR	S	168	0	0	0.0	11.9	42.9	15.5	17.3	10.7	1.2	0.6	0.0	0.0	0.0	25	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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													late
<b>TOTAL VENICE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.9</b>	<b>42.9</b>	<b>15.5</b>	<b>17.3</b>	<b>10.7</b>	<b>1.2</b>	<b>0.6</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>
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	22.2	27.8	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	56.3	20	16
VERONA VILLAFRANCA	RYANAIR	S	44	0	0	0.0	31.8	59.1	2.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	5	47.7	28	44
<b>TOTAL VERONA VILLAFRANCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>54.8</b>	<b>1.6</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>26</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>2098</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>24.9</b>	<b>39.7</b>	<b>13.5</b>	<b>11.0</b>	<b>4.9</b>	<b>1.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>33.7</b>	<b>48</b>	<b>2027</b>
<b>KAZAKHSTAN</b>																				
ASTANA	AIR ASTANA	S	0	0	0	0.0	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 ASTANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
<b>TOTAL KAZAKHSTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	124	0	0	8.1	46.8	30.6	5.6	5.6	0.8	0.8	1.6	0.0	0.0	0.0	10	46.8	38	120
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>46.8</b>	<b>30.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>46.8</b>	<b>38</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>46.8</b>	<b>30.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>46.8</b>	<b>38</b>	<b>120</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	36	0	0	11.1	33.3	33.3	19.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	52.3	24	44
<b>TOTAL KAUNAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>19.4</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>6</b>	<b>52.3</b>	<b>24</b>	<b>44</b>
PALANGA	RYANAIR	S	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	1	77.8	21	18
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.8</b>	<b>21</b>	<b>18</b>
VILNIUS	RYANAIR	S	63	0	0	0.0	27.0	31.7	20.6	14.3	4.8	0.0	1.6	0.0	0.0	0.0	20	33.9	59	62
<b>TOTAL VILNIUS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.0</b>	<b>31.7</b>	<b>20.6</b>	<b>14.3</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>20</b>	<b>33.9</b>	<b>59</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>34.2</b>	<b>33.3</b>	<b>17.1</b>	<b>8.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>46.8</b>	<b>41</b>	<b>124</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	44	0	0	0.0	38.6	36.4	18.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	9.8	68	53
LUXEMBOURG	SATA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	139	1
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>36.4</b>	<b>18.2</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>9.7</b>	<b>70</b>	<b>54</b>
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>36.4</b>	<b>18.2</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>9.7</b>	<b>70</b>	<b>54</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	18	0	0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	13	16
MALTA	RYANAIR	S	52	0	0	1.9	15.4	40.4	26.9	5.8	7.7	0.0	1.9	0.0	0.0	0.0	21	19.6	52	46
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>24.3</b>	<b>34.3</b>	<b>22.9</b>	<b>7.1</b>	<b>5.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>30.6</b>	<b>42</b>	<b>62</b>
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>24.3</b>	<b>34.3</b>	<b>22.9</b>	<b>7.1</b>	<b>5.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>30.6</b>	<b>42</b>	<b>62</b>
<b>MEXICO</b>																				
CANCUN	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	77	4
<b>TOTAL CANCUN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>77</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>77</b>	<b>4</b>	
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	16.7	27.8	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	44.4	32	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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 AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>44.4</b>	<b>32</b>	<b>18</b>	
FEZ	RYANAIR	S	18	0	0	0.0	38.9	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	72.2	10	18		
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>10</b>	<b>18</b>		
MARRAKESH	RYANAIR	S	62	0	0	0.0	29.0	62.9	3.2	4.8	0.0	0.0	0.0	0.0	0.0	6	66.1	21	62		
<b>TOTAL MARRAKESH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>62.9</b>	<b>3.2</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>6</b>	<b>66.1</b>	<b>21</b>	<b>62</b>		
RABAT	RYANAIR	S	26	0	0	0.0	0.0	53.8	19.2	19.2	7.7	0.0	0.0	0.0	0.0	20	15.4	41	26		
<b>TOTAL RABAT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>53.8</b>	<b>19.2</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>15.4</b>	<b>41</b>	<b>26</b>		
<b>TOTAL MOROCCO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>52.4</b>	<b>12.9</b>	<b>10.5</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>53.2</b>	<b>25</b>	<b>124</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	23.1	60	26		
AMSTERDAM	EASYJET UK LTD	S	190	0	6	4.1	23.0	31.1	9.2	13.8	11.7	4.1	0.0	0.0	3.1	25	42.1	42	167		
<b>TOTAL AMSTERDAM</b>			<b>190</b>	<b>0</b>	<b>6</b>	<b>4.1</b>	<b>23.0</b>	<b>31.1</b>	<b>9.2</b>	<b>13.8</b>	<b>11.7</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>42.1</b>	<b>42</b>	<b>167</b>		
EINDHOVEN	RYANAIR	S	184	0	2	3.2	44.1	32.8	11.8	4.8	1.6	0.5	0.0	0.0	1.1	9	34.1	42	121		
<b>TOTAL EINDHOVEN</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>44.1</b>	<b>32.8</b>	<b>11.8</b>	<b>4.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>34.1</b>	<b>42</b>	<b>121</b>		
<b>TOTAL NETHERLANDS</b>			<b>374</b>	<b>0</b>	<b>8</b>	<b>3.7</b>	<b>33.2</b>	<b>31.9</b>	<b>10.5</b>	<b>9.4</b>	<b>6.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>37.5</b>	<b>44</b>	<b>314</b>		
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	62	0	0	6.5	46.8	37.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>46.8</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
OSLO (GARDERMOEN)	RYANAIR	S	122	0	2	0.0	21.8	46.8	17.7	10.5	0.8	0.0	0.8	0.0	1.6	15	29.0	47	162		
OSLO (GARDERMOEN)	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	100.0	14	1		
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.8</b>	<b>46.8</b>	<b>17.7</b>	<b>10.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>29.4</b>	<b>46</b>	<b>163</b>		
SANDEFJORD(TORP)	RYANAIR	S	36	0	0	11.1	13.9	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	11	19.4	43	36		
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>13.9</b>	<b>50.0</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>11</b>	<b>19.4</b>	<b>43</b>	<b>36</b>		
TROMSOE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL TROMSOE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL NORWAY</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>27.5</b>	<b>44.6</b>	<b>14.4</b>	<b>8.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>28.0</b>	<b>46</b>	<b>200</b>		
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	62	0	0	6.5	50.0	38.7	1.6	0.0	0.0	3.2	0.0	0.0	0.0	7	66.1	21	62		
<b>TOTAL BYDGOSZCZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>50.0</b>	<b>38.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.1</b>	<b>21</b>	<b>62</b>		
GDANSK	RYANAIR	S	96	0	2	4.1	41.8	34.7	11.2	4.1	2.0	0.0	0.0	0.0	2.0	8	33.0	51	100		
<b>TOTAL GDANSK</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>41.8</b>	<b>34.7</b>	<b>11.2</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>8</b>	<b>33.0</b>	<b>51</b>	<b>100</b>		
KATOWICE	RYANAIR	S	54	0	0	3.7	29.6	42.6	9.3	3.7	7.4	3.7	0.0	0.0	0.0	17	16.1	56	59		
<b>TOTAL KATOWICE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>42.6</b>	<b>9.3</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>17</b>	<b>16.1</b>	<b>56</b>	<b>59</b>		
KRAKOW	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	10	0.0	0	0		
<b>TOTAL KRAKOW</b>	RYANAIR	S	<b>174</b>	<b>0</b>	<b>2</b>	<b>15.9</b>	<b>42.6</b>	<b>25.6</b>	<b>6.8</b>	<b>4.0</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>36.9</b>	<b>38</b>	<b>162</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUL 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 KRAKOW</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>15.8</b>	<b>42.4</b>	<b>26.0</b>	<b>6.8</b>	<b>4.0</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>36.9</b>	<b>38</b>	<b>162</b>
LODZ LUBLINEK	RYANAIR	S	54	0	0	5.6	44.4	37.0	9.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	37.0	34	52
<b>TOTAL LODZ LUBLINEK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>37.0</b>	<b>9.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>37.0</b>	<b>34</b>	<b>52</b>
LUBLIN (PORT LOTNICZY)	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	40	36
<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>50.0</b>	<b>40</b>	<b>36</b>
POZNAN	RYANAIR	S	80	0	0	3.8	26.3	37.5	13.8	8.8	5.0	2.5	2.5	0.0	0.0	0.0	20	18.8	52	76
<b>TOTAL POZNAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.3</b>	<b>37.5</b>	<b>13.8</b>	<b>8.8</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>20</b>	<b>18.8</b>	<b>52</b>	<b>76</b>
RZESZOW	RYANAIR	S	80	0	0	2.5	37.5	38.8	7.5	8.8	5.0	0.0	0.0	0.0	0.0	0.0	11	34.6	42	74
<b>TOTAL RZESZOW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>37.5</b>	<b>38.8</b>	<b>7.5</b>	<b>8.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>34.6</b>	<b>42</b>	<b>74</b>
SZCZECIN (GOLENOW)	RYANAIR	S	60	0	2	8.1	24.2	38.7	9.7	16.1	0.0	0.0	0.0	0.0	0.0	3.2	12	40.3	30	62
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>24.2</b>	<b>38.7</b>	<b>9.7</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>40.3</b>	<b>30</b>	<b>62</b>
SZYMANY (MAZURY)	RYANAIR	S	26	0	0	3.8	46.2	42.3	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	24.0	49	25
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>42.3</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>5</b>	<b>24.0</b>	<b>49</b>	<b>25</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	160	0	0	4.4	35.6	32.5	13.1	8.1	6.3	0.0	0.0	0.0	0.0	0.0	14	27.3	47	224
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>35.6</b>	<b>32.5</b>	<b>13.1</b>	<b>8.1</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>14</b>	<b>27.3</b>	<b>47</b>	<b>224</b>
WROCLAW	RYANAIR	S	106	0	0	6.6	38.7	22.6	13.2	6.6	8.5	2.8	0.0	0.9	0.0	0.0	22	31.1	55	101
<b>TOTAL WROCLAW</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>38.7</b>	<b>22.6</b>	<b>13.2</b>	<b>6.6</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>31.1</b>	<b>55</b>	<b>101</b>
<b>TOTAL POLAND</b>			<b>953</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>37.9</b>	<b>33.3</b>	<b>9.7</b>	<b>6.2</b>	<b>4.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>33.2</b>	<b>44</b>	<b>1033</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																				
AZORES PONTA DELGADA	RYANAIR	S	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	22	0.0	82	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>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>22</b>	<b>0.0</b>	<b>82</b>	<b>8</b>
FARO	BA CITYFLYER 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	80.0	1	8
FARO	EASYJET UK LTD	S	0	0	0	0.0	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
FARO	JET2.COM LTD	S	104	0	0	6.7	48.1	31.7	7.7	4.8	1.0	0.0	0.0	0.0	0.0	0.0	6	84.8	8	66
FARO	RYANAIR	S	186	0	0	3.2	34.4	37.1	13.4	7.0	3.8	0.0	1.1	0.0	0.0	0.0	13	33.3	46	138
FARO	TRANSAVIA	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
FARO	TUI AIRWAYS LTD	C	16	0	0	0.0	37.5	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	11	18
<b>TOTAL FARO</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>38.8</b>	<b>35.9</b>	<b>11.9</b>	<b>6.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.4</b>	<b>30</b>	<b>232</b>
LISBON	RYANAIR	S	240	0	0	4.6	27.1	32.1	10.8	17.1	5.8	1.7	0.4	0.4	0.0	0.0	21	32.4	43	182
<b>TOTAL LISBON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>27.1</b>	<b>32.1</b>	<b>10.8</b>	<b>17.1</b>	<b>5.8</b>	<b>1.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>32.4</b>	<b>43</b>	<b>182</b>
OPORTO (PORTUGAL)	RYANAIR	S	168	0	0	1.8	16.1	33.3	22.6	17.9	5.4	0.0	1.2	1.8	0.0	0.0	31	34.4	56	157
OPORTO (PORTUGAL)	SOUTH AFRICAN 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	88	1
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>16.1</b>	<b>33.3</b>	<b>22.6</b>	<b>17.9</b>	<b>5.4</b>	<b>0.0</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>34.2</b>	<b>56</b>	<b>158</b>
<b>TOTAL PORTUGAL</b>			<b>728</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.4</b>	<b>34.2</b>	<b>13.9</b>	<b>12.6</b>	<b>4.4</b>	<b>0.5</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>40.8</b>	<b>42</b>	<b>580</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	36	0	0	11.1	25.0	52.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	6	22	
<b>TOTAL FUNCHAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>25.0</b>	<b>52.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>6</b>	<b>22</b>	
<b>TOTAL PORTUGAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>25.0</b>	<b>52.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>6</b>	<b>22</b>	
<b>REPUBLIC OF MOLDOVA</b>																					
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	48	0	0	0.0	0.0	20.8	18.8	20.8	29.2	8.3	2.1	0.0	0.0	0.0	53	57.7	25	52	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>18.8</b>	<b>20.8</b>	<b>29.2</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>57.7</b>	<b>25</b>	<b>52</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>18.8</b>	<b>20.8</b>	<b>29.2</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>57.7</b>	<b>25</b>	<b>52</b>	
<b>ROMANIA</b>																					
PODGORICA	RYANAIR	S	18	0	0	0.0	16.7	33.3	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	22.2	49	18	
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>22.2</b>	<b>49</b>	<b>18</b>	
TIVAT	MONTENEGRO AIRLINES	S	0	0	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	49	10	
<b>TOTAL TIVAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>49</b>	<b>10</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>21.4</b>	<b>49</b>	<b>28</b>	
<b>RUSSIA</b>																					
MOSCOW (SHEREMETYEVO)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL RUSSIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>2</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	86	0	2	5.7	43.2	25.0	9.1	9.1	4.5	0.0	0.0	1.1	0.0	2.3	15	45.3	39	104	
<b>TOTAL BRATISLAVA</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>43.2</b>	<b>25.0</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>45.3</b>	<b>39</b>	<b>104</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>43.2</b>	<b>25.0</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>45.3</b>	<b>39</b>	<b>104</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	40.0	32	10	
LJUBLJANA	EASYJET UK LTD	S	75	0	4	0.0	13.9	31.6	19.0	12.7	16.5	1.3	0.0	0.0	0.0	5.1	28	33.8	51	70	
<b>TOTAL LJUBLJANA</b>			<b>75</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>13.9</b>	<b>31.6</b>	<b>19.0</b>	<b>12.7</b>	<b>16.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>34.6</b>	<b>48</b>	<b>80</b>	
<b>TOTAL SLOVENIA</b>			<b>75</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>13.9</b>	<b>31.6</b>	<b>19.0</b>	<b>12.7</b>	<b>16.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>34.6</b>	<b>48</b>	<b>80</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	106	0	0	12.3	53.8	24.5	0.9	5.7	0.0	2.8	0.0	0.0	0.0	0.0	8	76.7	12	90	
ALICANTE	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.7	69	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	140	0	0	3.6	25.7	40.7	13.6	12.9	2.1	0.0	0.0	1.4	0.0	0.0	18	45.0	34	120	
ALICANTE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL ALICANTE</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>37.8</b>	<b>33.7</b>	<b>8.1</b>	<b>9.8</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.4</b>	<b>34</b>	<b>272</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	33.3	38.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	18	
ALMERIA	RYANAIR	S	18	0	0	11.1	16.7	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	21	18	
<b>TOTAL ALMERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>44.4</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>14</b>	<b>36</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	40.0	63	5	
ASTURIAS	EASYJET UK LTD	S	0	0	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	44	31	
<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>47.2</b>	<b>47</b>	<b>36</b>	
BARCELONA	RYANAIR	S	248	0	0	6.9	35.5	32.3	9.7	10.9	3.6	0.0	0.4	0.8	0.0	0.0	17	33.9	45	240	
<b>TOTAL BARCELONA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>35.5</b>	<b>32.3</b>	<b>9.7</b>	<b>10.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>33.9</b>	<b>45</b>	<b>240</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	14.3	73	14	
BILBAO	EASYJET UK LTD	S	108	0	0	0.0	16.7	33.3	13.0	19.4	15.7	1.9	0.0	0.0	0.0	0.0	29	40.4	38	90	
<b>TOTAL BILBAO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>13.0</b>	<b>19.4</b>	<b>15.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>37.0</b>	<b>42</b>	<b>104</b>	
CASTELLON COSTA AZAHAR	RYANAIR	S	16	0	0	18.8	31.3	25.0	6.3	0.0	12.5	0.0	0.0	6.3	0.0	0.0	45	31.8	34	22	
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</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>45</b>	<b>31.8</b>	<b>34</b>	<b>22</b>	
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	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	50.0	22	4	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>22</b>	<b>4</b>	
GIRONA	JET2.COM LTD	S	28	0	0	7.1	42.9	39.3	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	65.4	22	26	
GIRONA	RYANAIR	S	52	0	1	9.4	26.4	41.5	7.5	11.3	1.9	0.0	0.0	0.0	0.0	1.9	11	29.6	47	54	
<b>TOTAL GIRONA</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>32.1</b>	<b>40.7</b>	<b>6.2</b>	<b>9.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>41.3</b>	<b>39</b>	<b>80</b>	
IBIZA	BA CITYFLYER LTD	S	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	61.5	18	25	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	
IBIZA	EASYJET UK LTD	S	77	0	1	2.6	32.1	26.9	12.8	11.5	11.5	1.3	0.0	0.0	0.0	1.3	22	43.7	40	69	
IBIZA	JET2.COM LTD	S	70	0	0	10.0	41.4	42.9	4.3	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3	73.8	14	61	
IBIZA	RYANAIR	S	106	0	0	8.5	27.4	41.5	15.1	6.6	0.9	0.0	0.0	0.0	0.0	0.0	10	24.1	46	106	
IBIZA	TUI AIRWAYS LTD	C	17	0	0	5.9	23.5	29.4	17.6	11.8	5.9	0.0	5.9	0.0	0.0	0.0	30	68.8	15	16	
<b>TOTAL IBIZA</b>			<b>279</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>31.4</b>	<b>37.1</b>	<b>11.8</b>	<b>7.9</b>	<b>3.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>44.5</b>	<b>34</b>	<b>284</b>	
JEREZ	RYANAIR	S	36	0	0	5.6	36.1	47.2	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	13	36	
<b>TOTAL JEREZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>47.2</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>0.0</b>	<b>5</b>	<b>61.1</b>	<b>13</b>	<b>36</b>	
MADRID	RYANAIR	S	232	0	0	4.3	32.8	30.6	14.2	10.8	4.3	2.2	0.9	0.0	0.0	0.0	19	45.0	40	242	
<b>TOTAL MADRID</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>32.8</b>	<b>30.6</b>	<b>14.2</b>	<b>10.8</b>	<b>4.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>45.0</b>	<b>40</b>	<b>242</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUL 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	
MAHON	EASYJET UK LTD	S	18	0	0	0.0	27.8	50.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	33.3	29	15	
MAHON	JET2.COM LTD	S	62	0	0	1.6	37.1	46.8	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	75.0	10	48	
MAHON	THOMAS COOK AIRLINES LTD	S	20	0	0	5.0	25.0	25.0	5.0	20.0	5.0	15.0	0.0	0.0	0.0	0.0	38	60.0	80	19	
MAHON	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2	
MAHON	TUI AIRWAYS LTD	C	17	0	2	0.0	21.1	21.1	15.8	21.1	10.5	0.0	0.0	0.0	0.0	10.5	26	83.3	25	18	
<b>TOTAL MAHON</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>31.1</b>	<b>39.5</b>	<b>9.2</b>	<b>9.2</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>65.7</b>	<b>29</b>	<b>104</b>	
MALAGA	BA CITYFLYER LTD	S	16	0	0	0.0	18.8	18.8	12.5	31.3	18.8	0.0	0.0	0.0	0.0	0.0	30	12.5	29	8	
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	36.4	28	11	
MALAGA	EASYJET UK LTD	S	81	0	0	4.9	33.3	25.9	8.6	16.0	4.9	2.5	3.7	0.0	0.0	0.0	25	71.4	27	69	
MALAGA	JET2.COM LTD	S	62	0	0	16.1	41.9	30.6	8.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	79.0	9	62	
MALAGA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	133	66	
MALAGA	RYANAIR	S	140	0	0	7.9	25.0	37.9	13.6	9.3	2.1	3.6	0.0	0.7	0.0	0.0	19	25.0	41	138	
<b>TOTAL MALAGA</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>30.4</b>	<b>32.1</b>	<b>11.0</b>	<b>11.0</b>	<b>3.3</b>	<b>2.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>45.7</b>	<b>49</b>	<b>354</b>	
MURCIA INTERNATIONAL	RYANAIR	S	90	0	0	6.7	43.3	36.7	5.6	3.3	4.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MURCIA INTERNATIONAL	TITAN AIRWAYS LTD	C	4	0	4	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>94</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>40.8</b>	<b>34.7</b>	<b>5.1</b>	<b>3.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>8</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	33.8	37	76	
<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>33.8</b>	<b>37</b>	<b>76</b>	
PALMA DE MALLORCA	AIR EUROPA	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	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	41	37.5	28	8	
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	45.5	39	9	
PALMA DE MALLORCA	EASYJET UK LTD	S	86	0	0	5.8	31.4	27.9	12.8	11.6	9.3	1.2	0.0	0.0	0.0	0.0	18	41.6	43	77	
PALMA DE MALLORCA	JET2.COM LTD	S	136	0	0	13.2	44.9	31.6	5.1	3.7	1.5	0.0	0.0	0.0	0.0	0.0	5	81.7	14	109	
PALMA DE MALLORCA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1	
PALMA DE MALLORCA	RYANAIR	S	144	0	0	1.4	22.2	43.8	13.2	14.6	2.8	0.7	0.7	0.7	0.0	0.0	20	19.6	50	155	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	44.4	33.3	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	77.8	8	18	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	21	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>407</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>32.9</b>	<b>35.6</b>	<b>10.1</b>	<b>9.8</b>	<b>3.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>46.5</b>	<b>35</b>	<b>395</b>	
REUS	JET2.COM LTD	S	34	0	0	0.0	29.4	58.8	8.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	84.2	7	38	
REUS	RYANAIR	S	26	0	0	0.0	34.6	50.0	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	42.3	23	24	
REUS	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	39	50.0	38	4	
<b>TOTAL REUS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.7</b>	<b>51.6</b>	<b>9.4</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>66.2</b>	<b>15</b>	<b>66</b>	
SANTANDER	RYANAIR	S	43	0	0	7.0	27.9	30.2	11.6	11.6	7.0	4.7	0.0	0.0	0.0	0.0	23	10.9	74	46	
<b>TOTAL SANTANDER</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>27.9</b>	<b>30.2</b>	<b>11.6</b>	<b>11.6</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>10.9</b>	<b>74</b>	<b>46</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 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	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	80	0	0	13.8	38.8	33.8	7.5	1.3	2.5	0.0	1.3	1.3	0.0	0.0	15	54.3	33	46	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>38.8</b>	<b>33.8</b>	<b>7.5</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>54.3</b>	<b>33</b>	<b>46</b>	
SEVILLE	RYANAIR	S	78	0	0	2.6	28.2	35.9	14.1	14.1	5.1	0.0	0.0	0.0	0.0	0.0	15	40.3	30	60	
<b>TOTAL SEVILLE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>28.2</b>	<b>35.9</b>	<b>14.1</b>	<b>14.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>40.3</b>	<b>30</b>	<b>60</b>	
VALENCIA	RYANAIR	S	90	0	0	0.0	24.4	47.8	13.3	8.9	4.4	0.0	1.1	0.0	0.0	0.0	16	43.5	29	62	
<b>TOTAL VALENCIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.4</b>	<b>47.8</b>	<b>13.3</b>	<b>8.9</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>16</b>	<b>43.5</b>	<b>29</b>	<b>62</b>	
ZARAGOZA	RYANAIR	S	44	0	0	2.3	45.5	27.3	13.6	9.1	2.3	0.0	0.0	0.0	0.0	0.0	9	25.0	52	42	
<b>TOTAL ZARAGOZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>45.5</b>	<b>27.3</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>25.0</b>	<b>52</b>	<b>42</b>	
<b>TOTAL SPAIN</b>			<b>2607</b>	<b>0</b>	<b>8</b>	<b>6.2</b>	<b>32.5</b>	<b>35.4</b>	<b>10.3</b>	<b>9.6</b>	<b>4.0</b>	<b>1.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>45.3</b>	<b>38</b>	<b>2607</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	70	0	0	10.0	38.6	44.3	5.7	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	48	
ARRECIFE	RYANAIR	S	54	0	0	13.0	40.7	35.2	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	56.8	19	44	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	0.0	40.0	10.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	37	72.2	29	18	
<b>TOTAL ARRECIFE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>36.6</b>	<b>40.3</b>	<b>6.7</b>	<b>3.0</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>67.3</b>	<b>17</b>	<b>110</b>	
FUERTEVENTURA	JET2.COM LTD	S	27	0	0	29.6	37.0	25.9	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.5	23	26	
FUERTEVENTURA	RYANAIR	S	34	0	0	32.4	32.4	29.4	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	97.2	4	36	
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	37.5	23	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8	
<b>TOTAL FUERTEVENTURA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>31.1</b>	<b>34.4</b>	<b>27.9</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>76.9</b>	<b>13</b>	<b>78</b>	
LAS PALMAS	JET2.COM LTD	S	42	0	1	9.3	30.2	30.2	18.6	7.0	2.3	0.0	0.0	0.0	0.0	2.3	11	63.6	11	33	
LAS PALMAS	RYANAIR	S	44	0	0	20.5	38.6	36.4	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	38.6	45	44	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	29	2	
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	10.0	0.0	40.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	80.0	13	10	
<b>TOTAL LAS PALMAS</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>14.1</b>	<b>30.3</b>	<b>34.3</b>	<b>11.1</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>1.0</b>	<b>9</b>	<b>52.8</b>	<b>29</b>	<b>89</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	96	0	0	13.5	34.4	41.7	7.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	65.2	17	66	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	0	0	15.7	30.0	44.3	5.7	1.4	2.9	0.0	0.0	0.0	0.0	0.0	6	54.2	25	71	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	15.0	40.0	15.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	41	80.0	11	20	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	7	0	2	0.0	11.1	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	22.2	35	25.0	60	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>29.7</b>	<b>41.0</b>	<b>7.7</b>	<b>4.6</b>	<b>1.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>60.2</b>	<b>22</b>	<b>165</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>486</b>	<b>0</b>	<b>3</b>	<b>14.7</b>	<b>32.3</b>	<b>37.8</b>	<b>7.6</b>	<b>4.1</b>	<b>1.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>63.4</b>	<b>20</b>	<b>442</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	RYANAIR	S	80	0	0	10.0	31.3	36.3	12.5	7.5	1.3	0.0	1.3	0.0	0.0	0.0	13	30.0	44	80	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUL 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 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL GOTEBOG (LANDVETTER)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>31.3</b>	<b>36.3</b>	<b>12.5</b>	<b>7.5</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>30.0</b>	<b>44</b>	<b>80</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	104	0	0	15.4	40.4	27.9	7.7	4.8	2.9	0.0	0.0	1.0	0.0	0.0	13	39.4	41	142
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>40.4</b>	<b>27.9</b>	<b>7.7</b>	<b>4.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>39.4</b>	<b>41</b>	<b>142</b>
VASTERAS	RYANAIR	S	28	0	0	0.0	25.0	42.9	21.4	3.6	7.1	0.0	0.0	0.0	0.0	0.0	14	47.2	23	36
<b>TOTAL VASTERAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.9</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>47.2</b>	<b>23</b>	<b>36</b>
<b>TOTAL SWEDEN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>34.9</b>	<b>33.0</b>	<b>11.3</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>37.6</b>	<b>39</b>	<b>258</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	26.6	34	58
<b>TOTAL BALE MULHOUSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>26.6</b>	<b>34</b>	<b>58</b>
GENEVA	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL GENEVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>27.7</b>	<b>34</b>	<b>59</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	0.0	8.3	25.0	58.3	8.3	0.0	0.0	0.0	0.0	0.0	37	75.0	10	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>25.0</b>	<b>58.3</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>37</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>25.0</b>	<b>58.3</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>37</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
<b>TURKEY</b>																				
ANTALYA	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	8	1
ANTALYA	JET2.COM LTD	S	63	0	0	0.0	25.4	41.3	17.5	12.7	1.6	1.6	0.0	0.0	0.0	0.0	16	41.3	32	46
ANTALYA	THOMAS COOK AIRLINES LTD	S	55	0	0	0.0	3.6	29.1	30.9	12.7	18.2	5.5	0.0	0.0	0.0	0.0	40	32.7	57	48
ANTALYA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	27.8	16.7	22.2	16.7	11.1	0.0	0.0	0.0	0.0	44	12.5	183	8
<b>TOTAL ANTALYA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>34.6</b>	<b>22.8</b>	<b>14.0</b>	<b>10.3</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>35.6</b>	<b>55</b>	<b>103</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	0	0	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	21	3
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	0.0	27.8	16.7	16.7	27.8	11.1	0.0	0.0	0.0	0.0	55	33.3	55	15
BODRUM (MILAS)	JET2.COM LTD	S	37	0	0	2.7	10.8	70.3	10.8	5.4	0.0	0.0	0.0	0.0	0.0	0.0	8	42.3	30	26
BODRUM (MILAS)	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	12	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>7.0</b>	<b>57.9</b>	<b>12.3</b>	<b>8.8</b>	<b>8.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>38.6</b>	<b>38</b>	<b>44</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	0	0	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
DALAMAN	EASYJET UK LTD	S	35	0	0	0.0	5.7	37.1	14.3	20.0	17.1	0.0	5.7	0.0	0.0	0.0	38	32.3	43	29
DALAMAN	JET2.COM LTD	S	61	0	0	0.0	14.8	37.7	8.2	26.2	11.5	1.6	0.0	0.0	0.0	0.0	26	67.7	18	31
DALAMAN	THOMAS COOK AIRLINES LTD	S	68	0	2	0.0	4.3	10.0	17.1	30.0	25.7	8.6	1.4	0.0	0.0	2.9	57	17.3	112	50
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	44.4	22.2	22.2	0.0	5.6	0.0	0.0	0.0	0.0	27	33.3	26	18
<b>TOTAL DALAMAN</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.2</b>	<b>27.7</b>	<b>14.1</b>	<b>26.1</b>	<b>16.8</b>	<b>4.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>40</b>	<b>34.6</b>	<b>61</b>	<b>132</b>
ISTANBUL	ATLASJET INTERNATIONAL	S	62	0	0	0.0	1.6	25.8	22.6	37.1	12.9	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JULY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUL 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>25.8</b>	<b>22.6</b>	<b>37.1</b>	<b>12.9</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>		
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	253	0	0	1.6	11.9	41.5	19.4	18.2	7.1	0.0	0.4	0.0	0.0	21	49.8	22	209		
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.9</b>	<b>41.5</b>	<b>19.4</b>	<b>18.2</b>	<b>7.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>49.8</b>	<b>22</b>	<b>209</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	70.8	29	48		
<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>70.8</b>	<b>29</b>	<b>48</b>		
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	17	0	1	0.0	27.8	61.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	3	0.0	0	0		
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	36	0	0	0.0	0.0	47.2	38.9	13.9	0.0	0.0	0.0	0.0	0.0	20	63.3	19	30		
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.3</b>	<b>51.9</b>	<b>27.8</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>63.3</b>	<b>19</b>	<b>30</b>		
<b>TOTAL TURKEY</b>			<b>743</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>9.9</b>	<b>37.5</b>	<b>19.0</b>	<b>19.6</b>	<b>10.2</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>45.2</b>	<b>39</b>	<b>566</b>		
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	44	0	0	0.0	20.5	54.5	15.9	4.5	4.5	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL KIEV (BORISPOL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.5</b>	<b>54.5</b>	<b>15.9</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LVOV	RYANAIR	S	26	0	0	0.0	57.7	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL LVOV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>34.6</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL UKRAINE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.3</b>	<b>47.1</b>	<b>11.4</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	125	0	0	13.6	24.8	36.8	11.2	8.8	4.0	0.0	0.8	0.0	0.0	13	70.3	13	64		
<b>TOTAL DUBAI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>24.8</b>	<b>36.8</b>	<b>11.2</b>	<b>8.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>13</b>	<b>64</b>		
<b>TOTAL UNITED ARAB</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>24.8</b>	<b>36.8</b>	<b>11.2</b>	<b>8.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>13</b>	<b>64</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	52.9	40	34		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	240	0	2	5.0	35.1	25.2	10.7	13.2	8.3	1.7	0.0	0.0	0.8	19	54.3	26	206		
BELFAST INTERNATIONAL	RYANAIR	S	16	0	0	0.0	31.3	18.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	22	52.8	22	174		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>256</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>34.9</b>	<b>24.8</b>	<b>11.2</b>	<b>13.6</b>	<b>8.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>53.6</b>	<b>26</b>	<b>414</b>		
CARDIFF WALES	TRADE AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CITY OF DERRY (EGLINTON)	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	57.8	35	112		
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	113	0	3	4.3	36.2	42.2	7.8	1.7	0.9	3.4	0.9	0.0	2.6	13	0.0	0	0		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>36.2</b>	<b>42.2</b>	<b>7.8</b>	<b>1.7</b>	<b>0.9</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>2.6</b>	<b>13</b>	<b>57.8</b>	<b>35</b>	<b>112</b>		
DUNDEE	LOGANAIR LTD	S	96	0	0	4.2	50.0	35.4	7.3	1.0	2.1	0.0	0.0	0.0	0.0	5	71.4	16	98		
<b>TOTAL DUNDEE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>35.4</b>	<b>7.3</b>	<b>1.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.4</b>	<b>16</b>	<b>98</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	43.8	32	32		

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	EASYJET UK LTD	S	224	0	2	4.4	32.3	24.8	11.1	15.5	7.5	1.8	1.8	0.0	0.0	0.9	24	44.3	30	184	
EDINBURGH	RYANAIR	S	32	0	0	6.3	18.8	46.9	21.9	3.1	3.1	0.0	0.0	0.0	0.0	0.0	13	30.0	58	228	
EDINBURGH	SUNDAIR GMBH	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>257</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>30.5</b>	<b>27.8</b>	<b>12.4</b>	<b>13.9</b>	<b>6.9</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>37.0</b>	<b>45</b>	<b>444</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	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	
<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>57</b>	<b>1</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	40.9	29	22	
GLASGOW	EASYJET UK LTD	S	160	0	0	5.6	55.6	19.4	4.4	10.0	3.1	1.9	0.0	0.0	0.0	0.0	11	57.9	22	137	
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	32.2	50	148	
GLASGOW	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	39	8	
<b>TOTAL GLASGOW</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>19.4</b>	<b>4.4</b>	<b>10.0</b>	<b>3.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>44.4</b>	<b>36</b>	<b>315</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	0.0	25.8	46.8	17.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	13	48.4	27	62	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>46.8</b>	<b>17.7</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>48.4</b>	<b>27</b>	<b>62</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	61.5	18	26	
<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>61.5</b>	<b>18</b>	<b>26</b>	
SOUTHEND	EASYJET UK LTD	S	0	0	0	0.0	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 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>15</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>945</b>	<b>0</b>	<b>7</b>	<b>4.4</b>	<b>38.2</b>	<b>29.3</b>	<b>10.1</b>	<b>9.8</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>48.0</b>	<b>34</b>	<b>1473</b>	
<b>USA</b>																					
BOSTON	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	20	36	
<b>TOTAL BOSTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>20</b>	<b>36</b>	
LAS VEGAS	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	99	2	
<b>TOTAL LAS VEGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>99</b>	<b>2</b>	
NEW YORK (NEWARK)	NATIONAL AIR CARGO	S	0	0	0	0.0	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	
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	34.4	60	56	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.9</b>	<b>60</b>	<b>57</b>	
ORLANDO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	14.3	56	6	
<b>TOTAL ORLANDO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>14.3</b>	<b>56</b>	<b>6</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>40.2</b>	<b>46</b>	<b>101</b>	
<b>TOTAL STANSTED</b>			<b>16277</b>	<b>1</b>	<b>77</b>	<b>4.8</b>	<b>28.5</b>	<b>36.1</b>	<b>12.9</b>	<b>10.6</b>	<b>4.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>39.3</b>	<b>42</b>	<b>16472</b>	

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

		Origin/Destinations: A																	JUL 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
A CORUNA	HEATHROW	VUELING AIRLINES	S	A	31	0	0	9.7	38.7	41.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	64.5	15	29
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	0.0	38.7	38.7	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	51.6	27	29
<b>TOTAL A CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.7</b>	<b>40.3</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>0.0</b>	<b>7</b>	<b>58.1</b>	<b>21</b>	<b>58</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	28.6	29	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	64.3	26	14
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	68	13
	STANSTED	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	7.7	57	13
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>53.8</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>25.9</b>	<b>45</b>	<b>53</b>
AARHUS (TIRSTRUP)	STANSTED	RYANAIR	S	A	31	0	0	35.5	22.6	29.0	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	35.5	49	30
	STANSTED	RYANAIR	S	D	31	0	0	0.0	51.6	29.0	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	32.3	40	30
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>37.1</b>	<b>29.0</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>33.9</b>	<b>44</b>	<b>60</b>
ABERDEEN	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	27	0	0	18.5	48.1	18.5	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	90.3	9	31
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	27	0	0	0.0	11.1	55.6	11.1	7.4	7.4	3.7	3.7	0.0	0.0	0.0	27	90.3	10	31
	BIRMINGHAM	BH AIR	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	79	0	2	11.1	45.7	23.5	4.9	7.4	2.5	2.5	0.0	0.0	0.0	2.5	12	85.2	11	80
	BIRMINGHAM	FLYBE LTD	S	D	79	0	2	1.2	16.0	39.5	16.0	13.6	8.6	2.5	0.0	0.0	0.0	2.5	25	73.8	20	80
	BIRMINGHAM	VLM (BELGIUM)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	25	6
	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	56.5	32	22
	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	72.7	12	21
	BRISTOL	LOGANAIR LTD	S	A	27	0	0	0.0	48.1	25.9	7.4	11.1	3.7	3.7	0.0	0.0	0.0	0.0	16	0.0	0	0
	BRISTOL	LOGANAIR LTD	S	D	28	0	0	3.6	39.3	21.4	17.9	10.7	7.1	0.0	0.0	0.0	0.0	0.0	17	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	80.0	13	19
	JERSEY	FLYBE LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	4
	JERSEY	FLYBE LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	56	50.0	20	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	62.5	34	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	62.5	33	8
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.9	32	30
	GATWICK	EASYJET UK LTD	S	D	0	0	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	26	30



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

		Origin/Destinations: A																	JUL 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
								20.2	40.4	20.2	6.6	5.5	3.8	1.1	0.5	0.0	0.0	1.6	14	72.5	14	199
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	3	20.2	40.4	20.2	6.6	5.5	3.8	1.1	0.5	0.0	0.0	1.6	11	81.9	15	198
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	3	0.0	31.1	43.7	9.8	9.3	2.2	1.6	0.5	0.0	0.0	1.6	14	72.5	14	199
	HEATHROW	FLYBE LTD	S	A	85	0	0	16.5	42.4	24.7	5.9	3.5	4.7	2.4	0.0	0.0	0.0	0.0	11	81.2	12	85
	HEATHROW	FLYBE LTD	S	D	85	0	0	0.0	28.2	54.1	4.7	7.1	4.7	1.2	0.0	0.0	0.0	0.0	11	80.0	14	85
	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	65.3	16	47
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.9	25	47
	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	1	2
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	0	2
	LUTON	EASYJET UK LTD	S	A	22	0	0	0.0	18.2	50.0	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	14	57.9	31	19
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	31.8	50.0	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	68.4	22	19
	MANCHESTER	FLYBE LTD	S	A	155	0	2	5.7	50.3	29.3	7.0	5.7	0.0	0.6	0.0	0.0	0.0	1.3	7	90.2	9	163
	MANCHESTER	FLYBE LTD	S	D	155	0	2	0.0	14.0	60.5	10.8	8.9	3.2	0.6	0.6	0.0	0.0	1.3	14	81.7	13	163
	MANCHESTER	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
	MANCHESTER	LOGANAIR 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
	NEWCASTLE	FLYBE LTD	S	A	63	0	4	16.4	40.3	23.9	1.5	6.0	6.0	0.0	0.0	0.0	0.0	6.0	9	42.9	52	59
	NEWCASTLE	FLYBE LTD	S	D	64	0	3	0.0	32.8	43.3	9.0	3.0	3.0	4.5	0.0	0.0	0.0	4.5	15	65.2	23	63
	SOUTHEND	LOGANAIR LTD	S	A	76	0	1	13.0	50.6	24.7	0.0	2.6	1.3	3.9	2.6	0.0	0.0	1.3	14	0.0	0	0
	SOUTHEND	LOGANAIR LTD	S	D	75	1	1	0.0	45.5	35.1	5.2	2.6	1.3	6.5	1.3	0.0	1.3	1.3	19	0.0	0	0
	DURHAM TEES VALLEY	FLYBE LTD	S	A	55	0	12	16.4	43.3	13.4	1.5	1.5	6.0	0.0	0.0	0.0	0.0	17.9	9	44.4	30	56
	DURHAM TEES VALLEY	FLYBE LTD	S	D	56	0	11	4.5	38.8	20.9	7.5	4.5	6.0	1.5	0.0	0.0	0.0	16.4	13	65.1	18	58
<b>TOTAL ABERDEEN</b>					<b>1550</b>	<b>1</b>	<b>46</b>	<b>7.0</b>	<b>35.9</b>	<b>34.2</b>	<b>7.5</b>	<b>6.6</b>	<b>3.6</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>2.9</b>	<b>13</b>	<b>73.0</b>	<b>17</b>	<b>1641</b>
ABU DHABI INTERNATIONAL																						
	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	95.7	1	23
	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	69.6	12	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	26.1	47.8	13.0	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	21.7	34.8	30.4	0.0	13.0	0.0	0.0	0.0	0.0	0.0	19	71.0	28	30
	HEATHROW	ETIHAD AIRWAYS	S	A	155	0	0	24.5	47.1	20.6	4.5	1.9	1.3	0.0	0.0	0.0	0.0	0.0	4	90.3	3	93
	HEATHROW	ETIHAD AIRWAYS	S	D	155	0	0	0.0	9.0	51.6	22.6	12.9	3.2	0.6	0.0	0.0	0.0	0.0	18	64.5	17	93
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	1	14.3	44.4	27.0	7.9	3.2	1.6	0.0	0.0	0.0	0.0	1.6	6	93.5	7	62
	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	1	0.0	7.9	49.2	27.0	9.5	4.8	0.0	0.0	0.0	0.0	1.6	17	51.6	23	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>480</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>28.2</b>	<b>35.5</b>	<b>15.1</b>	<b>6.6</b>	<b>2.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>77.0</b>	<b>12</b>	<b>416</b>
ABUJA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	48.4	29.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	8	31

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	31	0	0	0.0	12.9	58.1	12.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	20	67.7	18	31							
<b>TOTAL ABUJA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>43.5</b>	<b>9.7</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>75.8</b>	<b>13</b>	<b>62</b>							
ACCRA		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	25.8	35.5	19.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	21	61.3	38	31							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	22.6	25.8	32.3	12.9	6.5	0.0	0.0	0.0	0.0	44	32.3	38	31							
<b>TOTAL ACCRA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>29.0</b>	<b>22.6</b>	<b>21.0</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>46.8</b>	<b>38</b>	<b>62</b>							
ADDIS ABABA		HEATHROW	ETHIOPIAN AIRLINES	S	A	42	0	0	33.3	31.0	19.0	7.1	9.5	0.0	0.0	0.0	0.0	0.0	7	90.9	12	44								
		HEATHROW	ETHIOPIAN AIRLINES	S	D	42	0	0	0.0	0.0	50.0	16.7	21.4	9.5	2.4	0.0	0.0	0.0	0.0	29	34.1	42	44							
		MANCHESTER	ETHIOPIAN AIRLINES	S	A	18	0	0	0.0	0.0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0							
		MANCHESTER	ETHIOPIAN AIRLINES	S	D	16	0	0	0.0	12.5	62.5	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	19	0.0	0	0							
<b>TOTAL ADDIS ABABA</b>						<b>118</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>12.7</b>	<b>38.1</b>	<b>16.1</b>	<b>14.4</b>	<b>5.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.5</b>	<b>27</b>	<b>88</b>							
AGADIR (AL MASSIRA)		BIRMINGHAM	AIR ARABIA MAROC	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
		BIRMINGHAM	AIR ARABIA MAROC	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	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	0	1								
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1								
		GATWICK	EASYJET UK LTD	S	A	13	0	0	15.4	15.4	38.5	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	21	83.3	6	12							
		GATWICK	EASYJET UK LTD	S	D	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	21	75.0	11	12							
		GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	22.2	0.0	22.2	0.0	33.3	11.1	0.0	0.0	0.0	0.0	50	77.8	8	9							
		GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	33.3	11.1	0.0	11.1	22.2	11.1	0.0	0.0	0.0	71	55.6	22	9							
		STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	0.0	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	23	44.4	33	9							
		STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	31	9							
		MANCHESTER	AIR ARABIA MAROC	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9								
		MANCHESTER	AIR ARABIA MAROC	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	77.8	8	9								
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	3	9							
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	11	9							
		MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	22.2	33.3	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	10	9							
		MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	22.2	11.1	22.2	11.1	11.1	11.1	0.0	0.0	0.0	37	55.6	18	9							
<b>TOTAL AGADIR (AL MASSIRA)</b>						<b>114</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>21.9</b>	<b>32.5</b>	<b>14.0</b>	<b>13.2</b>	<b>6.1</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>73.3</b>	<b>13</b>	<b>116</b>							

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

		Origin/Destinations: A																	JUL 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	
								22.9	17.1	34.3	8.6	0.0	0.0	11.4	2.9	2.9	0.0	0.0	40	86.1	9	36	
AHMEDABAD		HEATHROW	AIR INDIA	S	A	18	0	0	44.4	16.7	16.7	11.1	0.0	0.0	5.6	0.0	5.6	0.0	0.0	35	100.0	1	18
		HEATHROW	AIR INDIA	S	D	17	0	0	0.0	17.6	52.9	5.9	0.0	0.0	17.6	5.9	0.0	0.0	0.0	47	72.2	17	18
<b>TOTAL AHMEDABAD</b>						<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>17.1</b>	<b>34.3</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>86.1</b>	<b>9</b>	<b>36</b>
AJACCIO		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	0	1	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
		GATWICK	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	76	75.0	6	4
		GATWICK	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	44	75.0	8	4
		STANSTED	AIR CORSICA	S	A	13	0	0	7.7	46.2	0.0	30.8	15.4	0.0	0.0	0.0	0.0	0.0	11	60.0	21	15	
		STANSTED	AIR CORSICA	S	D	13	0	0	0.0	23.1	7.7	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	27	26.7	39	15
<b>TOTAL AJACCIO</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>8.8</b>	<b>29.4</b>	<b>20.6</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>52.5</b>	<b>24</b>	<b>40</b>
ALBERT - PICARDIE		EAST MIDLANDS INTERNATIONAL	SPRINTAIR	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
<b>TOTAL ALBERT - PICARDIE</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>
ALDERNEY		SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	107	0	9	6.0	36.2	20.7	8.6	7.8	12.1	0.0	0.9	0.0	0.0	7.8	21	72.6	20	106
		SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	111	0	9	3.3	35.8	20.8	9.2	10.0	11.7	0.8	0.8	0.0	0.0	7.5	23	71.4	23	106
<b>TOTAL ALDERNEY</b>						<b>218</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>36.0</b>	<b>20.8</b>	<b>8.9</b>	<b>8.9</b>	<b>11.9</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>22</b>	<b>72.0</b>	<b>21</b>	<b>212</b>
ALGHERO (FERTILIA)		BIRMINGHAM	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	53	25.0	61	4
		BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	53	4
		GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	30	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	75.0	10	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	101	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	15	2	
		LUTON	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	37.5	23	8
		LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	71.4	15	7
		STANSTED	RYANAIR	S	A	13	0	0	0.0	15.4	15.4	30.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	30	15.4	48	11
		STANSTED	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	15.4	40	11
		MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	216	0.0	41	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	11	75.0	9	4
<b>TOTAL ALGHERO (FERTILIA)</b>						<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>13.2</b>	<b>38.2</b>	<b>16.2</b>	<b>20.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>32.4</b>	<b>34</b>	<b>64</b>

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
ALGIERS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	7.4	29.6	18.5	25.9	11.1	3.7	0.0	0.0	0.0	0.0	3.7	15	51.9	26	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	0.0	48.1	37.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	22	27
	HEATHROW	AIR ALGERIE	S	A	28	0	0	21.4	21.4	28.6	10.7	14.3	3.6	0.0	0.0	0.0	0.0	0.0	13	74.2	10	31
	HEATHROW	AIR ALGERIE	S	D	28	0	0	0.0	21.4	32.1	14.3	28.6	3.6	0.0	0.0	0.0	0.0	0.0	22	74.2	12	31
<b>TOTAL ALGIERS</b>					<b>109</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>18.2</b>	<b>31.8</b>	<b>21.8</b>	<b>17.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>64.7</b>	<b>17</b>	<b>116</b>
ALICANTE																						
	ABERDEEN	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9
	ABERDEEN	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	10	77.8	14	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	11	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	0.0	0	80.0	9	5
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	39	0	0	10.3	38.5	15.4	15.4	12.8	5.1	2.6	0.0	0.0	0.0	0.0	17	77.8	94	36
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	39	0	0	0.0	33.3	35.9	12.8	12.8	2.6	2.6	0.0	0.0	0.0	0.0	16	82.9	9	35
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	26	0	0	11.5	50.0	23.1	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	30	27
	BELFAST INTERNATIONAL	JET2.COM LTD	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	96.3	33	27
	BELFAST INTERNATIONAL	RYANAIR	S	A	23	0	0	0.0	39.1	39.1	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	9	77.3	9	22
	BELFAST INTERNATIONAL	RYANAIR	S	D	23	0	0	0.0	34.8	47.8	4.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.7	16	22
	BIRMINGHAM	JET2.COM LTD	S	A	57	0	0	21.1	42.1	19.3	10.5	5.3	1.8	0.0	0.0	0.0	0.0	0.0	6	85.7	7	49
	BIRMINGHAM	JET2.COM LTD	S	D	57	0	0	0.0	12.3	61.4	19.3	5.3	1.8	0.0	0.0	0.0	0.0	0.0	10	75.5	13	49
	BIRMINGHAM	RYANAIR	S	A	62	0	0	3.2	51.6	35.5	1.6	4.8	0.0	3.2	0.0	0.0	0.0	0.0	8	76.7	22	43
	BIRMINGHAM	RYANAIR	S	D	62	0	0	0.0	8.1	59.7	17.7	12.9	0.0	1.6	0.0	0.0	0.0	0.0	15	67.4	25	43
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	15	9
	BIRMINGHAM	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	3	88.9	11	9
	BOURNEMOUTH	RYANAIR	S	A	22	0	0	13.6	40.9	31.8	4.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	12	70.6	20	17
	BOURNEMOUTH	RYANAIR	S	D	22	0	0	0.0	54.5	22.7	18.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	12	82.4	10	17
	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	19	7
	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	50.0	27	7
	BRISTOL	EASYJET UK LTD	S	A	62	0	0	4.8	30.6	22.6	16.1	16.1	9.7	0.0	0.0	0.0	0.0	0.0	20	50.0	23	53
	BRISTOL	EASYJET UK LTD	S	D	62	0	0	0.0	12.9	48.4	12.9	17.7	8.1	0.0	0.0	0.0	0.0	0.0	21	55.6	25	53
	BRISTOL	RYANAIR	S	A	53	0	0	20.8	50.9	15.1	1.9	11.3	0.0	0.0	0.0	0.0	0.0	0.0	7	54.3	34	35
	BRISTOL	RYANAIR	S	D	53	0	0	0.0	49.1	32.1	11.3	7.5	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	38	35
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	1	4

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	4	75.0	8	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19	66.7	15	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	9		
CARDIFF WALES	VUELING AIRLINES	S	A	27	0	0	0.0	29.6	40.7	7.4	14.8	0.0	3.7	3.7	0.0	0.0	0.0	24	65.2	20	23		
CARDIFF WALES	VUELING AIRLINES	S	D	27	0	0	0.0	3.7	48.1	29.6	11.1	0.0	3.7	3.7	0.0	0.0	0.0	31	54.5	28	22		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	13	14		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	7.7	84.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	10	14		
DONCASTER SHEFFIELD	GAMA AVIATION (UK) LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	10	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9		
EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	44	0	0	56.8	27.3	6.8	2.3	6.8	0.0	0.0	0.0	0.0	0.0	0.0	3	93.2	2	44		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	44	0	0	0.0	40.9	52.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	97.7	2	44		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	76	0	0	15.8	35.5	32.9	7.9	3.9	2.6	1.3	0.0	0.0	0.0	0.0	10	59.2	28	76		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	76	0	0	0.0	34.2	57.9	3.9	2.6	1.3	0.0	0.0	0.0	0.0	0.0	6	73.3	12	75		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	66.7	13	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	77.8	11	9		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	32	28.6	61	7		
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	42.9	35	7		
EDINBURGH	JET2.COM LTD	S	A	30	0	0	3.3	36.7	40.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	89.7	4	29		
EDINBURGH	JET2.COM LTD	S	D	30	0	0	0.0	36.7	53.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	5	28		
EDINBURGH	RYANAIR	S	A	27	0	0	0.0	18.5	40.7	22.2	11.1	7.4	0.0	0.0	0.0	0.0	0.0	18	77.8	20	27		
EDINBURGH	RYANAIR	S	D	27	0	0	0.0	25.9	51.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	74.1	14	27		
EXETER	FLYBE LTD	S	A	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	61.1	18	18		
EXETER	FLYBE LTD	S	D	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	11	18		
EXETER	TUI AIRWAYS LTD	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
GLASGOW	BA CITYFLYER 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	11	75.0	8	4		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BA CITYFLYER 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	16	75.0	7	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	100.0	0	4		
	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	100.0	1	4		
	GLASGOW	EASYJET UK LTD	S	A	32	0	0	12.5	53.1	12.5	15.6	6.3	0.0	0.0	0.0	0.0	0.0	7	88.9	9	27		
	GLASGOW	EASYJET UK LTD	S	D	30	0	0	0.0	43.3	50.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	10	27		
	GLASGOW	JET2.COM LTD	S	A	38	0	0	7.9	47.4	23.7	7.9	13.2	0.0	0.0	0.0	0.0	0.0	9	90.0	4	40		
	GLASGOW	JET2.COM LTD	S	D	38	0	0	0.0	44.7	36.8	10.5	5.3	2.6	0.0	0.0	0.0	0.0	10	94.6	4	37		
	GLASGOW	RYANAIR	S	A	13	0	0	15.4	30.8	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	32	17		
	GLASGOW	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	20	66.7	26	17		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	3		
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	75	0	1	26.3	42.1	18.4	3.9	5.3	2.6	0.0	0.0	0.0	1.3	7	84.5	8	71		
	LEEDS BRADFORD	JET2.COM LTD	S	D	76	0	0	1.3	28.9	53.9	6.6	7.9	0.0	1.3	0.0	0.0	0.0	9	85.9	7	71		
	LEEDS BRADFORD	RYANAIR	S	A	31	0	0	22.6	38.7	19.4	12.9	3.2	3.2	0.0	0.0	0.0	0.0	9	67.7	12	31		
	LEEDS BRADFORD	RYANAIR	S	D	31	0	0	0.0	9.7	71.0	16.1	0.0	3.2	0.0	0.0	0.0	0.0	9	80.6	10	31		
	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	94.4	7	18		
	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	100.0	0	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	100.0	4	3		
	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	5	4		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	29	0	1	13.3	40.0	13.3	16.7	6.7	6.7	0.0	0.0	0.0	3.3	13	60.7	28	28		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	30	0	1	0.0	22.6	51.6	12.9	6.5	3.2	0.0	0.0	0.0	3.2	12	66.7	22	27		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	48	0	0	6.3	41.7	37.5	4.2	8.3	2.1	0.0	0.0	0.0	0.0	8	57.5	25	40		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	48	0	0	0.0	25.0	62.5	2.1	4.2	4.2	2.1	0.0	0.0	0.0	12	80.0	15	40		
	GATWICK	BRITISH AIRWAYS PLC	S	A	99	0	0	15.2	19.2	25.3	16.2	12.1	9.1	1.0	2.0	0.0	0.0	24	70.4	28	98		
	GATWICK	BRITISH AIRWAYS PLC	S	D	99	0	0	0.0	20.2	38.4	22.2	11.1	5.1	1.0	2.0	0.0	0.0	21	62.6	24	99		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 A	0	0	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	16		
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	64.7	15	17		
GATWICK	EASYJET UK LTD	S A	134	0	2	4.4	19.1	24.3	14.7	17.6	15.4	2.9	0.0	0.0	0.0	1.5	32	54.5	29	123			
GATWICK	EASYJET UK LTD	S D	135	0	2	0.0	10.2	38.7	19.0	13.9	10.9	4.4	1.5	0.0	0.0	1.5	31	63.1	26	122			
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	33.3	52	9			
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	66.7	18	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	27	0	0	7.4	14.8	37.0	11.1	11.1	14.8	0.0	0.0	3.7	0.0	0.0	52	64.7	16	17			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	27	0	0	0.0	25.9	33.3	14.8	14.8	3.7	3.7	0.0	3.7	0.0	0.0	48	70.6	19	17			
GATWICK	RYANAIR	S A	27	0	0	7.4	40.7	33.3	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	76.9	12	24			
GATWICK	RYANAIR	S D	27	0	0	0.0	3.7	51.9	18.5	14.8	11.1	0.0	0.0	0.0	0.0	0.0	22	42.3	31	24			
GATWICK	TUI AIRWAYS LTD	C A	13	0	0	7.7	46.2	0.0	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	23	71.4	30	7			
GATWICK	TUI AIRWAYS LTD	C 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	9	77.8	19	9			
GATWICK	VUELING AIRLINES	S A	27	0	1	0.0	25.0	32.1	7.1	14.3	7.1	7.1	3.6	0.0	0.0	3.6	34	0.0	0	0			
GATWICK	VUELING AIRLINES	S D	27	0	1	0.0	10.7	25.0	7.1	21.4	21.4	3.6	7.1	0.0	0.0	3.6	52	0.0	0	0			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	7			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	7			
LUTON	EASYJET UK LTD	S A	67	0	0	11.9	34.3	22.4	7.5	13.4	4.5	4.5	1.5	0.0	0.0	0.0	21	50.8	37	58			
LUTON	EASYJET UK LTD	S D	66	0	0	0.0	31.8	39.4	15.2	4.5	4.5	4.5	0.0	0.0	0.0	0.0	18	53.4	35	57			
LUTON	RYANAIR	S A	31	0	0	38.7	22.6	22.6	3.2	6.5	3.2	3.2	0.0	0.0	0.0	0.0	12	0.0	0	0			
LUTON	RYANAIR	S D	31	0	0	0.0	22.6	54.8	6.5	9.7	3.2	0.0	3.2	0.0	0.0	0.0	17	0.0	0	0			
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2			
STANSTED	JET2.COM LTD	S A	53	0	0	24.5	60.4	9.4	0.0	3.8	0.0	1.9	0.0	0.0	0.0	0.0	5	77.8	10	45			
STANSTED	JET2.COM LTD	S D	53	0	0	0.0	47.2	39.6	1.9	7.5	0.0	3.8	0.0	0.0	0.0	0.0	12	75.6	15	45			
STANSTED	PRIMERA AIR SCANDINAVIA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.4	67	30			
STANSTED	PRIMERA AIR SCANDINAVIA	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	29.0	71	30			
STANSTED	RYANAIR	S A	70	0	0	7.1	30.0	18.6	15.7	21.4	4.3	0.0	0.0	2.9	0.0	0.0	28	55.0	26	60			
STANSTED	RYANAIR	S D	70	0	0	0.0	21.4	62.9	11.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	9	35.0	41	60			
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	7	2			
MANCHESTER	BRITISH AIRWAYS PLC	S A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	37	50.0	31	4			
MANCHESTER	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	31	4			

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

		Origin/Destinations: A																	JUL 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
								9.8	41.5	17.1	12.2	12.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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	20	6
	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	30	6
	MANCHESTER	EASYJET UK LTD	S	A	41	0	0	9.8	41.5	17.1	12.2	12.2	7.3	0.0	0.0	0.0	0.0	0.0	15	76.5	16	33
	MANCHESTER	EASYJET UK LTD	S	D	40	0	0	0.0	15.0	60.0	12.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	16	74.3	15	35
	MANCHESTER	JET2.COM LTD	S	A	68	0	0	11.8	33.8	20.6	14.7	13.2	5.9	0.0	0.0	0.0	0.0	0.0	15	82.2	16	73
	MANCHESTER	JET2.COM LTD	S	D	67	0	0	0.0	6.0	65.7	11.9	13.4	3.0	0.0	0.0	0.0	0.0	0.0	14	67.5	21	77
	MANCHESTER	RYANAIR	S	A	84	0	0	9.5	23.8	27.4	14.3	20.2	1.2	2.4	0.0	1.2	0.0	0.0	22	74.0	12	73
	MANCHESTER	RYANAIR	S	D	84	0	0	0.0	16.7	60.7	7.1	11.9	1.2	1.2	1.2	0.0	0.0	0.0	15	69.9	17	73
	MANCHESTER	THOMAS COOK AIRLINES LTD	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	0.0	17	22.2	130	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	50	9
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	24	82.4	18	17
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	24	77.8	20	18
	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	75.0	10	4
	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	75.0	12	4
	NEWCASTLE	EASYJET UK LTD	S	A	28	0	0	10.7	35.7	35.7	3.6	0.0	10.7	3.6	0.0	0.0	0.0	0.0	18	60.9	24	23
	NEWCASTLE	EASYJET UK LTD	S	D	27	0	0	0.0	22.2	59.3	3.7	7.4	3.7	3.7	0.0	0.0	0.0	0.0	14	65.2	25	23
	NEWCASTLE	JET2.COM LTD	S	A	48	0	0	18.8	39.6	22.9	8.3	8.3	2.1	0.0	0.0	0.0	0.0	0.0	9	89.8	4	49
	NEWCASTLE	JET2.COM LTD	S	D	48	0	0	0.0	27.1	56.3	8.3	6.3	2.1	0.0	0.0	0.0	0.0	0.0	9	93.9	5	49
	NEWCASTLE	RYANAIR	S	A	31	0	0	22.6	58.1	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	30
	NEWCASTLE	RYANAIR	S	D	31	0	0	0.0	22.6	67.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	96.7	4	30
	NEWCASTLE	TUI AIRWAYS LTD	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	20	78.6	25	14
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	10	13
	SOUTHAMPTON	FLYBE LTD	S	A	26	0	0	7.7	57.7	11.5	19.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	10	70.4	15	27
	SOUTHAMPTON	FLYBE LTD	S	D	27	0	0	0.0	0.0	74.1	14.8	3.7	3.7	3.7	0.0	0.0	0.0	0.0	17	81.5	17	27
	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	5	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	0.0	0	75.0	8	4
	SOUTHEND	EASYJET UK LTD	S	A	45	0	0	20.0	44.4	15.6	15.6	4.4	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	9	30
	SOUTHEND	EASYJET UK LTD	S	D	45	0	0	0.0	37.8	35.6	15.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	7	30
	SOUTHEND	RYANAIR	S	A	22	0	0	4.5	31.8	22.7	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	SOUTHEND	RYANAIR	S	D	22	0	0	18.2	50.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL ALICANTE</b>					<b>3744</b>	<b>37</b>	<b>9</b>	<b>6.5</b>	<b>29.2</b>	<b>37.0</b>	<b>11.4</b>	<b>9.2</b>	<b>3.7</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>1.0</b>	<b>0.2</b>	<b>15</b>	<b>71.2</b>	<b>20</b>	<b>3522</b>
ALMERIA	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	36	9



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	1	77.8	33	9	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	12	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	77.8	8	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	14	9	
	BRISTOL	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	75.0	24	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8	
	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	2	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	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	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	0.0	66.7	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	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	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	75.0	7	4	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	9.7	16.1	48.4	12.9	3.2	6.5	3.2	0.0	0.0	0.0	0.0	18	85.2	6	27	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	32.3	48.4	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	81.5	9	27	
	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	100.0	3	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	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	62.5	27	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	20	8	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	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	15	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	77.8	14	9	
	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	88.9	15	9	
	STANSTED	JET2.COM LTD	S	A	9	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	66.7	12	9	

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

		Origin/Destinations: A																	JUL 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	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9	
	STANSTED	RYANAIR	S	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	9	66.7	20	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	21	9	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	38.5	30.8	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	84.6	11	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	17	61.5	26	13	
	MANCHESTER	RYANAIR	S	A	8	0	0	25.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	8	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	85.7	11	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11	92.9	8	14	
	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	4	50.0	24	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	100.0	0	9	
	NEWCASTLE	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	4	9	
<b>TOTAL ALMERIA</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>27.9</b>	<b>37.5</b>	<b>11.6</b>	<b>4.1</b>	<b>2.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.4</b>	<b>11</b>	<b>352</b>	
ALTENRHEIN																							
	GATWICK	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	
<b>TOTAL ALTENRHEIN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
AMMAN																							
	LIVERPOOL (JOHN LENNON)	ROYAL JORDANIAN	C	A	0	0	0	0.0	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	38.7	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	22.6	32.3	6.5	0.0	0.0	0.0	0.0	0.0	25	29.0	23	31	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	3.2	25.8	48.4	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	96.9	4	32	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	9.7	51.6	16.1	16.1	6.5	0.0	0.0	0.0	0.0	0.0	19	43.8	22	32	
<b>TOTAL AMMAN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>18.5</b>	<b>38.7</b>	<b>13.7</b>	<b>12.9</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>14</b>	<b>65.4</b>	<b>13</b>	<b>127</b>	
AMMAN (KING HUSSEIN)																							
	LIVERPOOL (JOHN LENNON)	ALMASRIA UNIVERSAL AIRLINES	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	160	0.0	0	0	
<b>TOTAL AMMAN (KING HUSSEIN)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>160</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AMRITSAR																							
	BIRMINGHAM	AIR INDIA	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	12	
	BIRMINGHAM	AIR INDIA	S	D	14	0	0	0.0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	35	68.4	20	19	
<b>TOTAL AMRITSAR</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>13.3</b>	<b>26.7</b>	<b>13.3</b>	<b>13.3</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>71.0</b>	<b>21</b>	<b>31</b>	
AMSTERDAM																							
	ABERDEEN	KLM	S	A	61	0	0	1.6	36.1	54.1	4.9	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	5	57	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	KLM	S	D	61	0	1	0.0	41.9	50.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4	93.0	3	57	
ABERDEEN	KLM CITYHOPPER	S	A	67	0	0	0.0	44.8	43.3	4.5	4.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	8	89.6	4	67	
ABERDEEN	KLM CITYHOPPER	S	D	67	0	0	0.0	26.9	55.2	9.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	15	88.1	5	67		
BELFAST CITY (GEORGE BEST)	KLM	S	A	31	0	0	0.0	29.0	54.8	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	31		
BELFAST CITY (GEORGE BEST)	KLM	S	D	31	0	0	0.0	3.2	64.5	12.9	16.1	0.0	0.0	3.2	0.0	0.0	0.0	20	93.3	3	30		
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	60.0	18	5		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	16	5		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	40	0	0	0.0	12.5	37.5	32.5	10.0	2.5	5.0	0.0	0.0	0.0	0.0	23	71.4	12	35		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	40	0	0	0.0	32.5	42.5	10.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	17	82.9	10	35		
BIRMINGHAM	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	134	0.0	0	0		
BIRMINGHAM	FLYBE LTD	S	A	133	0	7	2.1	29.3	33.6	9.3	10.7	7.9	2.1	0.0	0.0	0.0	5.0	20	55.4	24	146		
BIRMINGHAM	FLYBE LTD	S	D	134	0	5	0.0	2.2	41.7	23.0	15.1	9.4	4.3	0.7	0.0	0.0	3.6	31	50.3	29	145		
BIRMINGHAM	KLM	S	A	145	0	2	0.7	40.8	36.7	9.5	8.8	1.4	0.0	0.7	0.0	0.0	1.4	11	86.1	5	148		
BIRMINGHAM	KLM	S	D	145	0	3	0.0	18.2	50.7	14.9	10.1	3.4	0.0	0.7	0.0	0.0	2.0	15	82.1	8	148		
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	42.9	29	7		
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	57.1	17	7		
BRISTOL	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	A	54	0	0	0.0	20.4	35.2	20.4	9.3	13.0	1.9	0.0	0.0	0.0	0.0	24	63.8	18	47		
BRISTOL	EASYJET UK LTD	S	D	53	0	0	0.0	22.6	52.8	5.7	7.5	11.3	0.0	0.0	0.0	0.0	0.0	18	66.0	15	47		
BRISTOL	KLM	S	A	122	0	2	0.8	41.1	40.3	9.7	5.6	0.8	0.0	0.0	0.0	0.0	1.6	8	95.2	4	123		
BRISTOL	KLM	S	D	121	0	2	0.0	23.6	52.8	16.3	4.9	0.8	0.0	0.0	0.0	0.0	1.6	10	79.2	8	123		
CARDIFF WALES	KLM	S	A	87	1	1	2.2	69.7	22.5	3.4	0.0	0.0	0.0	0.0	0.0	1.1	1.1	2	95.5	2	88		
CARDIFF WALES	KLM	S	D	88	0	1	0.0	30.3	57.3	9.0	2.2	0.0	0.0	0.0	0.0	0.0	1.1	7	89.8	5	87		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	30	0	1	12.9	58.1	22.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0	3.2	3	93.5	6	31		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	30	0	1	0.0	38.7	51.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3.2	7	74.2	14	31		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	31	0	0	3.2	29.0	32.3	9.7	12.9	6.5	3.2	3.2	0.0	0.0	0.0	26	67.7	33	31		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	31	0	0	0.0	19.4	41.9	12.9	16.1	6.5	0.0	3.2	0.0	0.0	0.0	25	80.6	30	31		
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	50.0	20	10		
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	40.0	27	10		
EDINBURGH	EASYJET EUROPE	S	A	38	0	2	2.5	25.0	17.5	20.0	12.5	15.0	0.0	2.5	0.0	0.0	5.0	30	0.0	0	0		

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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							
EDINBURGH	EASYJET EUROPE	S D	38	0	2	0.0	7.5	25.0	12.5	27.5	15.0	5.0	2.5	0.0	0.0	5.0	42	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	31	0	0	0.0	3.2	32.3	25.8	29.0	6.5	3.2	0.0	0.0	0.0	0.0	31	54.8	19	61			
EDINBURGH	EASYJET UK LTD	S D	31	0	0	0.0	16.1	45.2	12.9	12.9	12.9	0.0	0.0	0.0	0.0	0.0	22	53.2	25	61			
EDINBURGH	KLM	S A	148	0	2	1.3	32.0	40.7	18.0	4.7	0.0	1.3	0.7	0.0	0.0	1.3	12	82.8	7	179			
EDINBURGH	KLM	S D	147	0	3	0.0	21.3	46.0	22.7	5.3	2.0	0.7	0.0	0.0	0.0	2.0	13	76.1	11	179			
EXETER	FLYBE LTD	S A	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.0	15	31			
EXETER	FLYBE LTD	S D	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	74.2	19	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	100.0	3	4			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4			
GLASGOW	EASYJET EUROPE	S A	31	0	0	12.9	48.4	22.6	0.0	3.2	9.7	3.2	0.0	0.0	0.0	0.0	15	0.0	0	0			
GLASGOW	EASYJET EUROPE	S D	31	0	0	0.0	19.4	58.1	6.5	6.5	3.2	6.5	0.0	0.0	0.0	0.0	20	0.0	0	0			
GLASGOW	EASYJET 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	0.0	170	73.9	14	22			
GLASGOW	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	185	69.6	18	22			
GLASGOW	KLM	S A	89	0	1	2.2	27.8	38.9	22.2	4.4	3.3	0.0	0.0	0.0	0.0	1.1	12	85.2	7	87			
GLASGOW	KLM	S D	88	0	1	0.0	29.2	50.6	10.1	6.7	2.2	0.0	0.0	0.0	0.0	1.1	10	90.9	5	87			
GLASGOW	KLM CITYHOPPER	S A	30	0	0	6.7	30.0	43.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	31			
GLASGOW	KLM CITYHOPPER	S D	30	0	0	0.0	26.7	40.0	23.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	14	90.3	5	31			
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	0.0	35.3	41.2	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	77.8	10	18			
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	11.8	70.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	88.9	7	18			
LEEDS BRADFORD	KLM	S A	88	0	1	5.6	47.2	38.2	3.4	3.4	1.1	0.0	0.0	0.0	0.0	1.1	6	92.5	3	93			
LEEDS BRADFORD	KLM	S D	88	0	1	0.0	19.1	49.4	20.2	6.7	2.2	0.0	0.0	1.1	0.0	1.1	16	83.9	12	93			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7			
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	0	7			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	67	0	0	6.0	44.8	41.8	1.5	0.0	3.0	0.0	3.0	0.0	0.0	0.0	13	87.8	5	48			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	66	0	1	0.0	68.7	23.9	1.5	0.0	1.5	1.5	1.5	0.0	0.0	1.5	7	89.8	3	48			
GATWICK	BRITISH AIRWAYS PLC	S A	87	0	2	1.1	16.9	42.7	10.1	20.2	4.5	1.1	0.0	1.1	0.0	2.2	25	65.6	32	87			
GATWICK	BRITISH AIRWAYS PLC	S D	87	0	2	0.0	16.9	52.8	16.9	9.0	1.1	0.0	1.1	0.0	0.0	2.2	14	71.1	15	87			
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	14	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	66.7	19	30			
GATWICK	EASYJET UK LTD	S A	196	0	9	4.4	19.5	21.0	18.5	17.6	12.2	1.0	1.5	0.0	0.0	4.4	30	61.6	24	185			

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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	EASYJET UK LTD	S	D	197	0	8	0.0	11.7	27.8	18.5	21.5	12.7	2.0	2.0	0.0	0.0	3.9	34	50.0	27	184		
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	6	7.8	37.3	27.9	9.8	10.7	2.9	0.8	0.0	0.4	0.0	2.5	18	80.4	12	237		
HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	6	0.0	29.9	44.3	10.7	8.2	2.9	1.6	0.0	0.0	0.0	2.5	14	74.2	14	237		
HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1		
HEATHROW	KLM	S	A	301	0	12	12.8	33.9	31.9	7.7	6.1	3.8	0.0	0.0	0.0	0.0	3.8	10	83.9	9	306		
HEATHROW	KLM	S	D	301	0	12	0.0	35.5	44.1	8.9	5.1	1.6	0.3	0.3	0.3	0.0	3.8	12	86.1	11	305		
LONDON CITY	BA CITYFLYER LTD	S	A	0	103	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	5.5	0	65.7	17	99		
LONDON CITY	BA CITYFLYER LTD	S	D	0	103	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	5.5	0	67.9	15	100		
LONDON CITY	FLYBE LTD	S	A	0	34	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	2.9	0	83.3	12	35		
LONDON CITY	FLYBE LTD	S	D	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	63.9	20	36		
LONDON CITY	KLM	S	A	0	190	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	88.8	4	169		
LONDON CITY	KLM	S	D	0	190	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	73.5	11	168		
LUTON	AIR NIGERIA	S	A	31	0	0	12.9	54.8	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LUTON	AIR NIGERIA	S	D	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	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	47.6	31	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	52.4	29	21		
LUTON	EASYJET EUROPE	S	A	13	0	0	0.0	15.4	7.7	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
LUTON	EASYJET EUROPE	S	D	13	0	0	0.0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	134	0	5	3.6	23.0	32.4	15.1	12.2	7.9	1.4	0.7	0.0	0.0	3.6	22	58.5	24	132		
LUTON	EASYJET UK LTD	S	D	134	0	5	0.0	17.3	48.9	12.2	12.2	3.6	1.4	0.7	0.0	0.0	3.6	19	56.3	23	132		
LUTON	VUELING AIRLINES	S	A	29	0	4	0.0	24.2	27.3	24.2	12.1	0.0	0.0	0.0	0.0	0.0	12.1	14	54.8	29	61		
LUTON	VUELING AIRLINES	S	D	29	0	6	0.0	8.6	25.7	25.7	17.1	5.7	0.0	0.0	0.0	0.0	17.1	24	45.2	43	61		
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	30.8	62	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	15.4	59	13		
STANSTED	EASYJET UK LTD	S	A	95	0	3	8.2	19.4	30.6	6.1	16.3	12.2	4.1	0.0	0.0	0.0	3.1	27	39.5	44	84		
STANSTED	EASYJET UK LTD	S	D	95	0	3	0.0	26.5	31.6	12.2	11.2	11.2	4.1	0.0	0.0	0.0	3.1	24	44.7	41	83		
MANCHESTER	AVANTI AIR BEDARFSFLUGGES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	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	63.6	15	11		
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	72.7	16	11		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	MANCHESTER	EASYJET UK LTD	S	A	84	0	1	1.2	16.5	32.9	22.4	17.6	7.1	0.0	1.2	0.0	0.0	1.2	23	72.5	15	69
	MANCHESTER	EASYJET UK LTD	S	D	84	0	1	0.0	14.1	43.5	16.5	16.5	7.1	1.2	0.0	0.0	0.0	1.2	22	76.8	15	69
	MANCHESTER	FLYBE LTD	S	A	93	0	0	1.1	18.3	39.8	16.1	7.5	14.0	3.2	0.0	0.0	0.0	0.0	26	66.7	23	93
	MANCHESTER	FLYBE LTD	S	D	93	0	0	0.0	1.1	51.6	20.4	10.8	10.8	5.4	0.0	0.0	0.0	0.0	31	60.2	27	93
	MANCHESTER	KLM	S	A	179	0	3	2.2	43.4	33.0	13.7	4.4	1.1	0.5	0.0	0.0	0.0	1.6	9	89.0	6	181
	MANCHESTER	KLM	S	D	179	0	3	0.0	15.4	56.0	17.6	7.7	1.1	0.5	0.0	0.0	0.0	1.6	13	82.4	8	180
	NEWCASTLE	KLM	S	A	122	0	2	0.0	19.4	59.7	15.3	3.2	0.8	0.0	0.0	0.0	0.0	1.6	9	88.7	6	124
	NEWCASTLE	KLM	S	D	121	0	3	0.0	33.9	46.0	13.7	3.2	0.8	0.0	0.0	0.0	0.0	2.4	8	89.5	9	124
	SOUTHAMPTON	FLYBE LTD	S	A	104	0	2	0.9	35.8	32.1	15.1	2.8	6.6	1.9	2.8	0.0	0.0	1.9	22	62.4	24	97
	SOUTHAMPTON	FLYBE LTD	S	D	106	0	2	0.0	10.2	64.8	9.3	0.9	8.3	1.9	2.8	0.0	0.0	1.9	24	71.0	15	98
	SOUTHAMPTON	KLM CITYHOPPER	S	A	0	0	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	36
	SOUTHAMPTON	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	0.0	0	77.8	12	36
	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	87.5	6	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	6	8
	SOUTHEND	EASYJET UK LTD	S	A	56	0	2	1.7	44.8	32.8	8.6	6.9	0.0	1.7	0.0	0.0	0.0	3.4	10	88.0	7	50
	SOUTHEND	EASYJET UK LTD	S	D	56	0	2	1.7	55.2	27.6	6.9	1.7	3.4	0.0	0.0	0.0	0.0	3.4	7	90.0	5	50
	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	48	1
	DURHAM TEES VALLEY	KLM	S	A	62	0	1	0.0	42.9	44.4	6.3	4.8	0.0	0.0	0.0	0.0	0.0	1.6	6	98.5	3	67
	DURHAM TEES VALLEY	KLM	S	D	62	0	1	0.0	27.0	46.0	22.2	3.2	0.0	0.0	0.0	0.0	0.0	1.6	9	97.0	3	66
<b>TOTAL AMSTERDAM</b>					<b>6332</b>	<b>726</b>	<b>176</b>	<b>1.8</b>	<b>24.9</b>	<b>36.1</b>	<b>11.7</b>	<b>7.6</b>	<b>4.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>10.0</b>	<b>2.4</b>	<b>16</b>	<b>75.5</b>	<b>14</b>	<b>7201</b>
ANCONA																						
	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	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	57.1	12	7
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	25	85.7	5	7
	STANSTED	RYANAIR	S	A	35	0	0	5.7	25.7	57.1	2.9	2.9	0.0	2.9	2.9	0.0	0.0	0.0	17	67.7	22	31
	STANSTED	RYANAIR	S	D	35	0	0	0.0	42.9	48.6	5.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	64.5	15	31
<b>TOTAL ANCONA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>30.7</b>	<b>46.6</b>	<b>10.2</b>	<b>4.5</b>	<b>3.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.9</b>	<b>16</b>	<b>78</b>
ANGLESEY (VALLEY)																						
	CARDIFF WALES	EASTERN AIRWAYS	S	A	42	2	4	4.2	47.9	29.2	2.1	2.1	0.0	2.1	0.0	0.0	4.2	8.3	6	95.5	2	44
	CARDIFF WALES	EASTERN AIRWAYS	S	D	43	1	2	0.0	34.8	54.3	0.0	2.2	0.0	2.2	0.0	0.0	2.2	4.3	5	97.7	1	44
<b>TOTAL ANGLESEY (VALLEY)</b>					<b>85</b>	<b>3</b>	<b>6</b>	<b>2.1</b>	<b>41.5</b>	<b>41.5</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>6.4</b>	<b>6</b>	<b>96.6</b>	<b>1</b>	<b>88</b>

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
ANKARA (ESENBOGA)																							
	GATWICK	THY TURKISH AIRLINES	S	A	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	D	9	0	0	0.0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	LUTON	SUNEXPRESS	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	24	10		
	LUTON	SUNEXPRESS	S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	47	10.0	53	10	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>26.9</b>	<b>30.8</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>30.0</b>	<b>39</b>	<b>20</b>	
ANTALYA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	14	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	5	5	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	5	
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	26	8	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	9	
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	0.0	15.8	31.6	21.1	21.1	10.5	0.0	0.0	0.0	0.0	0.0	24	33.3	29	12	
	BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	0.0	33.3	27.8	22.2	16.7	0.0	0.0	0.0	0.0	0.0	31	30.8	34	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	22	0	0	9.1	36.4	18.2	9.1	13.6	13.6	0.0	0.0	0.0	0.0	0.0	22	57.1	18	28	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	4.5	40.9	18.2	18.2	13.6	4.5	0.0	0.0	0.0	0.0	34	48.3	25	29	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	5.6	27.8	27.8	38.9	0.0	0.0	0.0	0.0	0.0	0.0	27	40.0	23	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	39	4	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BRISTOL	FREEBIRD AIRLINES	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
	BRISTOL	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	22	0	0	13.6	13.6	36.4	4.5	18.2	9.1	4.5	0.0	0.0	0.0	0.0	24	88.2	5	17	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	18.2	27.3	22.7	18.2	9.1	4.5	0.0	0.0	0.0	0.0	26	70.6	12	17	
	BRISTOL	TUI AIRWAYS LTD	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	19	50.0	13	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	11	4	
	CARDIFF WALES	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	20.0	26	5	

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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	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	26	5		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	3	1	0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	71	100.0	6	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	3	1	0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	48	75.0	13	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	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	88	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	70	0.0	0	0		
DONCASTER SHEFFIELD	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	20.0	122	5		
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	120	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0		
DONCASTER SHEFFIELD	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	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	10.0	10.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	11	0	1	0.0	16.7	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	14	40.0	18	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	14	4		
EDINBURGH	JET2.COM LTD	S	A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	7	4		
EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	13	5		
EDINBURGH	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	115	4		
EDINBURGH	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	36	4		
EXETER	FREEBIRD AIRLINES	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
EXETER	FREEBIRD AIRLINES	C	D	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
GLASGOW	JET2.COM LTD	S	A	12	0	0	0.0	16.7	41.7	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	15	77.8	12	9		
GLASGOW	JET2.COM LTD	S	D	12	0	0	0.0	33.3	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	21	0	0	4.8	19.0	38.1	23.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	20	47.4	23	18		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	16.7	44.4	11.1	22.2	0.0	0.0	5.6	0.0	0.0	0.0	24	57.1	50	14		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	77	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	53	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							
	LEEDS BRADFORD	JET2.COM LTD	S	A	22	0	0	0.0	9.1	50.0	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	17	18	
	LEEDS BRADFORD	JET2.COM LTD	S	D	23	0	0	0.0	8.7	60.9	26.1	0.0	4.3	0.0	0.0	0.0	0.0	0.0	13	72.2	15	18	
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	8	
	LEEDS BRADFORD	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	22.2	67	9	
	LIVERPOOL (JOHN LENNON)	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	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	120	2	
	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	50.0	109	2	
	GATWICK	EASYJET UK LTD	S	A	19	0	2	0.0	14.3	14.3	19.0	19.0	14.3	4.8	4.8	0.0	0.0	9.5	55	36.8	39	19	
	GATWICK	EASYJET UK LTD	S	D	20	0	1	0.0	0.0	28.6	33.3	19.0	9.5	0.0	4.8	0.0	0.0	4.8	36	22.2	30	18	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	61	0	0	6.6	21.3	23.0	13.1	27.9	4.9	1.6	0.0	1.6	0.0	0.0	39	50.9	62	57	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	62	0	1	0.0	4.8	30.2	23.8	27.0	7.9	4.8	0.0	0.0	0.0	1.6	32	36.2	44	58	
	GATWICK	THY TURKISH AIRLINES	S	A	31	0	0	0.0	0.0	25.8	45.2	19.4	9.7	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	D	31	0	0	0.0	0.0	25.8	29.0	22.6	19.4	3.2	0.0	0.0	0.0	0.0	39	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	26	0	0	0.0	19.2	50.0	3.8	11.5	15.4	0.0	0.0	0.0	0.0	0.0	23	40.7	36	27	
	GATWICK	TUI AIRWAYS LTD	C	D	27	0	0	0.0	7.4	44.4	29.6	7.4	7.4	3.7	0.0	0.0	0.0	0.0	26	50.0	19	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	6	1	
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	25	25.0	42	7	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	40	71.4	24	7	
	LUTON	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
	LUTON	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	4	
	LUTON	SUNEXPRESS	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	28	55.6	17	9	
	LUTON	SUNEXPRESS	S	D	9	0	0	0.0	0.0	11.1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	47	22.2	46	9	
	LUTON	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9	
	LUTON	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	47	9	
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	STANSTED	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	JET2.COM LTD	S A	32	0	0	0.0	25.0	34.4	21.9	15.6	0.0	3.1	0.0	0.0	0.0	0.0	19	33.3	40	24			
STANSTED	JET2.COM LTD	S D	31	0	0	0.0	25.8	48.4	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	50.0	24	22			
STANSTED	THOMAS COOK AIRLINES LTD	S A	25	0	0	0.0	4.0	32.0	24.0	16.0	20.0	4.0	0.0	0.0	0.0	0.0	40	34.8	58	23			
STANSTED	THOMAS COOK AIRLINES LTD	S D	30	0	0	0.0	3.3	26.7	36.7	10.0	16.7	6.7	0.0	0.0	0.0	0.0	40	30.8	55	25			
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	33.3	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	37	25.0	283	4			
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	51	0.0	83	4			
MANCHESTER	AVION EXPRESS	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	80	0.0	0	0			
MANCHESTER	AVION EXPRESS	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2			
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0.0	22.2	0.0	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	43	62.5	19	8			
MANCHESTER	EASYJET UK LTD	S D	10	0	0	0.0	0.0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	21	71.4	12	7			
MANCHESTER	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	21	9			
MANCHESTER	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	31	9			
MANCHESTER	JET2.COM LTD	S A	27	0	0	7.4	33.3	11.1	33.3	11.1	3.7	0.0	0.0	0.0	0.0	0.0	16	70.4	20	27			
MANCHESTER	JET2.COM LTD	S D	27	0	0	0.0	0.0	55.6	25.9	7.4	11.1	0.0	0.0	0.0	0.0	0.0	24	30.8	33	26			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	63	0	0	11.1	19.0	34.9	14.3	7.9	9.5	1.6	1.6	0.0	0.0	0.0	22	52.8	81	53			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	65	0	0	0.0	1.5	52.3	20.0	12.3	12.3	1.5	0.0	0.0	0.0	0.0	26	47.3	40	55			
MANCHESTER	THY TURKISH AIRLINES	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			
MANCHESTER	TUI AIRWAYS LTD	C A	26	0	0	3.8	11.5	30.8	15.4	30.8	3.8	0.0	3.8	0.0	0.0	0.0	32	23.1	43	13			
MANCHESTER	TUI AIRWAYS LTD	C D	26	0	0	0.0	7.7	19.2	30.8	30.8	7.7	0.0	3.8	0.0	0.0	0.0	37	23.1	44	13			
NEWCASTLE	FREEBIRD AIRLINES	S A	0	0	0	0.0	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			
NEWCASTLE	FREEBIRD AIRLINES	S D	0	0	0	0.0	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			
NEWCASTLE	JET2.COM LTD	S A	17	0	0	0.0	41.2	29.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	35.7	29	14			
NEWCASTLE	JET2.COM LTD	S D	17	0	0	0.0	5.9	47.1	23.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	18	15.4	36	13			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	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	9	88.9	9	18			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	94.1	6	17			
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	5	0.0	0	0			
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
<b>TOTAL ANTALYA</b>			<b>1178</b>	<b>5</b>	<b>6</b>	<b>1.9</b>	<b>12.2</b>	<b>34.5</b>	<b>21.9</b>	<b>17.7</b>	<b>8.3</b>	<b>1.9</b>	<b>0.7</b>	<b>0.1</b>	<b>0.4</b>	<b>0.5</b>	<b>27</b>	<b>48.5</b>	<b>36</b>	<b>1007</b>			

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

		Origin/Destinations: A																	JUL 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	
ANTIGUA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	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	13	38.5	39	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15	53.8	43	13	
<b>TOTAL ANTIGUA</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.9</b>	<b>40.7</b>	<b>22.2</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>3.7</b>	<b>14</b>	<b>46.2</b>	<b>41</b>	<b>26</b>	
ANTWERP																							
	ABERDEEN	KLM CITYHOPPER	S	A	0	0	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	17	11	
	ABERDEEN	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	0.0	0	54.5	15	11	
	ABERDEEN	VOLOTEA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	2	
	ABERDEEN	VOLOTEA	S	D	0	0	0	0.0	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	
	BIRMINGHAM	VLM (BELGIUM)	S	A	0	0	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	0	21	
	BIRMINGHAM	VLM (BELGIUM)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	27	
	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	0.0	0	91.3	6	69	
	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	0.0	0	88.4	10	69	
	SOUTHEND	STOBART AIR	S	A	27	0	0	0.0	29.6	37.0	25.9	7.4	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	34	18	
	SOUTHEND	STOBART AIR	S	D	27	0	0	3.7	44.4	37.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	26	18	
	SOUTHEND	VLM (BELGIUM)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
<b>TOTAL ANTWERP</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.0</b>	<b>37.0</b>	<b>16.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.9</b>	<b>12</b>	<b>249</b>	
ARRECIFE																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	318	8	
	BELFAST INTERNATIONAL	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	77.8	38	9	
	BELFAST INTERNATIONAL	RYANAIR	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	7	88.9	6	9	
	BELFAST INTERNATIONAL	RYANAIR	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	5	100.0	7	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
	BELFAST INTERNATIONAL	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	3	77.8	10	9	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	33	100.0	1	4	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	4	
	BIRMINGHAM	JET2.COM LTD	S	A	26	0	0	57.7	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	22	
	BIRMINGHAM	JET2.COM LTD	S	D	26	0	0	0.0	30.8	57.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	9	22	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	16	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	22	13	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	11.1	22.2	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	60.0	11	10		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	36	55.6	17	9		
BIRMINGHAM	TUI AIRWAYS LTD	C A	13	0	0	0	30.8	23.1	7.7	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	19	71.4	15	14		
BIRMINGHAM	TUI AIRWAYS LTD	C D	13	0	0	0	0.0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	34	42.9	24	14		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	8	0	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	0	100.0	0	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	EASYJET UK LTD	S A	9	0	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8		
BRISTOL	EASYJET UK LTD	S D	9	0	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	7	8		
BRISTOL	RYANAIR	S A	13	0	0	0	38.5	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	10	13		
BRISTOL	RYANAIR	S D	13	0	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	9	13		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	36	4		
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	25.0	53	4		
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	0	12.5	37.5	25.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	164	88.9	11	9		
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	20	9		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4		
CARDIFF WALES	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	18	9		
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	17	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	8	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	4	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	14		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	9	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	17	0	0	0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	17	0	0	0	0.0	47.1	41.2	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	100.0	6	18		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	8	0	0	0	0.0	50.0	12.5	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	33	77.8	11	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	8	0	0	0	0.0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	38	22.2	18	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	5	100.0	4	4		
EDINBURGH	JET2.COM LTD	S A	13	0	0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	2	9			
EDINBURGH	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	0.0	0.0	2	77.8	36	9			
EDINBURGH	RYANAIR	S 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	2	88.9	6	9			
EDINBURGH	RYANAIR	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9			
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4			
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	6	4			
EXETER	TUI AIRWAYS LTD	C A	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	3	9			
EXETER	TUI AIRWAYS LTD	C D	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	4	9			
GLASGOW	JET2.COM LTD	S A	17	0	0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	13			
GLASGOW	JET2.COM LTD	S D	17	0	0	0.0	58.8	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	5	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	22.2	66	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	22.2	63	9			
GLASGOW	THOMAS COOK AIRLINES 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	6	66.7	14	9			
GLASGOW	THOMAS COOK AIRLINES 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	8	77.8	18	9			
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	4			
LEEDS BRADFORD	JET2.COM LTD	S A	22	0	0	63.6	9.1	9.1	4.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	10	81.8	7	22			
LEEDS BRADFORD	JET2.COM LTD	S D	21	0	0	0.0	28.6	47.6	4.8	4.8	14.3	0.0	0.0	0.0	0.0	0.0	16	59.1	18	22			
LEEDS BRADFORD	RYANAIR	S A	13	0	0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	40	13			
LEEDS BRADFORD	RYANAIR	S D	13	0	0	0.0	23.1	69.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	18	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	50.0	14	2			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	57.1	39	7			
LIVERPOOL (JOHN LENNON)	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	0.0	1	85.7	27	7			
LIVERPOOL (JOHN LENNON)	RYANAIR	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	88.9	15	9			
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	77.8	8	9			
GATWICK	BRITISH AIRWAYS PLC	S A	22	0	0	40.9	22.7	9.1	4.5	9.1	9.1	0.0	0.0	4.5	0.0	0.0	75	78.3	11	23			
GATWICK	BRITISH AIRWAYS PLC	S D	22	0	0	0.0	13.6	31.8	36.4	13.6	4.5	0.0	0.0	0.0	0.0	0.0	19	69.6	17	23			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	0	0	0	60.0	43	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	0	0	0	75.0	46	4
GATWICK	EASYJET UK LTD	S A	31	0	1	0	0.0	12.5	31.3	18.8	25.0	6.3	0.0	3.1	0.0	0.0	3.1	34	0	0	63.0	24	27	
GATWICK	EASYJET UK LTD	S D	31	0	0	0	0.0	6.5	71.0	6.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	16	0	0	74.1	17	27	
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	0	0	0	70.0	15	10	
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	0	0	0	60.0	18	10	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	50.0	17	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	0	100.0	3	4	
GATWICK	THOMAS COOK AIRLINES LTD	S A	14	0	0	0	14.3	21.4	21.4	7.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	23	0	0	42.9	56	14	
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0	0.0	7.7	23.1	15.4	46.2	7.7	0.0	0.0	0.0	0.0	0.0	32	0	0	14.3	64	14	
GATWICK	TUI AIRWAYS LTD	C A	19	0	0	0	15.8	21.1	31.6	5.3	21.1	5.3	0.0	0.0	0.0	0.0	0.0	17	0	0	75.0	20	8	
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0	0.0	11.1	44.4	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	0	0	77.8	26	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	0.0	0	0	0	100.0	0	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	0	0	0	100.0	12	1	
LUTON	EASYJET UK LTD	S A	9	0	0	0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0	0	85.7	2	7	
LUTON	EASYJET UK LTD	S D	9	0	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0	0	87.5	12	8	
LUTON	RYANAIR	S A	9	0	0	0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0	0	66.7	11	9	
LUTON	RYANAIR	S D	9	0	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0	0	88.9	9	9	
LUTON	TUI AIRWAYS LTD	C A	8	0	0	0	25.0	12.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	15	0	0	77.8	11	9	
LUTON	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	0	0	55.6	22	9	
STANSTED	JET2.COM LTD	S A	35	0	0	0	20.0	45.7	28.6	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0	0	79.2	9	24	
STANSTED	JET2.COM LTD	S D	35	0	0	0	0.0	31.4	60.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0	0	70.8	14	24	
STANSTED	RYANAIR	S A	27	0	0	0	25.9	37.0	22.2	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0	0	59.1	16	22	
STANSTED	RYANAIR	S D	27	0	0	0	0.0	44.4	48.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0	0	54.5	22	22	
STANSTED	THOMAS COOK AIRLINES LTD	S A	5	0	0	0	20.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	40	0	0	77.8	23	9	
STANSTED	THOMAS COOK AIRLINES LTD	S D	5	0	0	0	0.0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	35	0	0	66.7	36	9	
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0	0	0.0	0	0	
MANCHESTER	JET2.COM LTD	S A	34	0	0	0	61.8	29.4	5.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	3	0	0	93.8	3	32	
MANCHESTER	JET2.COM LTD	S D	34	0	0	0	0.0	8.8	55.9	20.6	11.8	2.9	0.0	0.0	0.0	0.0	0.0	15	0	0	65.6	15	32	
MANCHESTER	RYANAIR	S A	27	0	0	0	0.0	44.4	37.0	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6	0	0	81.5	5	27	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											JUL 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)
MANCHESTER	RYANAIR	S	D	27	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	88.9	8	27	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	46.2	23.1	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	76.9	99	13	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	46.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	34	13	
MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	5.6	22.2	38.9	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	94.4	8	18	
MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	22	52.6	20	19	
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	76.9	0.0	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	92.3	5	13	
NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	46.2	30.8	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	17	78.6	11	14	
NEWCASTLE	RYANAIR	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	87.5	12	8	
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	24	8	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	8	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	88.9	8	9	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	16	9	
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	4	100.0	0	4	
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	4	
<b>TOTAL ARRECIFE</b>				<b>1218</b>	<b>15</b>	<b>1</b>	<b>16.9</b>	<b>30.2</b>	<b>33.1</b>	<b>8.6</b>	<b>6.5</b>	<b>2.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.2</b>	<b>1.2</b>	<b>0.1</b>	<b>12</b>	<b>75.9</b>	<b>18</b>	<b>1232</b>	
ARUBA																						
GATWICK	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	6	100.0	1	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	23	75.0	18	4	
<b>TOTAL ARUBA</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	
ASHKHABAD																						
BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	13	17	
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	41.2	32	17	
HEATHROW	TURKMENISTAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
HEATHROW	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	0.0	46	4	
<b>TOTAL ASHKHABAD</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>42</b>	
ASTANA																						
HEATHROW	AIR ASTANA	S	A	26	0	0	19.2	50.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	12	30	
HEATHROW	AIR ASTANA	S	D	26	0	0	0.0	34.6	50.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	69	31	
STANSTED	AIR ASTANA	S	A	0	0	0	0.0	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 ASTANA</b>				<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.3</b>	<b>36.5</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>0.0</b>	<b>6</b>	<b>83.9</b>	<b>41</b>	<b>62</b>	
ASTURIAS																						
GATWICK	VUELING AIRLINES	S	A	13	0	0	0.0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	26	53.8	29	13	
GATWICK	VUELING AIRLINES	S	D	13	0	0	0.0	0.0	7.7	0.0	69.2	23.1	0.0	0.0	0.0	0.0	0.0	52	7.7	60	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	0.0	0	61.5	17	13	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	IBERIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	9	13	
	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	50.0	48	2	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	73	3	
	STANSTED	EASYJET UK LTD	S	A	0	0	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	58	16	
	STANSTED	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	30	15	
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>42.3</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>47.7</b>	<b>36</b>	<b>88</b>	
ATHENS	BIRMINGHAM	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	38	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1892	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	0.0	31	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	59	1	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	35	50.0	24	8	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	0.0	0.0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	47	12.5	24	8	
	EDINBURGH	AEGEAN AIRLINES	S	A	9	0	0	0.0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	44.4	20	9	
	EDINBURGH	AEGEAN AIRLINES	S	D	9	0	0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	33.3	26	9	
	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	50.0	32	2	
	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	5	1	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	1	10.0	0.0	0.0	20.0	30.0	20.0	10.0	0.0	0.0	0.0	10.0	50	0.0	43	7	
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	0.0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	36	0.0	35	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	37.5	27	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	62.5	19	8	
	GATWICK	EASYJET UK LTD	S	A	59	0	1	1.7	3.3	21.7	8.3	35.0	15.0	11.7	1.7	0.0	0.0	1.7	55	31.4	36	51	
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	3.4	36.2	25.9	15.5	12.1	5.2	1.7	0.0	0.0	0.0	35	66.0	20	50	
	HEATHROW	AEGEAN AIRLINES	S	A	97	0	0	2.1	20.6	41.2	21.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	13	71.0	12	93	
	HEATHROW	AEGEAN AIRLINES	S	D	97	0	0	0.0	4.1	34.0	32.0	21.6	8.2	0.0	0.0	0.0	0.0	0.0	25	36.6	23	93	
	HEATHROW	AIR CANADA	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	131	0	1	8.3	17.4	29.5	13.6	21.2	7.6	0.8	0.8	0.0	0.0	0.8	24	39.4	45	127	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	131	0	1	0.0	12.1	51.5	22.7	10.6	1.5	0.0	0.8	0.0	0.0	0.8	16	61.4	21	127	
	LUTON	RYANAIR	S	A	31	0	0	0.0	0.0	3.2	16.1	48.4	25.8	3.2	0.0	3.2	0.0	0.0	70	0.0	0	0	
	LUTON	RYANAIR	S	D	31	0	0	0.0	0.0	6.5	25.8	48.4	12.9	3.2	0.0	3.2	0.0	0.0	58	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	3.2	78	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	0.0	0	35.5	32	31	



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JUL 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	32	0	0	0.0	0.0	0.0	15.6	40.6	25.0	15.6	3.1	0.0	0.0	0.0	76	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	0.0	0.0	22.6	48.4	16.1	12.9	0.0	0.0	0.0	0.0	60	0.0	0	0	
	STANSTED	RYANAIR	S	A	49	0	0	0.0	22.4	38.8	20.4	10.2	6.1	0.0	2.0	0.0	0.0	0.0	21	54.7	32	53	
	STANSTED	RYANAIR	S	D	49	0	0	0.0	0.0	14.3	34.7	38.8	10.2	2.0	0.0	0.0	0.0	0.0	36	3.8	64	52	
	STANSTED	TITAN AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	60	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	100	0.0	0	0	
	MANCHESTER	AEGEAN AIRLINES	S	A	13	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	42.9	23	14	
	MANCHESTER	AEGEAN AIRLINES	S	D	13	0	0	0.0	0.0	38.5	23.1	38.5	0.0	0.0	0.0	0.0	0.0	0.0	24	21.4	39	14	
	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	14	2	
	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	33.3	20	3	
	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	0.0	9.5	19.0	28.6	23.8	9.5	9.5	0.0	0.0	0.0	0.0	40	12.5	47	16	
	MANCHESTER	EASYJET UK LTD	S	D	22	0	0	0.0	4.5	54.5	13.6	13.6	9.1	4.5	0.0	0.0	0.0	0.0	27	33.3	33	15	
<b>TOTAL ATHENS</b>					<b>929</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>9.2</b>	<b>30.0</b>	<b>22.0</b>	<b>23.5</b>	<b>9.2</b>	<b>3.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>34</b>	<b>42.7</b>	<b>32</b>	<b>842</b>	
ATLANTA																							
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	41.9	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	71.0	74	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	51.6	29.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	20	41.9	63	31	
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	9.7	17.7	32.3	12.9	9.7	6.5	6.5	4.8	0.0	0.0	0.0	35	47.6	31	62	
	HEATHROW	DELTA AIRLINES	S	D	62	0	1	0.0	42.9	38.1	6.3	6.3	1.6	0.0	3.2	0.0	0.0	1.6	15	82.5	8	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	25.8	25.8	35.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	83.9	8	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	35.5	48.4	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	9	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19.4	25.8	25.8	19.4	6.5	0.0	3.2	0.0	0.0	0.0	0.0	13	96.3	5	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	48.4	38.7	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	16	26	
<b>TOTAL ATLANTA</b>					<b>310</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>29.8</b>	<b>35.9</b>	<b>12.2</b>	<b>7.7</b>	<b>1.9</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>70.6</b>	<b>26</b>	<b>301</b>	
AUCKLAND INTERNATIONAL																							
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	9.7	29.0	25.8	12.9	22.6	0.0	0.0	0.0	0.0	0.0	0.0	13	80.6	11	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	12.9	48.4	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	13	61.3	16	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>37.1</b>	<b>24.2</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>13</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
AUSTIN (BERGSTROM)																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	15.4	23.1	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	14	13	

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

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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	NORWEGIAN AIR UK LTD	S	D	13	0	0	0.0	15.4	53.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	14	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	32.3	29.0	6.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	7	80.6	54	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	58.1	12.9	6.5	3.2	3.2	3.2	0.0	0.0	0.0	24	61.3	20	31		
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>21.6</b>	<b>43.2</b>	<b>12.5</b>	<b>5.7</b>	<b>1.1</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.3</b>	<b>30</b>	<b>88</b>		
AVIGNON																								
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	75.0	8	4		
	BIRMINGHAM	FLYBE LTD	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	34	50.0	21	4		
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	5	4		
	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	1	100.0	0	4		
<b>TOTAL AVIGNON</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>31.3</b>	<b>6.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>8</b>	<b>16</b>		
AZORES PONTA DELGADA																								
	GATWICK	SATA	S	A	3	0	1	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	38	50.0	14	4		
	GATWICK	SATA	S	D	3	0	1	0.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	47	0.0	31	4		
	STANSTED	RYANAIR	S	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	37	0.0	89	4		
	STANSTED	RYANAIR	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	75	4		
	MANCHESTER	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	35	25.0	55	4		
	MANCHESTER	RYANAIR	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	75.0	6	4		
<b>TOTAL AZORES PONTA DELGADA</b>					<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>12.5</b>	<b>33.3</b>	<b>4.2</b>	<b>29.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>26</b>	<b>25.0</b>	<b>45</b>	<b>24</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B								PERCENTAGE OF FLIGHTS LATE				JUL 2018						
										NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE								JUL 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	
BACAU																												
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	9						
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	87.5	8	8						
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	26	0	0	26.9	57.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	7	31						
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	26	0	0	0.0	15.4	73.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.5	22	31						
<b>TOTAL BACAU</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>38.6</b>	<b>40.0</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>78.5</b>	<b>13</b>	<b>79</b>						
BAGHDAD (GECA)																												
	GATWICK	IRAQI AIRWAYS	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	100.0	0	4						
	GATWICK	IRAQI AIRWAYS	S	D	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	77	50.0	19	4						
	MANCHESTER	IRAQI AIRWAYS	S	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	33	100.0	0	4						
	MANCHESTER	IRAQI AIRWAYS	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	15	4						
<b>TOTAL BAGHDAD (GECA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>75.0</b>	<b>8</b>	<b>16</b>						
BAHRAIN																												
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	80.6	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	31						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	58.1	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	14	74.2	12	31						
	HEATHROW	GULF AIR	S	A	62	0	0	3.2	27.4	51.6	14.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	9	51.6	22	62						
	HEATHROW	GULF AIR	S	D	62	0	0	0.0	24.2	50.0	17.7	6.5	0.0	0.0	1.6	0.0	0.0	0.0	13	51.6	21	62						
<b>TOTAL BAHRAIN</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>34.4</b>	<b>46.2</b>	<b>12.9</b>	<b>3.2</b>	<b>1.1</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>63.4</b>	<b>17</b>	<b>186</b>						
BAKU (HEYDER ALIYEV INT'L)																												
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	21	0	0	9.5	33.3	42.9	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	16						
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	21	0	0	0.0	9.5	38.1	33.3	9.5	4.8	4.8	0.0	0.0	0.0	0.0	29	43.8	37	16						
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.4</b>	<b>40.5</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>59.4</b>	<b>25</b>	<b>32</b>						
BALE MULHOUSE																												
	BELFAST CITY (GEORGE BEST)	TAG AVIATION SA	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0						
	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	12	3						
	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	12	3						
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	22.2	38.9	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	60.0	47	15						
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	60.0	23	15						
	EAST MIDLANDS INTERNATIONAL	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	9	0.0	0	0						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					JUL 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	EASYJET SWITZERLAND	S	A	35	0	0	14.3	57.1	25.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.3	3	35					
EDINBURGH	EASYJET SWITZERLAND	S	D	35	0	0	0.0	17.1	60.0	17.1	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	12	57.1	16	35					
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	50.0	38	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	25.0	38	12						
GATWICK	EASYJET SWITZERLAND	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
GATWICK	EASYJET SWITZERLAND	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
GATWICK	EASYJET UK LTD	S	A	83	0	5	0.0	19.3	20.5	14.8	20.5	15.9	1.1	2.3	0.0	0.0	5.7	37	42.7	40	73						
GATWICK	EASYJET UK LTD	S	D	83	0	5	0.0	5.7	30.7	23.9	20.5	13.6	0.0	0.0	0.0	0.0	5.7	30	49.3	25	73						
HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	3	11.3	42.3	27.8	6.2	5.2	2.1	0.0	2.1	0.0	0.0	3.1	13	71.8	11	107						
HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	3	0.0	25.8	50.5	13.4	5.2	1.0	1.0	0.0	0.0	0.0	3.1	12	65.5	14	107						
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	6	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	75.0	7	4						
LUTON	EASYJET UK LTD	S	A	31	0	0	0.0	32.3	45.2	9.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	85.2	11	27						
LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	32.3	51.6	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	85.2	8	27						
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	28.1	37	29						
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	25.0	31	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	25.0	44	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	25.0	40	4						
MANCHESTER	EASYJET UK LTD	S	A	27	0	0	0.0	11.1	33.3	25.9	18.5	11.1	0.0	0.0	0.0	0.0	0.0	24	30.4	41	23						
MANCHESTER	EASYJET UK LTD	S	D	27	0	0	0.0	25.9	33.3	14.8	22.2	3.7	0.0	0.0	0.0	0.0	0.0	18	56.5	23	23						
<b>TOTAL BALE MULHOUSE</b>				<b>577</b>	<b>1</b>	<b>18</b>	<b>2.9</b>	<b>25.8</b>	<b>35.9</b>	<b>13.4</b>	<b>11.4</b>	<b>6.4</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>3.0</b>	<b>19</b>	<b>57.7</b>	<b>22</b>	<b>664</b>						
BALI INTERNATIONAL																											
HEATHROW	GARUDA INDONESIA	S	A	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	6	0.0	0	0						
HEATHROW	GARUDA INDONESIA	S	D	12	0	1	0.0	7.7	23.1	46.2	7.7	0.0	0.0	7.7	0.0	0.0	7.7	36	0.0	0	0						
<b>TOTAL BALI INTERNATIONAL</b>				<b>19</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>15.0</b>	<b>30.0</b>	<b>35.0</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>5.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
BALTIMORE																											
HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	17.2	20.7	24.1	6.9	17.2	13.8	0.0	0.0	0.0	0.0	0.0	21	80.6	7	30						
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	0.0	51.6	19.4	16.1	6.5	3.2	0.0	0.0	0.0	3.2	27	45.2	26	30						
<b>TOTAL BALTIMORE</b>				<b>59</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>10.0</b>	<b>38.3</b>	<b>13.3</b>	<b>16.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>62.9</b>	<b>17</b>	<b>60</b>						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										JUL 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)
BANDAR SERI BEGAWAN		HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	6.5	54.8	32.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	83.9	18	31				
		HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	0.0	6.5	64.5	6.5	16.1	6.5	0.0	0.0	0.0	0.0	17	51.6	20	31				
<b>TOTAL BANDAR SERI BEGAWAN</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>30.6</b>	<b>48.4</b>	<b>4.8</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>10</b>	<b>67.7</b>	<b>19</b>	<b>62</b>				
BANGALORE (BENGALURU)		HEATHROW	AIR INDIA	S	A	13	0	0	46.2	15.4	7.7	0.0	7.7	0.0	15.4	7.7	0.0	0.0	47	0.0	0	0				
		HEATHROW	AIR INDIA	S	D	14	0	0	0.0	7.1	71.4	0.0	0.0	7.1	7.1	0.0	7.1	0.0	51	0.0	0	0				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	12.9	25.8	6.5	3.2	0.0	0.0	3.2	0.0	0.0	15	100.0	0	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	25.8	32.3	25.8	9.7	0.0	0.0	3.2	0.0	41	38.7	25	31				
<b>TOTAL BANGALORE (BENGALURU)</b>						<b>89</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>9.0</b>	<b>30.3</b>	<b>13.5</b>	<b>11.2</b>	<b>4.5</b>	<b>3.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>69.4</b>	<b>13</b>	<b>62</b>			
BANGKOK SUVARNABHUMI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	19.4	32.3	12.9	6.5	6.5	6.5	0.0	0.0	0.0	21	93.5	14	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	35.5	22.6	19.4	16.1	3.2	0.0	0.0	0.0	33	61.3	22	31				
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	21.0	16.1	40.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	9	91.9	4	62				
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	0.0	9.7	61.3	11.3	11.3	4.8	0.0	1.6	0.0	0.0	20	59.7	23	62				
<b>TOTAL BANGKOK SUVARNABHUMI</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>12.4</b>	<b>45.2</b>	<b>16.1</b>	<b>9.1</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.3</b>	<b>15</b>	<b>186</b>				
BANGOR		BELFAST CITY (GEORGE BEST)	LUXAVIATION	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
		BELFAST INTERNATIONAL	COMLUX AVIATION (MALTA)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
<b>TOTAL BANGOR</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>				
BANJUL		GATWICK	ENTER AIR	C	A	5	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	81	14.3	45	5				
		GATWICK	ENTER AIR	C	D	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	29	60.0	18	5				
<b>TOTAL BANJUL</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>33.3</b>	<b>32</b>	<b>10</b>				
BARCELONA		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	66.7	14	3				
		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	66.7	18	3				
		BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
		BELFAST INTERNATIONAL	EASYJET EUROPE	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	20	0.0	0	0				

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 A	13	0	0	0.0	38.5	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	73.7	24	19	
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.4	25	19	
BIRMINGHAM	RYANAIR	S A	39	0	1	0.0	32.5	37.5	10.0	12.5	5.0	0.0	0.0	0.0	0.0	2.5	14	46.3	28	41	
BIRMINGHAM	RYANAIR	S D	39	0	1	0.0	5.0	25.0	20.0	30.0	12.5	5.0	0.0	0.0	0.0	2.5	36	25.0	53	40	
BIRMINGHAM	VUELING AIRLINES	S A	31	0	0	3.2	35.5	35.5	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	48.1	29	27	
BIRMINGHAM	VUELING AIRLINES	S D	31	0	0	0.0	6.5	25.8	29.0	32.3	6.5	0.0	0.0	0.0	0.0	0.0	28	18.5	45	27	
BOURNEMOUTH	AIR X CHARTER	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	64	0.0	0	0	
BOURNEMOUTH	AIR X CHARTER	C D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	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	
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	62.5	22	8	
BRISTOL	EASYJET EUROPE	S A	22	0	0	9.1	45.5	13.6	18.2	9.1	0.0	4.5	0.0	0.0	0.0	0.0	15	0.0	0	0	
BRISTOL	EASYJET EUROPE	S D	22	0	0	0.0	45.5	22.7	9.1	13.6	9.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
BRISTOL	EASYJET UK LTD	S A	39	0	1	10.0	30.0	17.5	10.0	22.5	7.5	0.0	0.0	0.0	0.0	2.5	20	70.9	20	54	
BRISTOL	EASYJET UK LTD	S D	39	0	1	0.0	5.0	55.0	7.5	20.0	10.0	0.0	0.0	0.0	0.0	2.5	21	72.2	21	53	
CARDIFF WALES	RYANAIR	S A	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
CARDIFF WALES	RYANAIR	S D	8	1	0	0.0	22.2	44.4	11.1	0.0	0.0	0.0	11.1	0.0	11.1	0.0	36	0.0	0	0	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	743	0.0	0	0	
CARDIFF WALES	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	69.2	20	12	
CARDIFF WALES	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	41.7	34	12	
DONCASTER SHEFFIELD	KLASJET UAB	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
DONCASTER SHEFFIELD	KLASJET UAB	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	RYANAIR	S A	31	0	0	3.2	22.6	19.4	19.4	12.9	16.1	3.2	3.2	0.0	0.0	0.0	37	38.7	33	31	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	31	0	0	0.0	9.7	51.6	25.8	3.2	3.2	6.5	0.0	0.0	0.0	0.0	21	51.6	19	31	
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	0.0	140	1	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	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	87.5	10	8	
EDINBURGH	RYANAIR	S A	31	0	0	6.5	41.9	32.3	6.5	9.7	0.0	0.0	3.2	0.0	0.0	0.0	15	53.1	23	31	
EDINBURGH	RYANAIR	S D	31	0	0	0.0	19.4	67.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	7	31	
EDINBURGH	VUELING AIRLINES	S A	18	0	0	5.6	11.1	16.7	22.2	22.2	16.7	5.6	0.0	0.0	0.0	0.0	34	44.4	38	18	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	VUELING AIRLINES	S	D	18	0	1	0.0	5.3	15.8	26.3	26.3	21.1	0.0	0.0	0.0	0.0	5.3	39	16.7	66	18	
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	75	100.0	4	5	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	5	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	78.6	8	14	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	14	
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	23.5	29.4	17.6	0.0	11.8	11.8	0.0	0.0	5.9	0.0	0.0	37	66.7	12	18	
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	23.5	70.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	13	83.3	6	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	0.0	0	60.0	6	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	83.3	0	5	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	49	0	0	28.6	32.7	18.4	8.2	10.2	0.0	2.0	0.0	0.0	0.0	0.0	11	76.7	15	43	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	49	0	0	0.0	57.1	28.6	8.2	2.0	2.0	2.0	0.0	0.0	0.0	0.0	9	85.7	11	42	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	27	0	0	18.5	33.3	25.9	7.4	7.4	7.4	0.0	0.0	0.0	0.0	0.0	15	46.9	41	32	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	27	0	0	0.0	40.7	55.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	23	31	
	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	68.7	16	64	
	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	74.6	12	64	
	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	60.9	49	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	58.3	26	24	
	GATWICK	EASYJET UK LTD	S	A	183	0	2	3.8	24.9	24.3	16.2	18.4	7.6	3.2	0.5	0.0	0.0	1.1	26	66.9	26	162	
	GATWICK	EASYJET UK LTD	S	D	183	0	2	0.0	5.4	38.4	16.8	22.2	11.9	3.2	1.1	0.0	0.0	1.1	34	53.1	35	161	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	0.0	22.8	29.8	26.3	10.5	3.5	1.8	3.5	1.8	0.0	0.0	35	32.3	32	31	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	58	0	0	0.0	6.9	43.1	19.0	13.8	6.9	3.4	6.9	0.0	0.0	0.0	40	22.6	46	31	
	GATWICK	VUELING AIRLINES	S	A	219	0	7	2.2	15.9	27.4	20.8	14.2	10.6	2.7	3.1	0.0	0.0	3.1	36	49.0	33	191	
	GATWICK	VUELING AIRLINES	S	D	220	0	9	0.0	0.0	17.0	21.8	26.6	18.3	7.4	3.9	0.9	0.0	3.9	62	19.8	60	189	
	HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	19	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	9	8.2	29.7	30.1	14.5	9.0	3.9	1.2	0.0	0.0	0.0	3.5	14	72.4	27	214	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	9	0.0	26.6	43.4	15.2	8.2	2.7	0.4	0.0	0.0	0.0	3.5	12	72.8	15	214	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	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	27.8	44	18
	HEATHROW	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	22.2	76	18
	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	27.3	77	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	25.0	88	12
	LUTON	EASYJET UK LTD	S	A	93	0	0	5.4	25.8	22.6	14.0	12.9	12.9	4.3	2.2	0.0	0.0	0.0	32	55.6	37	81
	LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	10.8	43.0	17.2	16.1	7.5	4.3	1.1	0.0	0.0	0.0	30	49.4	34	81
	LUTON	RYANAIR	S	A	31	0	0	0.0	16.1	45.2	3.2	25.8	9.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	LUTON	RYANAIR	S	D	31	0	0	0.0	19.4	54.8	12.9	9.7	0.0	0.0	3.2	0.0	0.0	0.0	20	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	0	33.3	21	3
	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	0	16.7	44	3
	STANSTED	RYANAIR	S	A	124	0	0	13.7	48.4	16.1	8.9	8.1	2.4	0.0	0.8	1.6	0.0	0.0	18	55.4	30	120
	STANSTED	RYANAIR	S	D	124	0	0	0.0	22.6	48.4	10.5	13.7	4.8	0.0	0.0	0.0	0.0	0.0	16	12.4	61	120
	MANCHESTER	EASYJET UK LTD	S	A	31	0	0	19.4	35.5	25.8	9.7	0.0	6.5	3.2	0.0	0.0	0.0	0.0	12	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	22.6	48.4	16.1	3.2	6.5	3.2	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	0.0	30.4	39.1	8.7	8.7	8.7	4.3	0.0	0.0	0.0	0.0	23	65.2	26	23
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	13.0	65.2	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	12	82.6	16	23
	MANCHESTER	RYANAIR	S	A	62	0	0	0.0	11.3	51.6	17.7	11.3	6.5	1.6	0.0	0.0	0.0	0.0	20	51.6	26	62
	MANCHESTER	RYANAIR	S	D	62	0	0	0.0	19.4	58.1	4.8	9.7	3.2	3.2	0.0	1.6	0.0	0.0	22	69.4	18	62
	MANCHESTER	VUELING AIRLINES	S	A	44	0	0	9.1	22.7	20.5	15.9	25.0	4.5	2.3	0.0	0.0	0.0	0.0	23	41.7	35	36
	MANCHESTER	VUELING AIRLINES	S	D	44	0	0	0.0	9.1	27.3	22.7	15.9	22.7	2.3	0.0	0.0	0.0	0.0	36	25.0	52	36
	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	50.0	13	2
	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	33.3	34	3
	NEWCASTLE	EASYJET UK LTD	S	A	22	0	0	13.6	45.5	9.1	9.1	9.1	13.6	0.0	0.0	0.0	0.0	0.0	16	65.0	45	20
	NEWCASTLE	EASYJET UK LTD	S	D	22	0	0	0.0	36.4	27.3	4.5	13.6	18.2	0.0	0.0	0.0	0.0	0.0	24	84.2	10	19
	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	66.7	14	3
	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	66.7	18	3
	SOUTHEND	EASYJET UK LTD	S	A	18	0	0	38.9	22.2	11.1	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	73.3	11	15
	SOUTHEND	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	33.3	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	16	66.7	21	15
<b>TOTAL BARCELONA</b>					<b>3009</b>	<b>1</b>	<b>43</b>	<b>3.6</b>	<b>22.0</b>	<b>33.0</b>	<b>14.9</b>	<b>13.8</b>	<b>7.5</b>	<b>2.3</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>25</b>	<b>55.0</b>	<b>31</b>	<b>2890</b>
BARI (PALESE)	BOURNEMOUTH	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	24	88.9	8	9						
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	2	88.9	6	9							
GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	1	8.0	16.0	16.0	32.0	16.0	8.0	0.0	0.0	0.0	0.0	4.0	22	68.2	22	22							
GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	1	0.0	12.0	64.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	4.0	12	63.6	11	22							
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	50.0	44	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	50.0	15	4							
GATWICK	EASYJET UK LTD	S	A	31	0	0	0.0	3.2	19.4	22.6	29.0	22.6	3.2	0.0	0.0	0.0	0.0	42	46.2	41	26							
GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	32.3	25.8	22.6	12.9	0.0	0.0	0.0	0.0	0.0	27	73.1	15	26							
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	37	18							
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	16	18							
LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	0.0	27.8	27.8	22.2	16.7	0.0	5.6	0.0	0.0	0.0	41	0.0	0	0							
LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	5.6	38.9	33.3	11.1	5.6	0.0	5.6	0.0	0.0	0.0	33	0.0	0	0							
STANSTED	RYANAIR	S	A	31	0	0	3.2	9.7	38.7	25.8	16.1	3.2	0.0	3.2	0.0	0.0	0.0	27	3.1	89	31							
STANSTED	RYANAIR	S	D	31	0	0	0.0	12.9	61.3	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	13	6.5	66	30							
<b>TOTAL BARI (PALESE)</b>				<b>226</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>11.4</b>	<b>37.7</b>	<b>22.4</b>	<b>15.4</b>	<b>8.8</b>	<b>0.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>43.7</b>	<b>38</b>	<b>220</b>							
BARRA																												
GLASGOW	LOGANAIR LTD	S	A	55	0	8	1.6	23.8	34.9	6.3	11.1	6.3	1.6	1.6	0.0	0.0	12.7	22	60.9	28	64							
GLASGOW	LOGANAIR LTD	S	D	55	0	7	0.0	12.9	46.8	9.7	8.1	8.1	1.6	1.6	0.0	0.0	11.3	24	65.7	29	65							
<b>TOTAL BARRA</b>				<b>110</b>	<b>0</b>	<b>15</b>	<b>0.8</b>	<b>18.4</b>	<b>40.8</b>	<b>8.0</b>	<b>9.6</b>	<b>7.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>23</b>	<b>63.2</b>	<b>29</b>	<b>129</b>							
BASTIA																												
BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	20.0	63	5							
BIRMINGHAM	FLYBE 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	25	80.0	41	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	50.0	54	2							
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	50.0	17	2							
GATWICK	EASYJET UK LTD	S	A	6	0	0	0.0	0.0	16.7	16.7	16.7	16.7	16.7	16.7	0.0	0.0	0.0	93	37.5	31	8							
GATWICK	EASYJET UK LTD	S	D	6	0	0	0.0	16.7	16.7	16.7	0.0	33.3	16.7	0.0	0.0	0.0	0.0	59	75.0	11	8							
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	50.0	20	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	75.0	9	4							
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	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	15	0.0	0	0							
STANSTED	AIR CORSICA	S	A	8	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	46.7	28	14							
STANSTED	AIR CORSICA	S	D	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	21	20.0	54	14							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	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	EASYJET UK 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	19	75.0	5	4																
STANSTED	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	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	0.0	0	100.0	0	1																
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1																
MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	14	4																
MANCHESTER	EASYJET UK 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	11	50.0	28	4																
SOUTHAMPTON	FLYBE 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	18	100.0	4	5																
SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	5																
<b>TOTAL BASTIA</b>				<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>10.3</b>	<b>36.8</b>	<b>17.6</b>	<b>17.6</b>	<b>10.3</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>57.1</b>	<b>26</b>	<b>96</b>																
BEIJING																																						
EDINBURGH	HAINAN AIRLINES	S	A	17	0	0	41.2	17.6	11.8	5.9	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	18	88.9	17	18																
EDINBURGH	HAINAN AIRLINES	S	D	8	0	0	0.0	62.5	12.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	25	88.9	18	18																
HEATHROW	AIR CHINA	S	A	93	0	0	57.0	10.8	14.0	2.2	8.6	4.3	3.2	0.0	0.0	0.0	0.0	0.0	13	84.1	20	69																
HEATHROW	AIR CHINA	S	D	93	0	0	2.2	38.7	46.2	4.3	1.1	4.3	0.0	2.2	1.1	0.0	0.0	0.0	22	76.8	38	69																
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	80.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	11	31																
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	51.6	25.8	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	22	51.6	27	31																
MANCHESTER	HAINAN AIRLINES	S	A	17	0	0	41.2	29.4	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	24	18																
MANCHESTER	HAINAN AIRLINES	S	D	17	0	0	0.0	41.2	35.3	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	4	18																
<b>TOTAL BEIJING</b>				<b>307</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>23.1</b>	<b>27.4</b>	<b>6.2</b>	<b>6.2</b>	<b>3.9</b>	<b>1.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.3</b>	<b>23</b>	<b>272</b>																
BEIRUT																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	41.9	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	2	31																
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	29.0	22.6	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	30	41.9	25	31																
HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	0.0	32.3	35.5	24.2	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	11	64.5	13	62																
HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	0.0	8.1	69.4	9.7	9.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	14	48.4	22	62																
<b>TOTAL BEIRUT</b>				<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.0</b>	<b>44.6</b>	<b>15.6</b>	<b>12.4</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.7</b>	<b>16</b>	<b>186</b>																
BELFAST CITY (GEORGE BEST)																																						
ABERDEEN	FLYBE LTD	S	A	27	0	0	0.0	25.9	48.1	3.7	7.4	7.4	3.7	3.7	0.0	0.0	0.0	0.0	26	90.3	10	31																
ABERDEEN	FLYBE LTD	S	D	27	0	0	0.0	44.4	40.7	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	10	90.3	10	31																
BIRMINGHAM	FLYBE LTD	S	A	196	0	3	4.0	36.2	33.2	9.5	9.5	5.0	1.0	0.0	0.0	0.0	1.5	0.0	14	77.9	11	190																

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	198	0	1	0.0	7.0	41.7	21.6	18.6	7.0	2.5	1.0	0.0	0.0	0.5	28	57.1	23	191			
BIRMINGHAM	SPRINTAIR	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	SPRINTAIR	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	117	0.0	0	0			
CARDIFF WALES	FLYBE LTD	S A	47	0	2	0.0	34.7	46.9	6.1	6.1	2.0	0.0	0.0	0.0	0.0	4.1	8	85.7	6	49			
CARDIFF WALES	FLYBE LTD	S D	47	0	3	0.0	24.0	54.0	2.0	12.0	2.0	0.0	0.0	0.0	0.0	6.0	10	83.7	7	49			
DONCASTER SHEFFIELD	FLYBE LTD	S A	25	0	2	0.0	22.2	44.4	11.1	11.1	3.7	0.0	0.0	0.0	0.0	7.4	14	59.1	14	21			
DONCASTER SHEFFIELD	FLYBE LTD	S D	25	0	2	0.0	29.6	55.6	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7.4	3	86.4	6	21			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	100	0	3	2.9	33.0	37.9	7.8	6.8	6.8	1.9	0.0	0.0	0.0	2.9	16	85.6	8	109			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	100	0	3	0.0	20.4	46.6	11.7	7.8	6.8	2.9	1.0	0.0	0.0	2.9	22	82.9	10	109			
EDINBURGH	FLYBE LTD	S A	116	0	0	6.0	41.4	28.4	8.6	9.5	4.3	1.7	0.0	0.0	0.0	0.0	14	83.6	9	115			
EDINBURGH	FLYBE LTD	S D	115	0	1	0.0	8.6	50.0	18.1	12.1	8.6	1.7	0.0	0.0	0.0	0.9	22	81.0	13	115			
EXETER	FLYBE LTD	S A	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	90.3	11	31			
EXETER	FLYBE LTD	S D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	74.2	20	31			
GLASGOW	FLYBE LTD	S A	119	0	3	0.0	17.2	46.7	18.0	4.9	9.8	0.8	0.0	0.0	0.0	2.5	18	90.1	6	109			
GLASGOW	FLYBE LTD	S D	120	0	2	0.0	37.7	41.0	8.2	7.4	3.3	0.8	0.0	0.0	0.0	1.6	11	83.8	11	109			
LEEDS BRADFORD	FLYBE LTD	S A	110	0	3	0.9	36.3	27.4	8.8	14.2	5.3	3.5	0.9	0.0	0.0	2.7	20	91.9	7	123			
LEEDS BRADFORD	FLYBE LTD	S D	110	0	2	0.0	19.6	37.5	14.3	16.1	7.1	1.8	1.8	0.0	0.0	1.8	25	89.5	6	122			
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	74.1	13	25			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	16	26			
HEATHROW	AER LINGUS	S A	111	0	1	31.3	47.3	11.6	4.5	2.7	0.9	0.0	0.9	0.0	0.0	0.9	5	93.5	4	92			
HEATHROW	AER LINGUS	S D	112	0	0	0.0	37.5	46.4	8.0	4.5	2.7	0.0	0.9	0.0	0.0	0.0	10	84.9	9	93			
HEATHROW	BRITISH AIRWAYS PLC	S A	137	0	1	13.0	48.6	20.3	8.0	5.8	3.6	0.0	0.0	0.0	0.0	0.7	9	86.3	7	129			
HEATHROW	BRITISH AIRWAYS PLC	S D	137	0	1	0.0	25.4	51.4	13.0	6.5	2.9	0.0	0.0	0.0	0.0	0.7	11	73.3	14	129			
LONDON CITY	FLYBE LTD	S A	0	153	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	79.6	10	147			
LONDON CITY	FLYBE LTD	S D	0	153	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	1.3	0	66.2	17	146			
MANCHESTER	FLYBE LTD	S A	199	0	6	2.0	31.2	38.0	9.8	8.3	5.9	1.0	1.0	0.0	0.0	2.9	17	83.8	9	198			
MANCHESTER	FLYBE LTD	S D	198	0	7	0.0	7.8	54.1	13.7	10.7	8.8	1.0	0.5	0.0	0.0	3.4	21	73.5	15	198			
SOUTHAMPTON	FLYBE LTD	S A	82	0	1	6.0	50.6	32.5	0.0	7.2	1.2	1.2	0.0	0.0	0.0	1.2	8	89.2	7	93			
SOUTHAMPTON	FLYBE LTD	S D	82	0	1	0.0	25.3	51.8	12.0	7.2	2.4	0.0	0.0	0.0	0.0	1.2	12	83.0	10	94			
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>2542</b>	<b>368</b>	<b>51</b>	<b>2.8</b>	<b>24.7</b>	<b>34.8</b>	<b>9.5</b>	<b>8.0</b>	<b>4.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>12.4</b>	<b>1.7</b>	<b>16</b>	<b>80.5</b>	<b>11</b>	<b>2926</b>			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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		
BELFAST INTERNATIONAL																								
	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	70.0	11	10		
	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	70.0	12	10		
	BIRMINGHAM	EASYJET UK LTD	S	A	75	0	0	21.3	46.7	20.0	6.7	1.3	4.0	0.0	0.0	0.0	0.0	0.0	7	76.1	11	66		
	BIRMINGHAM	EASYJET UK LTD	S	D	75	0	0	0.0	37.3	36.0	18.7	1.3	5.3	0.0	1.3	0.0	0.0	0.0	14	66.7	16	65		
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	0.0	24	1		
	BOURNEMOUTH	EASYJET UK LTD	S	A	0	0	0	0.0	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	0.0	0	60.0	27	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	60.0	26	10		
	BRISTOL	EASYJET UK LTD	S	A	88	0	2	6.7	31.1	27.8	11.1	12.2	8.9	0.0	0.0	0.0	0.0	2.2	17	69.7	14	66		
	BRISTOL	EASYJET UK LTD	S	D	88	0	2	0.0	30.0	36.7	13.3	8.9	8.9	0.0	0.0	0.0	0.0	2.2	17	65.2	16	66		
	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	76.9	20	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	61.5	21	13		
	EDINBURGH	EASYJET UK LTD	S	A	99	0	2	3.0	44.6	16.8	11.9	12.9	5.9	3.0	0.0	0.0	0.0	2.0	19	69.7	19	89		
	EDINBURGH	EASYJET UK LTD	S	D	99	0	2	1.0	35.6	29.7	10.9	10.9	6.9	3.0	0.0	0.0	0.0	2.0	18	65.2	19	89		
	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	14	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	16	10		
	GLASGOW	EASYJET UK LTD	S	A	74	0	0	10.8	52.7	17.6	8.1	8.1	1.4	1.4	0.0	0.0	0.0	0.0	10	81.8	7	64		
	GLASGOW	EASYJET UK LTD	S	D	76	0	0	0.0	63.2	18.4	9.2	6.6	1.3	1.3	0.0	0.0	0.0	0.0	9	79.1	9	65		
	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	100.0	0	1		
	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	100.0	0	1		
	ISLE OF MAN	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	50.0	30	7		
	ISLE OF MAN	EASYJET UK LTD	S	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	17	37.5	38	7		
	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	8	2		
	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	13	2		
	JERSEY	EASYJET UK LTD	S	A	18	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	51	15		
	JERSEY	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	53.3	57	15		
	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	18		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	100.0	1	18		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	137	0	0	0	10.9	54.0	21.9	4.4	2.2	5.1	0.7	0.7	0.0	0.0	0.0	10	86.3	8	115		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	137	0	0	0	0.0	63.5	22.6	6.6	2.2	3.6	1.5	0.0	0.0	0.0	0.0	9	86.3	6	115		
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	68.0	19	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	0	56.0	22	25		
GATWICK	EASYJET UK LTD	S A	145	0	6	4.0	19.9	19.9	13.9	21.2	11.3	4.0	2.0	0.0	0.0	4.0	34	58.3	27	137			
GATWICK	EASYJET UK LTD	S D	146	0	5	0.0	6.0	28.5	25.8	16.6	14.6	4.0	1.3	0.0	0.0	3.3	36	54.3	26	137			
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	71.4	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	57.1	21	13			
LUTON	EASYJET UK LTD	S A	106	0	1	15.9	41.1	20.6	5.6	7.5	5.6	1.9	0.9	0.0	0.0	0.9	16	63.4	22	91			
LUTON	EASYJET UK LTD	S D	107	0	1	0.0	24.1	49.1	11.1	7.4	6.5	0.0	0.9	0.0	0.0	0.9	18	59.1	23	91			
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	52.9	40	17			
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	52.9	39	17			
STANSTED	EASYJET UK LTD	S A	120	0	1	9.9	30.6	24.0	10.7	12.4	9.9	1.7	0.0	0.0	0.0	0.8	20	51.9	28	103			
STANSTED	EASYJET UK LTD	S D	120	0	1	0.0	39.7	26.4	10.7	14.0	6.6	1.7	0.0	0.0	0.0	0.8	18	56.7	24	103			
STANSTED	RYANAIR	S A	8	0	0	0.0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	79.8	10	87			
STANSTED	RYANAIR	S D	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	25.8	35	87			
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	50.0	28	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	40.0	28	10			
MANCHESTER	EASYJET UK LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	92	0	1	25.8	36.6	11.8	5.4	8.6	7.5	2.2	1.1	0.0	0.0	1.1	18	66.1	21	61			
MANCHESTER	EASYJET UK LTD	S D	92	0	1	0.0	33.3	35.5	9.7	10.8	6.5	1.1	2.2	0.0	0.0	1.1	21	69.4	24	61			
MANCHESTER	RYANAIR	S A	48	0	0	18.8	70.8	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	13	31			
MANCHESTER	RYANAIR	S D	48	0	0	0.0	22.9	72.9	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	58.1	26	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	81.8	11	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	14	11			
NEWCASTLE	EASYJET UK LTD	S A	83	0	0	2.4	39.8	26.5	13.3	6.0	9.6	2.4	0.0	0.0	0.0	0.0	18	75.3	30	72			
NEWCASTLE	EASYJET UK LTD	S D	83	0	0	0.0	36.1	33.7	12.0	12.0	6.0	0.0	0.0	0.0	0.0	0.0	14	72.6	31	72			
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2211</b>	<b>0</b>	<b>25</b>	<b>5.4</b>	<b>37.9</b>	<b>26.6</b>	<b>10.9</b>	<b>9.3</b>	<b>6.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>66.6</b>	<b>20</b>	<b>2290</b>			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
BELGRADE																						
	HEATHROW	AIR SERBIA	S	A	70	0	0	0.0	8.6	31.4	27.1	25.7	4.3	1.4	1.4	0.0	0.0	0.0	28	82.5	8	40
	HEATHROW	AIR SERBIA	S	D	70	0	0	0.0	17.1	31.4	21.4	22.9	5.7	0.0	1.4	0.0	0.0	0.0	26	30.0	33	40
	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	69.2	22	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	23.1	46	13
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	0.0	11.8	17.6	29.4	35.3	5.9	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	AIR SERBIA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	AIR SERBIA	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
<b>TOTAL BELGRADE</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.9</b>	<b>32.4</b>	<b>25.6</b>	<b>23.9</b>	<b>4.5</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>53.8</b>	<b>24</b>	<b>106</b>
BENAZIR BHUTTO INTERNATIONAL AIRPORT																						
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	6	11
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	16	11
	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
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	22	22
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	50	22
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	26	26
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.1	42	26
<b>TOTAL BENAZIR BHUTTO 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>65.8</b>	<b>30</b>	<b>119</b>
BENBECULA																						
	GLASGOW	LOGANAIR LTD	S	A	49	0	8	7.0	28.1	24.6	10.5	10.5	3.5	0.0	1.8	0.0	0.0	14.0	19	77.2	11	55
	GLASGOW	LOGANAIR LTD	S	D	49	0	6	0.0	18.2	43.6	10.9	7.3	5.5	0.0	3.6	0.0	0.0	10.9	21	78.9	10	55
<b>TOTAL BENBECULA</b>					<b>98</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>23.2</b>	<b>33.9</b>	<b>10.7</b>	<b>8.9</b>	<b>4.5</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20</b>	<b>78.1</b>	<b>10</b>	<b>110</b>
BERGAMO																						
	BELFAST INTERNATIONAL	RYANAIR	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	4	62.5	34	8
	BELFAST INTERNATIONAL	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	6	87.5	9	8
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	23.1	0.0	23.1	30.8	7.7	0.0	7.7	0.0	0.0	0.0	48	38.5	39	13
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	15.4	23.1	0.0	46.2	7.7	7.7	0.0	0.0	0.0	0.0	37	23.1	43	13
	CARDIFF WALES	TRADE AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	41.7	41.7	8.3	0.0	0.0	0.0	0.0	8.3	0.0	0.0	46	23.1	50	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	84.6	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	23.1	44	13

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	0.0	42.1	26.3	10.5	15.8	0.0	5.3	0.0	0.0	0.0	0.0	20	77.3	20	22	
	EDINBURGH	RYANAIR	S	D	19	0	0	0.0	0.0	31.6	31.6	15.8	15.8	5.3	0.0	0.0	0.0	0.0	36	45.5	29	22	
	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	66.7	70	9	
	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	88.9	67	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	14	0.0	0	0	
	GATWICK	NETJETS TRANSPORTES AEREOS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	STANSTED	RYANAIR	S	A	124	0	0	17.7	45.2	24.2	4.8	6.5	0.8	0.0	0.8	0.0	0.0	0.0	8	69.4	34	121	
	STANSTED	RYANAIR	S	D	124	0	0	0.0	19.4	46.8	15.3	14.5	3.2	0.8	0.0	0.0	0.0	0.0	16	14.5	64	121	
	MANCHESTER	RYANAIR	S	A	42	0	2	0.0	34.1	29.5	6.8	6.8	15.9	2.3	0.0	0.0	0.0	4.5	23	44.4	29	45	
	MANCHESTER	RYANAIR	S	D	44	0	0	0.0	13.6	50.0	18.2	11.4	6.8	0.0	0.0	0.0	0.0	0.0	18	51.1	25	45	
	SOUTHEND	RYANAIR	S	A	18	0	0	0.0	5.6	22.2	16.7	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	18	0	0	0.0	27.8	16.7	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BERGAMO</b>					<b>479</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>27.7</b>	<b>34.9</b>	<b>12.1</b>	<b>12.9</b>	<b>5.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>45.8</b>	<b>41</b>	<b>463</b>	
<b>BERGEN</b>																							
	ABERDEEN	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	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	14	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	26	1	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	49	0	1	2.0	56.0	28.0	6.0	0.0	2.0	2.0	2.0	0.0	0.0	2.0	13	91.8	6	49	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	49	0	1	0.0	32.0	52.0	8.0	0.0	2.0	2.0	2.0	0.0	0.0	2.0	13	87.8	7	49	
	EDINBURGH	LOGANAIR LTD	S	A	13	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	23	8	
	EDINBURGH	LOGANAIR LTD	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	14	8	
	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	36.4	36	9	
	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	50.0	35	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	57	0	1	6.9	37.9	22.4	13.8	13.8	3.4	0.0	0.0	0.0	0.0	1.7	15	75.9	10	58	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	57	0	1	0.0	15.5	36.2	24.1	10.3	10.3	1.7	0.0	0.0	0.0	1.7	23	60.3	17	58	
	LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	18	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	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	2	14	
	MANCHESTER	LOGANAIR LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	8	14	
<b>TOTAL BERGEN</b>					<b>283</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>33.1</b>	<b>36.2</b>	<b>14.6</b>	<b>6.6</b>	<b>4.5</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>75.4</b>	<b>12</b>	<b>278</b>	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
BERGERAC																						
	BIRMINGHAM	FLYBE LTD	S	A	20	0	3	8.7	26.1	17.4	8.7	13.0	13.0	0.0	0.0	0.0	0.0	13.0	22	65.2	19	23
	BIRMINGHAM	FLYBE LTD	S	D	21	0	0	0.0	0.0	47.6	19.0	19.0	14.3	0.0	0.0	0.0	0.0	0.0	30	60.9	20	23
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BRISTOL	RYANAIR	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	34	9
	BRISTOL	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	1	66.7	21	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	9
	EDINBURGH	FLYBE LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	24	4
	EDINBURGH	FLYBE LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	31	4
	EXETER	FLYBE LTD	S	A	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	20	4	
	EXETER	FLYBE LTD	S	D	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	19	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	0	4
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9
	LONDON CITY	BA CITYFLYER LTD	S	A	0	16	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.1	5.9	0	38.9	25	18	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	44.4	30	18	
	STANSTED	RYANAIR	S	A	31	0	0	3.2	35.5	29.0	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	35.5	34	30
	STANSTED	RYANAIR	S	D	31	0	0	0.0	16.1	58.1	6.5	12.9	6.5	0.0	0.0	0.0	0.0	0.0	14	29.0	32	30
	MANCHESTER	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM 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	17	100.0	0	4
	MANCHESTER	JET2.COM 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	11	100.0	4	4
	SOUTHAMPTON	FLYBE LTD	S	A	31	0	0	3.2	54.8	9.7	16.1	9.7	3.2	0.0	3.2	0.0	0.0	0.0	19	80.6	13	31
	SOUTHAMPTON	FLYBE LTD	S	D	31	0	0	0.0	12.9	64.5	6.5	9.7	3.2	0.0	3.2	0.0	0.0	0.0	19	80.6	10	31
<b>TOTAL BERGERAC</b>					<b>262</b>	<b>51</b>	<b>4</b>	<b>4.1</b>	<b>28.1</b>	<b>30.3</b>	<b>7.9</b>	<b>7.6</b>	<b>4.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>16.1</b>	<b>1.3</b>	<b>14</b>	<b>63.4</b>	<b>19</b>	<b>290</b>
BERLIN (SCHONEFELD)																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	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	12	88.9	4	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	9	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	66.7	32	3
	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	36	3



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 EUROPE	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	0.0	0.0	0	0.0	0	0		
BRISTOL	EASYJET EUROPE	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	0.0	2	0.0	0	0		
BRISTOL	EASYJET UK LTD	S A	17	0	0	0.0	58.8	17.6	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	94.7	2	18		
BRISTOL	EASYJET UK LTD	S D	17	0	0	0.0	23.5	41.2	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	15	78.9	6	18		
EAST MIDLANDS 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	0.0	2	84.6	29	13		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	13		
EDINBURGH	RYANAIR	S A	27	0	0	0.0	14.8	70.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
EDINBURGH	RYANAIR	S D	27	0	0	0.0	40.7	44.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	0	66.7	17	3		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	23	3		
GLASGOW	EASYJET UK LTD	S A	22	0	0	40.9	45.5	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	7	20		
GLASGOW	EASYJET UK LTD	S D	22	0	0	0.0	59.1	36.4	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	95.0	7	20		
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	88.9	8	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	0.0	0	44.4	23	27		
LEEDS BRADFORD	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	21	9		
LEEDS BRADFORD	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	30	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	100.0	0	2		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	16	0	1	29.4	29.4	5.9	0.0	11.8	17.6	0.0	0.0	0.0	0.0	0.0	5.9	20	62.5	23	16		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	16	0	1	0.0	35.3	29.4	11.8	0.0	17.6	0.0	0.0	0.0	0.0	0.0	5.9	21	50.0	25	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	0.0	0	87.5	9	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	0.0	0	50.0	17	8		
GATWICK	EASYJET UK LTD	S A	57	0	0	5.3	47.4	15.8	14.0	8.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	18	72.0	16	49		
GATWICK	EASYJET UK LTD	S D	56	0	0	0.0	12.5	35.7	17.9	17.9	10.7	5.4	0.0	0.0	0.0	0.0	0.0	31	42.0	30	49		
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	43	6		
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	33.3	45	6		
LUTON	EASYJET UK LTD	S A	48	0	0	10.4	41.7	22.9	8.3	10.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	58.1	17	42		
LUTON	EASYJET UK LTD	S D	48	0	0	0.0	27.1	58.3	2.1	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	11	53.5	17	42		
STANSTED	RYANAIR	S A	110	0	1	32.4	36.9	13.5	4.5	9.0	1.8	0.9	0.0	0.0	0.0	0.0	0.9	8	55.8	34	117		
STANSTED	RYANAIR	S D	110	0	1	0.0	23.4	46.8	10.8	11.7	4.5	0.0	1.8	0.0	0.0	0.0	0.9	18	27.5	54	116		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	75.0	18	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	21	8
	MANCHESTER	EASYJET UK LTD	S	A	0	0	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	17	49
	MANCHESTER	EASYJET UK LTD	S	D	0	0	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	35	49
	MANCHESTER	RYANAIR	S	A	31	0	0	45.2	41.9	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	13	31
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	41.9	48.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	48.4	25	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	100.0	0	1
	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	3	1
	NEWCASTLE	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	12
	NEWCASTLE	EASYJET UK LTD	S	D	0	0	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	12
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>709</b>	<b>0</b>	<b>4</b>	<b>10.5</b>	<b>35.9</b>	<b>31.7</b>	<b>8.1</b>	<b>7.6</b>	<b>4.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>61.3</b>	<b>25</b>	<b>885</b>
BERLIN (TEGEL)																						
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	16.1	12.9	9.7	29.0	16.1	16.1	0.0	0.0	0.0	0.0	49	46.9	32	31
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	0.0	32.3	12.9	29.0	22.6	3.2	0.0	0.0	0.0	0.0	42	46.9	32	31
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	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 UK LTD	S	D	0	0	0	0.0	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
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	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	50.0	16	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	50.0	18	4
	EDINBURGH	EASYJET UK LTD	S	A	30	0	1	0.0	12.9	29.0	25.8	12.9	12.9	3.2	0.0	0.0	0.0	3.2	26	33.3	30	27
	EDINBURGH	EASYJET UK LTD	S	D	30	0	1	0.0	19.4	45.2	9.7	12.9	9.7	0.0	0.0	0.0	0.0	3.2	19	55.6	17	27
	JERSEY	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	25.0	20	4
	JERSEY	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	75.0	14	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	66.7	7	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	66.7	16	9
	GATWICK	EASYJET UK LTD	S	A	55	0	3	6.9	22.4	22.4	12.1	17.2	13.8	0.0	0.0	0.0	0.0	5.2	23	60.8	22	51
	GATWICK	EASYJET UK LTD	S	D	55	0	3	0.0	10.3	48.3	10.3	17.2	8.6	0.0	0.0	0.0	0.0	5.2	20	59.6	20	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	9	7.3	34.6	35.1	10.7	6.8	0.5	0.0	0.0	0.5	0.0	4.4	14	75.4	12	199
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	8	0.0	23.4	56.1	8.3	5.9	2.0	0.0	0.5	0.0	0.0	3.9	10	77.8	9	199

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	17.7	40.3	24.2	9.7	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	76.3	13	76			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	0.0	3.2	67.7	12.9	9.7	4.8	1.6	0.0	0.0	0.0	0.0	18	65.8	24	75			
	LONDON CITY	BA CITYFLYER LTD	S	A	0	71	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	77.5	11	70			
	LONDON CITY	BA CITYFLYER LTD	S	D	0	70	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.9	4.1	0	70.4	18	70			
	LUTON	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1			
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	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 UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	STANSTED	BA CITYFLYER LTD	S	A	3	0	1	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	65	75.0	26	4			
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	7	5			
	MANCHESTER	EASYJET UK LTD	S	A	55	0	3	8.6	39.7	24.1	12.1	8.6	1.7	0.0	0.0	0.0	0.0	5.2	10	0.0	0	0			
	MANCHESTER	EASYJET UK LTD	S	D	55	0	3	0.0	27.6	50.0	8.6	6.9	1.7	0.0	0.0	0.0	0.0	5.2	9	0.0	0	0			
<b>TOTAL BERLIN (TEGEL)</b>					<b>866</b>	<b>141</b>	<b>37</b>	<b>3.4</b>	<b>21.2</b>	<b>35.1</b>	<b>9.3</b>	<b>8.8</b>	<b>4.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>13.5</b>	<b>3.5</b>	<b>16</b>	<b>69.8</b>	<b>16</b>	<b>972</b>			
BERMUDA																									
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	35.5	41.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	74.2	14	31			
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	32.3	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	16	67.7	19	31			
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>37.1</b>	<b>6.5</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>11</b>	<b>71.0</b>	<b>17</b>	<b>62</b>			
BERNE																									
	JERSEY	SKY WORK AG	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
	JERSEY	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
	LONDON CITY	SKY WORK AG	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	7	18			
	LONDON CITY	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	18			
<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>93.2</b>	<b>6</b>	<b>44</b>			
BEZIERS																									
	BRISTOL	RYANAIR	S	A	14	0	0	21.4	42.9	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	20	13			
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	64.3	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	21	13			
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	17	9			
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9			
	LUTON	RYANAIR	S	A	14	0	0	7.1	57.1	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	14	13			
	LUTON	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	4	76.9	10	13			
	STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	23.1	30.8	23.1	7.7	0.0	7.7	0.0	0.0	0.0	39	30.8	49	13			
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	46.2	28	13			
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	61.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	44.4	21	9			

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

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PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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		
	MANCHESTER	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	3	77.8	12	9
<b>TOTAL BEZIERS</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>34.9</b>	<b>38.1</b>	<b>15.1</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.3</b>	<b>20</b>	<b>114</b>
BIARRITZ																						
	ABERDEEN	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	
	ABERDEEN	MALETH AERO	C	D	2	0	1	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	48	0.0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	0.0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	16	50.0	38	13	
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	0.0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	24	46.2	37	13	
	BRISTOL	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	6	0.0	0	0	
	BRISTOL	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	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	50.0	21	2	
	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	50.0	32	2	
	GATWICK	EASYJET UK LTD	S	A	32	0	1	3.0	6.1	15.2	27.3	21.2	18.2	3.0	3.0	0.0	0.0	3.0	46	45.2	34	31
	GATWICK	EASYJET UK LTD	S	D	32	0	1	0.0	9.1	30.3	30.3	21.2	3.0	3.0	0.0	0.0	0.0	3.0	28	58.1	30	31
	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	136	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	60	1	
	LUTON	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	3	100.0	1	7	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	11	7	
	STANSTED	RYANAIR	S	A	40	0	0	10.0	40.0	25.0	12.5	5.0	5.0	0.0	0.0	2.5	0.0	0.0	32	22.5	52	38
	STANSTED	RYANAIR	S	D	40	0	0	0.0	27.5	47.5	15.0	7.5	2.5	0.0	0.0	0.0	0.0	12	17.5	48	38	
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	24	100.0	8	4	
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	32	100.0	8	4	
<b>TOTAL BIARRITZ</b>					<b>216</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>23.2</b>	<b>31.8</b>	<b>20.0</b>	<b>11.4</b>	<b>6.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.8</b>	<b>24</b>	<b>42.6</b>	<b>38</b>	<b>192</b>
BIGGIN HILL																						
	BELFAST CITY (GEORGE BEST)	AIR ALLIANCE EXPRESS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	DONCASTER SHEFFIELD	CATREUS AOC LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BIGGIN HILL</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
BILBAO																						
	ABERDEEN	MALETH AERO	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	54	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	50.0	9	2	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	13	75.0	19	12	
	BRISTOL	EASYJET UK LTD	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	6	83.3	9	12	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	0	0	0	0.0	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 AIRLINE COMPANY LTD	S	D	0	0	0	0.0	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	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	1	0.0	0.0	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	11.1	44	57.1	13	7	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	1	0.0	0.0	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	11.1	38	57.1	19	7	
	GATWICK	BRITISH AIRWAYS PLC	S	A	52	0	0	30.8	34.6	15.4	5.8	5.8	3.8	1.9	1.9	0.0	0.0	0.0	15	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	19.2	44.2	23.1	3.8	5.8	0.0	3.8	0.0	0.0	0.0	22	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	A	29	0	2	0.0	19.4	41.9	9.7	19.4	3.2	0.0	0.0	0.0	0.0	6.5	17	77.4	15	31	
	GATWICK	VUELING AIRLINES	S	D	29	0	2	0.0	3.2	38.7	25.8	22.6	3.2	0.0	0.0	0.0	0.0	6.5	23	58.1	18	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	0.0	0.0	0.0	0	82.3	7	62	
	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	71.0	12	62	
	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	83	7	
	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	28.6	63	7	
	STANSTED	EASYJET UK LTD	S	A	54	0	0	0.0	14.8	31.5	14.8	20.4	16.7	1.9	0.0	0.0	0.0	0.0	31	34.0	40	45	
	STANSTED	EASYJET UK LTD	S	D	54	0	0	0.0	18.5	35.2	11.1	18.5	14.8	1.9	0.0	0.0	0.0	0.0	27	46.8	35	45	
	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	75.0	22	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	75.0	18	4	
	MANCHESTER	EASYJET UK LTD	S	A	26	0	1	0.0	25.9	22.2	18.5	18.5	11.1	0.0	0.0	0.0	0.0	3.7	24	56.5	32	23	
	MANCHESTER	EASYJET UK LTD	S	D	26	0	1	0.0	18.5	33.3	18.5	22.2	3.7	0.0	0.0	0.0	0.0	3.7	21	73.9	22	23	
	SOUTHEND	RYANAIR	S	A	18	0	0	0.0	5.6	16.7	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	SOUTHEND	RYANAIR	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	10	0.0	0	0	
<b>TOTAL BILBAO</b>					<b>402</b>	<b>0</b>	<b>8</b>	<b>3.9</b>	<b>20.0</b>	<b>33.4</b>	<b>15.1</b>	<b>15.4</b>	<b>8.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>23</b>	<b>62.7</b>	<b>22</b>	<b>390</b>	
BILLUND																							
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	62.5	12.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	36	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	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	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	35.5	35.5	19.4	0.0	3.2	3.2	0.0	0.0	0.0	0.0	3.2	5	89.8	7	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	22.6	38.7	12.9	16.1	6.5	0.0	0.0	0.0	0.0	3.2	18	79.6	11	49	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	21	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	9	18	

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

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JUL 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									
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	0	21	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	10	18	
	STANSTED	RYANAIR	S	A	57	0	1	10.3	37.9	24.1	8.6	13.8	3.4	0.0	0.0	0.0	0.0	1.7	12	24.6	67	54	
	STANSTED	RYANAIR	S	D	57	0	1	0.0	32.8	29.3	19.0	10.3	6.9	0.0	0.0	0.0	0.0	1.7	17	22.8	73	54	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	36	0	0	8.3	58.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	2	36	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	54.1	32.4	5.4	2.7	5.4	0.0	0.0	0.0	0.0	0.0	7	86.5	7	37	
	MANCHESTER	RYANAIR	S	A	18	0	0	61.1	16.7	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	33.3	50.0	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BILLUND</b>					<b>299</b>	<b>42</b>	<b>4</b>	<b>9.0</b>	<b>34.8</b>	<b>24.1</b>	<b>6.7</b>	<b>7.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>12.2</b>	<b>1.2</b>	<b>12</b>	<b>65.3</b>	<b>29</b>	<b>317</b>	
<b>BIRMINGHAM</b>																							
	ABERDEEN	FLYBE LTD	S	A	79	0	2	1.2	34.6	29.6	11.1	12.3	6.2	2.5	0.0	0.0	0.0	2.5	20	80.0	15	80	
	ABERDEEN	FLYBE LTD	S	D	79	0	2	0.0	40.7	33.3	11.1	6.2	3.7	2.5	0.0	0.0	0.0	2.5	14	79.0	14	80	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	196	0	1	2.0	25.4	33.0	19.3	11.7	5.6	2.0	0.5	0.0	0.0	0.5	20	67.9	19	191	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	195	0	3	0.0	24.2	47.0	12.1	8.1	6.1	1.0	0.0	0.0	0.0	1.5	15	77.0	11	191	
	BELFAST CITY (GEORGE BEST)	SPRINTAIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	SPRINTAIR	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	
	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	70.0	13	10	
	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	60.0	18	10	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	74	0	1	9.3	36.0	30.7	16.0	0.0	5.3	1.3	0.0	0.0	0.0	1.3	12	69.7	15	65	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	2.7	53.3	25.3	10.7	4.0	2.7	1.3	0.0	0.0	0.0	0.0	9	68.2	16	65	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BOURNEMOUTH	AIR X CHARTER	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BOURNEMOUTH	AIR X CHARTER	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	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET 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	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	1	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	189	0	4	1.0	29.5	32.6	16.6	8.3	6.7	1.6	1.6	0.0	0.0	2.1	21	63.9	23	186	
	EDINBURGH	FLYBE LTD	S	D	189	0	4	0.0	21.2	39.9	17.6	11.4	5.7	1.6	0.5	0.0	0.0	2.1	19	63.4	23	185	
	GLASGOW	FLYBE LTD	S	A	177	0	11	2.1	32.4	29.3	9.6	5.9	10.6	3.7	0.5	0.0	0.0	5.9	23	62.4	25	172	
	GLASGOW	FLYBE LTD	S	D	178	0	12	0.0	20.5	41.1	12.6	7.4	7.4	3.2	1.6	0.0	0.0	6.3	24	70.4	22	172	
	GLASGOW	HOP - R C A E	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	
	ISLE OF MAN	FLYBE LTD	S	A	31	0	0	0.0	19.4	29.0	16.1	22.6	3.2	9.7	0.0	0.0	0.0	0.0	32	45.2	25	31	

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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							
	ISLE OF MAN	FLYBE LTD	S	D	31	0	0	0.0	9.7	41.9	9.7	22.6	9.7	6.5	0.0	0.0	0.0	0.0	28	83.9	9	31	
	JERSEY	FLYBE LTD	S	A	50	0	2	0.0	9.6	36.5	19.2	17.3	9.6	3.8	0.0	0.0	0.0	3.8	29	42.1	30	54	
	JERSEY	FLYBE LTD	S	D	73	0	2	1.3	29.3	26.7	17.3	12.0	9.3	0.0	1.3	0.0	0.0	2.7	22	47.7	24	85	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1	
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	95	0.0	0	0	
	MANCHESTER	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	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	25	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1633</b>	<b>0</b>	<b>45</b>	<b>1.4</b>	<b>27.7</b>	<b>35.2</b>	<b>14.3</b>	<b>9.1</b>	<b>6.8</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>20</b>	<b>66.7</b>	<b>20</b>	<b>1610</b>	
BLACKPOOL																							
	SOUTHAMPTON	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	
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BLACKPOOL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	17	4	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	40	4	
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	0	5.6	44.4	27.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	92.3	5	13	
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	0.0	72.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	69.2	11	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	30.8	30.8	7.7	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	23	85.7	11	14	
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	38.5	7.7	23.1	15.4	7.7	0.0	0.0	0.0	0.0	35	57.1	17	14	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>18.8</b>	<b>38.8</b>	<b>11.3</b>	<b>7.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.0</b>	<b>13</b>	<b>62</b>	
BODRUM (MILAS)																							
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	41	5	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	49	5	
	BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	16.7	33.3	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	25	100.0	2	5	
	BIRMINGHAM	JET2.COM LTD	S	D	6	0	0	0.0	0.0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	48	20.0	29	5	
	BIRMINGHAM	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	4	75.0	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	25	50.0	14	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
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	54	2
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	2
BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	0.0	38.5	15.4	30.8	7.7	7.7	0.0	0.0	0.0	0.0	39	45.5	21	11
BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	23.1	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	22	25.0	31	12
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	79	20.0	19	5
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	20.0	28	5
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	1	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	0.0	50	1
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	102	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	33	1
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	9	1
EDINBURGH	EASYJET UK LTD	S	A	8	0	1	0.0	22.2	0.0	0.0	44.4	22.2	0.0	0.0	0.0	0.0	11.1	36	22.2	52	8
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	24	28.6	38	7
EDINBURGH	JET2.COM LTD	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	13	0.0	0	0
EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	75.0	17	4
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	18	4
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	75.0	12	4
LEEDS BRADFORD	JET2.COM 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	29	50.0	24	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	100.0	0	1
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	35	80.0	5	5
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	1	5



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	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	EASYJET UK LTD	S A	27	0	0	0.0	0.0	18.5	18.5	29.6	29.6	0.0	3.7	0.0	0.0	0.0	0.0	51	34.8	36	23
GATWICK	EASYJET UK LTD	S D	27	0	0	0.0	0.0	37.0	33.3	25.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	26	60.9	17	23
GATWICK	JET2.COM LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	0.0	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	26	33.3	95	9
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	46	22.2	106	9
GATWICK	THY TURKISH AIRLINES	S A	14	0	0	14.3	42.9	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	42.9	25	7
GATWICK	THY TURKISH AIRLINES	S D	14	0	0	0.0	28.6	42.9	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	22	28.6	29	7
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	33.3	33.3	11.1	0.0	0.0	0.0	22.2	0.0	0.0	0.0	234	44.4	54	9
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	231	44.4	74	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	0.0	0.0	0	100.0	8	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	0.0	0	100.0	0	1
LUTON	EASYJET UK LTD	S A	9	0	0	0.0	0.0	33.3	22.2	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	60	71.4	28	7
LUTON	EASYJET UK 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	8	71.4	22	7
LUTON	SUNEXPRESS	S A	9	0	0	0.0	11.1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	55.6	24	9
LUTON	SUNEXPRESS	S D	9	0	0	0.0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	39	22.2	31	9
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	50.0	23	2
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
STANSTED	EASYJET UK LTD	S A	9	0	0	0.0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	60	42.9	42	7
STANSTED	EASYJET UK LTD	S D	9	0	0	0.0	0.0	44.4	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	51	25.0	66	8
STANSTED	JET2.COM LTD	S A	18	0	0	5.6	16.7	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	28	13
STANSTED	JET2.COM LTD	S D	19	0	0	0.0	5.3	94.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	30.8	33	13
STANSTED	THOMAS COOK AIRLINES LTD	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
MANCHESTER	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	4
MANCHESTER	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	4
MANCHESTER	JET2.COM LTD	S A	18	0	0	5.6	16.7	22.2	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	31	76.9	7	13
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	0.0	27.8	22.2	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	37	42.9	21	14
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	17	0	0	0.0	5.9	17.6	17.6	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	38	42.9	34	14
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	0.0	47.1	29.4	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	31	35.7	44	14

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	60.0	9	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	10	5		
	MANCHESTER	TYROL AIR AMBULANCE	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		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	27	50.0	14	4		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	29	25.0	41	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	28	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	53	5		
<b>TOTAL BODRUM (MILAS)</b>					<b>466</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>9.8</b>	<b>35.4</b>	<b>20.3</b>	<b>20.3</b>	<b>8.1</b>	<b>1.7</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.6</b>	<b>36</b>	<b>46.1</b>	<b>33</b>	<b>385</b>	
BOGOTA																							
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	64.5	19.4	3.2	0.0	9.7	0.0	0.0	0.0	3.2	0.0	0.0	35	61.3	22	31	
	HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	3.2	51.6	35.5	3.2	0.0	0.0	0.0	0.0	6.5	0.0	0.0	42	80.6	63	31	
<b>TOTAL BOGOTA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>35.5</b>	<b>19.4</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>71.0</b>	<b>42</b>	<b>62</b>	
BOLOGNA																							
	BIRMINGHAM	ALITALIA (CAI)	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	ALITALIA (CAI)	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	21	22.2	57	9		
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	17	9		
	EDINBURGH	RYANAIR	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	17	66.7	11	9		
	EDINBURGH	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	18	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	8	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	39	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	75.0	13	4		
	GATWICK	EASYJET UK LTD	S	A	30	0	1	0.0	0.0	19.4	16.1	38.7	16.1	6.5	0.0	0.0	0.0	3.2	46	59.3	17	26	
	GATWICK	EASYJET UK LTD	S	D	30	0	1	0.0	12.9	45.2	25.8	12.9	0.0	0.0	0.0	0.0	0.0	3.2	15	85.2	7	26	
	GATWICK	VUELING AIRLINES	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	129	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	3	8.6	28.0	33.3	12.9	10.8	0.0	1.1	1.1	1.1	0.0	3.2	24	79.3	12	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	3	0.0	21.5	48.4	9.7	11.8	3.2	1.1	1.1	0.0	0.0	3.2	16	64.1	19	91	
	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	100.0	5	1		
	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	100.0	11	1		
	LUTON	RYANAIR	S	A	31	0	0	3.2	35.5	38.7	3.2	12.9	3.2	3.2	0.0	0.0	0.0	15	0.0	0	0		
	LUTON	RYANAIR	S	D	31	0	0	0.0	9.7	45.2	19.4	12.9	6.5	6.5	0.0	0.0	0.0	28	0.0	0	0		
	STANSTED	RYANAIR	S	A	70	0	1	16.9	35.2	16.9	12.7	7.0	5.6	2.8	1.4	0.0	0.0	1.4	20	57.8	23	43	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	71	0	0	0.0	22.5	36.6	14.1	14.1	9.9	1.4	1.4	0.0	0.0	0.0	25	11.1	73	43
	MANCHESTER	RYANAIR	S	A	17	0	1	0.0	5.6	44.4	22.2	5.6	16.7	0.0	0.0	0.0	0.0	5.6	25	31.8	47	22
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	26	22
<b>TOTAL BOLOGNA</b>					<b>518</b>	<b>0</b>	<b>10</b>	<b>4.4</b>	<b>21.4</b>	<b>37.1</b>	<b>15.2</b>	<b>11.9</b>	<b>5.1</b>	<b>2.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>58.8</b>	<b>25</b>	<b>412</b>
BORDEAUX																						
	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	100.0	0	1
	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	1	1
	BELFAST INTERNATIONAL	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	0.0	3	28.6	31	7
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	7
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	13.6	9.1	22.7	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	34	90.9	11	22
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	0.0	9.1	36.4	27.3	18.2	0.0	9.1	0.0	0.0	0.0	0.0	28	77.3	22	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	33.3	34	3
	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	33.3	37	3
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	9.7	48.4	16.1	9.7	12.9	0.0	3.2	0.0	0.0	0.0	0.0	12	57.9	21	19
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	41.9	0.0	9.7	0.0	3.2	0.0	0.0	0.0	0.0	11	57.9	21	19
	EDINBURGH	RYANAIR	S	A	13	0	0	15.4	61.5	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	53.8	20	13
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	16	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	50.0	11	2
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
	GLASGOW	EASYJET UK LTD	S	A	14	0	0	0.0	42.9	21.4	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	27.3	31	11
	GLASGOW	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	45.5	20	11
	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	50.0	16	2
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	17	0	0	17.6	47.1	17.6	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	22	16
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	21	16
	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	2.3	36.4	31.8	20.5	4.5	2.3	0.0	2.3	0.0	0.0	0.0	15	61.2	22	49
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	29.5	45.5	13.6	9.1	2.3	0.0	0.0	0.0	0.0	0.0	12	61.2	26	49
	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	10	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	0.0	0	60.0	15	10

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	80	0	3	18.1	28.9	15.7	7.2	14.5	7.2	3.6	1.2	0.0	0.0	3.6	24	71.8	15	70	
	GATWICK	EASYJET UK LTD	S	D	80	0	3	0.0	15.7	31.3	18.1	18.1	12.0	1.2	0.0	0.0	0.0	3.6	29	63.4	17	70	
	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	49	3	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	3	
	LUTON	EASYJET UK LTD	S	A	34	0	1	2.9	25.7	31.4	8.6	17.1	8.6	2.9	0.0	0.0	0.0	2.9	23	32.3	37	31	
	LUTON	EASYJET UK LTD	S	D	34	0	1	0.0	14.3	54.3	11.4	11.4	5.7	0.0	0.0	0.0	0.0	2.9	17	45.2	26	31	
	STANSTED	RYANAIR	S	A	26	0	0	3.8	34.6	26.9	23.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	30.8	48	24	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	7.7	38.5	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	21	15.4	46	25	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	17	0	0	0.0	41.2	23.5	11.8	5.9	5.9	11.8	0.0	0.0	0.0	0.0	31	83.3	10	18	
	SOUTHAMPTON	FLYBE LTD	S	D	17	0	0	0.0	11.8	47.1	17.6	5.9	5.9	11.8	0.0	0.0	0.0	0.0	36	77.8	11	18	
	SOUTHEND	EASYJET UK LTD	S	A	14	0	0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3	
	SOUTHEND	EASYJET UK LTD	S	D	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	2	66.7	9	3	
<b>TOTAL BORDEAUX</b>					<b>678</b>	<b>0</b>	<b>8</b>	<b>5.2</b>	<b>29.0</b>	<b>32.4</b>	<b>13.3</b>	<b>11.8</b>	<b>4.7</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>58.9</b>	<b>22</b>	<b>609</b>	
<b>BOSTON</b>																							
	CARDIFF WALES	SWISS AIRLINES	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	DELTA AIRLINES	S	A	31	0	0	9.7	35.5	25.8	9.7	16.1	0.0	0.0	3.2	0.0	0.0	0.0	19	0.0	0	0	
	EDINBURGH	DELTA AIRLINES	S	D	31	0	0	0.0	35.5	22.6	9.7	6.5	19.4	3.2	3.2	0.0	0.0	0.0	35	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	3.2	22.6	19.4	22.6	19.4	3.2	9.7	0.0	0.0	0.0	0.0	34	61.3	24	31	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	6.5	58.1	12.9	12.9	0.0	9.7	0.0	0.0	0.0	0.0	26	51.6	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	3	26.7	30.0	24.2	5.0	6.7	1.7	1.7	0.0	1.7	0.0	2.5	23	74.2	15	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	0	3	0.0	16.7	50.0	14.2	12.5	3.3	0.0	0.0	0.8	0.0	2.5	25	62.9	40	123	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	9.7	48.4	16.1	9.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	11	83.9	7	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	45.2	29.0	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	84.4	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	1	30.6	41.9	17.7	4.8	3.2	0.0	0.0	0.0	0.0	0.0	1.6	4	80.6	53	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	0	1	0.0	27.4	56.5	8.1	3.2	1.6	1.6	0.0	0.0	0.0	1.6	10	74.2	16	31	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	18	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	18	
	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	84.6	3	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018				
																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
BOSTON		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	69.2	13	13							
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	38.5	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9							
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	28.6	28.6	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	75.0	14	8							
<b>TOTAL BOSTON</b>						<b>569</b>	<b>1</b>	<b>8</b>	<b>10.9</b>	<b>28.7</b>	<b>33.6</b>	<b>10.4</b>	<b>9.2</b>	<b>3.1</b>	<b>1.7</b>	<b>0.3</b>	<b>0.5</b>	<b>0.2</b>	<b>1.4</b>	<b>19</b>	<b>70.4</b>	<b>24</b>	<b>507</b>							
BOURNEMOUTH		BIRMINGHAM	AIR X CHARTER	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							
		JERSEY	LOGANAIR LTD	S	A	9	0	0	22.2	33.3	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0							
		JERSEY	LOGANAIR LTD	S	D	12	0	0	8.3	41.7	33.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	20	0.0	0	0							
<b>TOTAL BOURNEMOUTH</b>						<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>36.4</b>	<b>27.3</b>	<b>4.5</b>	<b>9.1</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
BRATISLAVA		BIRMINGHAM	JOTA AVIATION 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	35	0.0	0	0							
		BIRMINGHAM	JOTA AVIATION LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	32	0.0	0	0							
		BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	84.6	5	13							
		BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	23.1	23.1	7.7	15.4	0.0	0.0	0.0	0.0	43	38.5	30	13							
		EDINBURGH	RYANAIR	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	13	9							
		EDINBURGH	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	5	77.8	8	9							
		LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	66.7	49	9							
		LEEDS BRADFORD	RYANAIR	S	D	9	0	0	11.1	0.0	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	69	9							
		LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.7	50	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	40.0	40	30							
		LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	22.6	35.5	16.1	0.0	9.7	3.2	12.9	0.0	0.0	0.0	49	0.0	0	0							
		LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	12.9	64.5	3.2	3.2	3.2	9.7	3.2	0.0	0.0	0.0	29	0.0	0	0							
		STANSTED	RYANAIR	S	A	43	0	1	11.4	52.3	11.4	9.1	6.8	4.5	0.0	0.0	2.3	0.0	2.3	18	54.7	27	52							
		STANSTED	RYANAIR	S	D	43	0	1	0.0	34.1	38.6	9.1	11.4	4.5	0.0	0.0	0.0	0.0	2.3	12	35.8	51	52							
		MANCHESTER	RYANAIR	S	A	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	5	13							
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	22	30.8	35	13							
<b>TOTAL BRATISLAVA</b>						<b>243</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>28.6</b>	<b>38.0</b>	<b>11.8</b>	<b>8.2</b>	<b>4.5</b>	<b>2.9</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>49.6</b>	<b>36</b>	<b>252</b>							
BRAUNSCHWEIG		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	100.0	6	1								
<b>TOTAL BRAUNSCHWEIG</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>							
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	74	1								
		STANSTED	RYANAIR	S	A	52	0	3	5.5	29.1	21.8	21.8	10.9	1.8	1.8	1.8	0.0	0.0	5.5	21	59.6	35	47							

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	52	0	1	0.0	30.2	47.2	5.7	13.2	1.9	0.0	0.0	0.0	0.0	1.9	11	34.0	36	48
<b>TOTAL BREMEN</b>					<b>104</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>29.6</b>	<b>34.3</b>	<b>13.9</b>	<b>12.0</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>46.2</b>	<b>36</b>	<b>96</b>
BREST																						
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	50.0	20	4
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	28	4
	SOUTHAMPTON	FLYBE 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	60	0.0	39	4
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	25.0	30	4
	SOUTHEND	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	0.0	0	0
	SOUTHEND	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	0	0.0	0	0
<b>TOTAL BREST</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>50.0</b>	<b>20.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>18.8</b>	<b>29</b>	<b>16</b>
BRIDGETOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	48.4	45.2	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	83.9	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	48.4	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	15	71.0	17	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	25.8	41.9	12.9	3.2	3.2	6.5	6.5	0.0	0.0	0.0	0.0	18	87.1	4	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	12.9	45.2	19.4	16.1	0.0	6.5	0.0	0.0	0.0	0.0	25	64.5	21	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22.2	22.2	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	37	100.0	0	9
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	56	100.0	1	9
<b>TOTAL BRIDGETOWN</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>30.3</b>	<b>37.3</b>	<b>10.6</b>	<b>7.0</b>	<b>3.5</b>	<b>2.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>79.6</b>	<b>11</b>	<b>142</b>
BRINDISI																						
	BRISTOL	EASYJET UK LTD	S	A	9	0	1	0.0	10.0	30.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	10.0	28	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	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	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	GATWICK	EASYJET UK LTD	S	A	11	0	0	0.0	0.0	54.5	18.2	18.2	0.0	0.0	9.1	0.0	0.0	0.0	40	40.0	39	10
	GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	9.1	54.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	24	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	0.0	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	44.4	47	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	28	9
	STANSTED	RYANAIR	S	A	22	0	0	0.0	13.6	50.0	13.6	18.2	0.0	4.5	0.0	0.0	0.0	0.0	20	63.6	14	21
	STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	90.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	54.5	15	21
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	40	66.7	23	9

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

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JUL 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	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	44.4	14	9	
<b>TOTAL BRINDISI</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.0</b>	<b>52.5</b>	<b>18.0</b>	<b>12.3</b>	<b>5.7</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>56.9</b>	<b>23</b>	<b>100</b>	
BRISTOL																							
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	9	21		
	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	54.5	34	21		
	ABERDEEN	LOGANAIR LTD	S	A	27	0	0	18.5	29.6	25.9	11.1	7.4	7.4	0.0	0.0	0.0	0.0	15	0.0	0	0		
	ABERDEEN	LOGANAIR LTD	S	D	27	0	0	0.0	63.0	14.8	3.7	11.1	3.7	3.7	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	60.0	23	10		
	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	50.0	31	10		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	88	0	0	3.4	37.5	31.8	10.2	8.0	9.1	0.0	0.0	0.0	0.0	16	71.2	12	66		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	88	0	0	0.0	34.1	34.1	12.5	10.2	9.1	0.0	0.0	0.0	0.0	18	60.6	19	66		
	BIRMINGHAM	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	29	0.0	0	0		
	BIRMINGHAM	EASYJET UK 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	49	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	66	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	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	64.3	18	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	50.0	28	14		
	EDINBURGH	EASYJET UK LTD	S	A	110	0	1	5.4	35.1	31.5	12.6	9.0	5.4	0.0	0.0	0.0	0.0	13	66.7	13	92		
	EDINBURGH	EASYJET UK LTD	S	D	110	0	1	0.9	21.6	43.2	10.8	16.2	5.4	0.0	0.9	0.0	0.0	20	51.6	19	92		
	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	50.0	27	11		
	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	41.7	29	11		
	GLASGOW	EASYJET UK LTD	S	A	92	0	2	4.3	39.4	28.7	9.6	7.4	8.5	0.0	0.0	0.0	0.0	14	69.9	20	73		
	GLASGOW	EASYJET UK LTD	S	D	92	0	2	2.1	26.6	40.4	9.6	8.5	10.6	0.0	0.0	0.0	0.0	17	61.6	24	73		
	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	100.0	10	1		
	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	22	1		
	ISLE OF MAN	EASYJET UK LTD	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	10	75.0	12	8		
	ISLE OF MAN	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	29	75.0	18	8		
	JERSEY	BLUE ISLANDS LIMITED	S	A	43	0	0	11.6	55.8	20.9	7.0	2.3	0.0	2.3	0.0	0.0	0.0	7	75.7	14	37		
	JERSEY	BLUE ISLANDS LIMITED	S	D	43	0	0	2.3	58.1	30.2	4.7	2.3	0.0	2.3	0.0	0.0	0.0	7	83.8	7	37		
	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	20	1		

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

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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	THOMAS COOK AIRLINES LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	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	
	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	62.5	19	8	
	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	62.5	22	8	
	NEWCASTLE	EASYJET UK LTD	S	A	61	0	0	4.9	37.7	27.9	14.8	9.8	3.3	1.6	0.0	0.0	0.0	0.0	15	68.5	20	54	
	NEWCASTLE	EASYJET UK LTD	S	D	61	0	0	0.0	39.3	24.6	16.4	14.8	1.6	3.3	0.0	0.0	0.0	0.0	17	64.8	27	54	
<b>TOTAL BRISTOL</b>					<b>864</b>	<b>0</b>	<b>8</b>	<b>3.4</b>	<b>35.6</b>	<b>31.9</b>	<b>11.6</b>	<b>9.6</b>	<b>6.2</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>64.5</b>	<b>19</b>	<b>792</b>	
BRIVE-LA-GAILLARDE																							
	STANSTED	RYANAIR	S	A	9	0	0	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	58	25.0	72	8	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	51	8	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>31.3</b>	<b>61</b>	<b>16</b>	
BRNO (TURANY)																							
	STANSTED	RYANAIR	S	A	31	0	0	16.1	25.8	29.0	6.5	16.1	3.2	3.2	0.0	0.0	0.0	0.0	17	16.1	69	30	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	35.5	48.4	3.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	8	25.8	41	30	
<b>TOTAL BRNO (TURANY)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.6</b>	<b>38.7</b>	<b>4.8</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>21.0</b>	<b>55</b>	<b>60</b>	
BRUSSELS																							
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	71	0	2	1.4	27.4	49.3	12.3	1.4	5.5	0.0	0.0	0.0	0.0	2.7	11	49.2	34	59	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	71	0	2	0.0	19.2	52.1	15.1	4.1	6.8	0.0	0.0	0.0	0.0	2.7	15	39.7	38	56	
	BIRMINGHAM	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	164	2	
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	284	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	63.8	21	78	
	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	63.8	26	80	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.9	23	43	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.2	23	42	
	EDINBURGH	BRUSSELS AIRLINES	S	A	58	0	0	0.0	22.4	31.0	22.4	10.3	13.8	0.0	0.0	0.0	0.0	0.0	23	67.2	21	57	
	EDINBURGH	BRUSSELS AIRLINES	S	D	58	0	0	0.0	6.9	39.7	20.7	19.0	13.8	0.0	0.0	0.0	0.0	0.0	26	57.9	27	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	3	8.0	44.8	25.8	7.4	9.2	1.8	0.6	0.6	0.0	0.0	1.8	11	82.8	10	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	3	0.0	35.6	42.3	9.8	8.6	0.6	1.2	0.0	0.0	0.0	1.8	10	75.7	12	166	
	HEATHROW	BRUSSELS AIRLINES	S	A	88	0	0	4.5	28.4	26.1	19.3	10.2	10.2	1.1	0.0	0.0	0.0	0.0	20	56.2	24	88	



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BRUSSELS AIRLINES	S	D	88	0	0	0.0	10.2	48.9	17.0	15.9	8.0	0.0	0.0	0.0	0.0	0.0	20	43.8	31	88
	MANCHESTER	BRUSSELS AIRLINES	S	A	84	0	1	0.0	5.9	52.9	12.9	14.1	9.4	3.5	0.0	0.0	0.0	1.2	27	47.0	30	80
	MANCHESTER	BRUSSELS AIRLINES	S	D	83	0	1	1.2	1.2	50.0	19.0	11.9	9.5	6.0	0.0	0.0	0.0	1.2	29	47.6	27	79
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	NEWCASTLE	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.6	8	47	
	NEWCASTLE	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	78.7	9	46	
	NEWCASTLE	LOGANAIR LTD	S	A	45	0	1	0.0	15.2	37.0	28.3	4.3	4.3	6.5	2.2	0.0	0.0	2.2	28	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	45	0	1	0.0	21.7	45.7	10.9	10.9	2.2	6.5	0.0	0.0	0.0	2.2	21	0.0	0	0
<b>TOTAL BRUSSELS</b>					<b>1013</b>	<b>0</b>	<b>14</b>	<b>1.9</b>	<b>23.3</b>	<b>40.7</b>	<b>14.6</b>	<b>10.0</b>	<b>6.2</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>63.3</b>	<b>22</b>	<b>1234</b>
BUCHAREST (OTOPENI)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	0.0	9.1	36.4	27.3	22.7	4.5	0.0	0.0	0.0	0.0	0.0	22	61.1	14	18
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	0.0	4.5	22.7	59.1	13.6	0.0	0.0	0.0	0.0	0.0	43	5.6	38	18
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	0.0	0.0	30.8	0.0	46.2	15.4	7.7	0.0	0.0	0.0	0.0	45	84.6	12	13
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	0.0	15.4	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	74	30.8	33	13
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	22.2	60	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	0.0	79	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	22	0	0	0.0	4.5	9.1	9.1	36.4	31.8	4.5	4.5	0.0	0.0	0.0	70	38.5	40	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	0.0	0.0	9.1	40.9	27.3	18.2	4.5	0.0	0.0	0.0	88	23.1	59	13
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	29.4	23.5	23.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	14
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	0.0	47.1	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	35.7	22	14
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	0.0	5.6	33.3	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	25	61.1	39	18
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	18	0	0	0.0	5.6	38.9	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	46	18
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	15.4	30.8	15.4	7.7	15.4	15.4	0.0	0.0	0.0	0.0	41	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	53.8	7.7	15.4	7.7	15.4	0.0	0.0	0.0	0.0	38	0.0	0	0
	GATWICK	WIZZ AIR	S	A	31	0	0	0.0	3.2	22.6	12.9	29.0	25.8	6.5	0.0	0.0	0.0	0.0	48	41.9	35	31
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	0.0	6.5	12.9	25.8	32.3	16.1	6.5	0.0	0.0	0.0	81	9.7	67	31

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	1.6	35.5	33.9	4.8	16.1	4.8	0.0	1.6	0.0	0.0	1.6	18	70.5	17	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	17.7	53.2	9.7	14.5	1.6	1.6	0.0	0.0	0.0	1.6	16	63.9	21	61
	HEATHROW	TAROM	S	A	31	0	0	16.1	29.0	41.9	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	77.4	22	31
	HEATHROW	TAROM	S	D	31	0	0	0.0	3.2	38.7	25.8	29.0	3.2	0.0	0.0	0.0	0.0	0.0	23	41.9	67	31
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	48	0	0	4.2	8.3	35.4	35.4	10.4	2.1	4.2	0.0	0.0	0.0	0.0	24	69.4	20	61
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	48	0	0	0.0	0.0	33.3	25.0	25.0	10.4	4.2	2.1	0.0	0.0	0.0	43	36.5	42	62
	LUTON	WIZZ AIR	S	A	115	0	0	0.9	18.3	25.2	23.5	15.7	12.2	3.5	0.9	0.0	0.0	0.0	32	63.6	23	108
	LUTON	WIZZ AIR	S	D	115	0	0	0.0	2.6	24.3	18.3	27.0	20.0	5.2	1.7	0.9	0.0	0.0	50	21.8	44	108
	STANSTED	RYANAIR	S	A	62	0	0	3.2	16.1	46.8	14.5	12.9	3.2	1.6	0.0	1.6	0.0	0.0	27	67.7	24	61
	STANSTED	RYANAIR	S	D	62	0	0	0.0	1.6	30.6	24.2	33.9	4.8	3.2	0.0	1.6	0.0	0.0	43	6.5	61	61
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>924</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>10.4</b>	<b>30.3</b>	<b>18.3</b>	<b>22.9</b>	<b>10.8</b>	<b>4.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>36</b>	<b>47.1</b>	<b>34</b>	<b>877</b>
<b>BUDAPEST</b>																						
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	8	13
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	23.1	33	13
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	23.1	15.4	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	21	53.8	36	13
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	7.7	23.1	15.4	46.2	7.7	0.0	0.0	0.0	0.0	0.0	31	15.4	51	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	0.0	69.2	30.8	0.0	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	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	18	9
	EAST MIDLANDS INTERNATIONAL	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	0.0	4	88.9	4	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	35.7	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	53.8	16	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	21.4	57.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	76.9	49	13
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	83.3	11	18
	EDINBURGH	JET2.COM LTD	S	D	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	9	77.8	12	18
	EDINBURGH	RYANAIR	S	A	14	0	0	7.1	28.6	42.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	61.5	29	13
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	7.1	21.4	35.7	28.6	7.1	0.0	0.0	0.0	0.0	0.0	25	46.2	42	13
	GLASGOW	WIZZ AIR	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	14	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	55.6	61	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	62	9

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										JUL 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	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	23.1	23.1	7.7	30.8	7.7	7.7	0.0	0.0	0.0	0.0	34	46.2	41	13							
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	15.4	23.1	15.4	15.4	23.1	7.7	0.0	0.0	0.0	0.0	39	38.5	52	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	50.0	17	6							
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	10	6							
GATWICK	EASYJET UK LTD	S	A	46	0	2	0.0	0.0	20.8	16.7	33.3	16.7	8.3	0.0	0.0	0.0	4.2	50	28.2	42	39							
GATWICK	EASYJET UK LTD	S	D	46	0	2	0.0	2.1	45.8	20.8	16.7	6.3	4.2	0.0	0.0	0.0	4.2	29	69.2	22	39							
GATWICK	WIZZ AIR	S	A	31	0	0	0.0	0.0	9.7	22.6	41.9	19.4	3.2	3.2	0.0	0.0	0.0	53	0.0	0	0							
GATWICK	WIZZ AIR	S	D	31	0	0	0.0	0.0	9.7	16.1	48.4	16.1	3.2	6.5	0.0	0.0	0.0	64	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	1	5.6	30.3	35.9	12.0	7.7	5.6	2.1	0.0	0.0	0.0	0.7	17	63.7	24	124							
HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	1	0.0	23.9	43.0	16.2	9.9	5.6	0.7	0.0	0.0	0.0	0.7	17	66.9	18	124							
LONDON CITY	LOT-POLISH AIRLINES	S	A	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0							
LONDON CITY	LOT-POLISH AIRLINES	S	D	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0							
LUTON	WIZZ AIR	S	A	133	0	0	5.3	24.8	33.1	19.5	11.3	0.8	2.3	3.0	0.0	0.0	0.0	23	58.7	26	136							
LUTON	WIZZ AIR	S	D	133	0	0	0.0	6.0	48.1	15.8	21.8	2.3	3.0	3.0	0.0	0.0	0.0	31	29.0	46	135							
LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0							
STANSTED	RYANAIR	S	A	106	0	1	0.0	27.1	28.0	18.7	14.0	9.3	0.9	0.9	0.0	0.0	0.9	24	36.1	56	93							
STANSTED	RYANAIR	S	D	106	0	1	0.0	15.0	51.4	14.0	15.0	3.7	0.0	0.0	0.0	0.0	0.9	15	13.4	55	93							
MANCHESTER	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	9	0.0	0	0							
MANCHESTER	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	8	0.0	0	0							
MANCHESTER	JET2.COM LTD	S	A	17	0	0	5.9	17.6	35.3	17.6	5.9	5.9	11.8	0.0	0.0	0.0	0.0	29	55.6	21	18							
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	17.6	35.3	35.3	0.0	5.9	5.9	0.0	0.0	0.0	0.0	24	50.0	21	18							
MANCHESTER	RYANAIR	S	A	17	0	0	5.9	41.2	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	19	18							
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	5.9	64.7	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	39	18							
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	100.0	2	13							
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	92.3	5	13							
<b>TOTAL BUDAPEST</b>				<b>1231</b>	<b>106</b>	<b>10</b>	<b>1.8</b>	<b>17.9</b>	<b>34.6</b>	<b>15.3</b>	<b>14.0</b>	<b>5.1</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>7.9</b>	<b>0.7</b>	<b>23</b>	<b>51.1</b>	<b>33</b>	<b>1113</b>							
BUENOS AIRES																												
GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	1	43.8	25.0	12.5	9.4	3.1	3.1	0.0	0.0	0.0	0.0	3.1	6	83.3	55	18							
GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	1	0.0	25.0	40.6	15.6	12.5	3.1	0.0	0.0	0.0	0.0	3.1	14	52.9	36	17							
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	45.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	2	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	48.4	22.6	3.2	9.7	3.2	0.0	0.0	0.0	0.0	21	67.7	12	31							
<b>TOTAL BUENOS AIRES</b>				<b>124</b>	<b>0</b>	<b>2</b>	<b>21.4</b>	<b>27.0</b>	<b>27.8</b>	<b>12.7</b>	<b>4.8</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.3</b>	<b>21</b>	<b>97</b>							

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
BURGAS																							
	ABERDEEN	BH AIR	C	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9	
	ABERDEEN	BH AIR	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	1	87.5	4	8		
	BELFAST INTERNATIONAL	BH AIR	C	A	12	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	7	92.3	8	13		
	BELFAST INTERNATIONAL	BH AIR	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	20	83.3	16	12		
	BELFAST INTERNATIONAL	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	12	0.0	0	0		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	BELFAST INTERNATIONAL	LUXAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5		
	BELFAST INTERNATIONAL	LUXAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	39	100.0	3	5		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	22	100.0	4	5		
	BIRMINGHAM	BH AIR	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	100.0	4	4		
	BIRMINGHAM	BH AIR	C	D	6	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	28	50.0	25	6		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	11.1	55.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	22	66.7	16	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	9	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	15.4	30.8	30.8	7.7	0.0	7.7	7.7	0.0	0.0	0.0	22	46.2	25	13		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	61.5	15.4	0.0	7.7	0.0	7.7	0.0	0.0	30	23.1	35	13		
	BRISTOL	BH AIR	C	A	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	75	100.0	0	4		
	BRISTOL	BH AIR	C	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	102	100.0	3	4		
	BRISTOL	THOMAS COOK AIRLINES 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	10	100.0	6	4		
	BRISTOL	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	6	75.0	8	4		
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	11.1	11.1	11.1	11.1	22.2	0.0	0.0	0.0	45	55.6	27	9		
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	11.1	0.0	11.1	11.1	0.0	0.0	50	66.7	10	9		
	CARDIFF WALES	BH AIR	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	15	6		
	CARDIFF WALES	BH AIR	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	12	71.4	17	7		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	26	5		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	44	4		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	59	40.0	29	5		

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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	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	71	60.0	17	5		
DONCASTER SHEFFIELD	BH AIR	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	8	100.0	0	4			
DONCASTER SHEFFIELD	BH AIR	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	18	75.0	13	4			
DONCASTER SHEFFIELD	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	17	77.8	9	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	16	77.8	8	9			
EAST MIDLANDS INTERNATIONAL	BH AIR	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9			
EAST MIDLANDS INTERNATIONAL	BH AIR	C	D	6	0	0	0.0	0.0	33.3	33.3	0.0	16.7	16.7	0.0	0.0	0.0	52	88.9	4	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	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	0	0			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	24	100.0	6	5			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	43	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	18	4			
EDINBURGH	BH AIR	C	A	9	0	0	0.0	44.4	22.2	0.0	11.1	11.1	11.1	0.0	0.0	0.0	29	84.6	17	13			
EDINBURGH	BH AIR	C	D	9	0	0	0.0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	40	57.1	18	14			
EDINBURGH	JET2.COM 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	21	0.0	0	0			
EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
GLASGOW	BH AIR	C	A	11	0	0	18.2	36.4	18.2	9.1	9.1	0.0	0.0	0.0	9.1	0.0	49	76.9	25	13			
GLASGOW	BH AIR	C	D	11	0	0	0.0	18.2	27.3	27.3	9.1	9.1	0.0	0.0	9.1	0.0	63	91.7	18	12			
GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	15	4			
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	4			
GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	5			
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	17	80.0	8	5			
LEEDS BRADFORD	BH AIR	C	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4			
LEEDS BRADFORD	BH AIR	C	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	24	100.0	5	4			
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	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							
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
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	50.0	15	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
GATWICK	BH AIR	C A	8	0	1	11.1	11.1	11.1	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11.1	30	75.0	10	8		
GATWICK	BH AIR	C D	6	0	1	0.0	0.0	14.3	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	14.3	45	71.4	11	7		
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	0.0	0	40.0	34	5		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	5		
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	42	22.2	49	9		
GATWICK	THOMAS COOK AIRLINES LTD	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	0.0	18	33.3	49	9		
GATWICK	TUI AIRWAYS LTD	C A	15	0	0	0.0	33.3	20.0	13.3	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	26	30.8	48	13		
GATWICK	TUI AIRWAYS LTD	C D	15	0	0	0.0	6.7	60.0	6.7	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	27	61.5	43	13		
LUTON	WIZZ AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	44		
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	0.0	0	38.6	44	44		
LUTON	WIZZ AIR UK LTD	S A	44	0	1	6.7	20.0	26.7	13.3	22.2	8.9	0.0	0.0	0.0	0.0	0.0	2.2	24	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S D	44	0	0	0.0	4.5	68.2	9.1	15.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
STANSTED	BH AIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	BH AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
STANSTED	JET2.COM LTD	S A	9	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	13	4		
STANSTED	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	75.0	30	4		
MANCHESTER	BH AIR	C A	13	0	0	23.1	15.4	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	7	13		
MANCHESTER	BH AIR	C D	13	0	0	0.0	15.4	30.8	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	24	53.8	18	13		
MANCHESTER	JET2.COM LTD	S A	18	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	9	0.0	0	0		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	0.0	72.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	14	0	0	7.1	21.4	28.6	28.6	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	49	64.7	24	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	14.3	57.1	7.1	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	49	64.7	24	17		
MANCHESTER	TUI AIRWAYS LTD	C A	18	0	0	16.7	27.8	33.3	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	19	58.8	17	17		
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	27	66.7	16	18		
NEWCASTLE	BH AIR	S A	13	0	0	7.7	38.5	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	78.6	11	14		
NEWCASTLE	BH AIR	S D	14	0	0	0.0	14.3	57.1	7.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	31	50.0	19	14		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	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	8	0.0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	2	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	20	9	
	DURHAM TEES VALLEY	BH AIR	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	DURHAM TEES VALLEY	BH AIR	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BURGAS</b>					<b>717</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>20.1</b>	<b>41.9</b>	<b>15.0</b>	<b>11.5</b>	<b>5.0</b>	<b>2.2</b>	<b>0.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>23</b>	<b>67.3</b>	<b>20</b>	<b>648</b>	
BYDGOSZCZ																							
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	76.9	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	2	12	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	9	12	
	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	11.1	55	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	22.2	51	9	
	LUTON	RYANAIR	S	A	13	0	0	0.0	15.4	46.2	0.0	30.8	7.7	0.0	0.0	0.0	0.0	0.0	25	83.3	9	18	
	LUTON	RYANAIR	S	D	13	0	0	0.0	23.1	23.1	7.7	30.8	7.7	7.7	0.0	0.0	0.0	0.0	31	94.4	8	18	
	STANSTED	RYANAIR	S	A	31	0	0	12.9	67.7	16.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	71.0	19	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	32.3	61.3	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	8	61.3	24	31	
<b>TOTAL BYDGOSZCZ</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>43.0</b>	<b>37.7</b>	<b>3.5</b>	<b>7.9</b>	<b>1.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.8</b>	<b>19</b>	<b>140</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C			NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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		
CAEN		EDINBURGH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	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					
		SOUTHEND	STOBART AIR	S	A	23	0	0	4.3	8.7	56.5	13.0	13.0	0.0	4.3	0.0	0.0	0.0	22	61.1	31	18					
		SOUTHEND	STOBART AIR	S	D	23	0	0	0.0	52.2	34.8	4.3	4.3	0.0	0.0	4.3	0.0	0.0	12	72.2	24	18					
<b>TOTAL CAEN</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>30.4</b>	<b>45.7</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.9</b>	<b>28</b>	<b>37</b>					
CAGLIARI (ELMAS)		GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	16.7	26.7	20.0	23.3	6.7	0.0	0.0	0.0	0.0	20	44.0	21	25					
		GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	53.3	16.7	3.3	3.3	0.0	0.0	0.0	0.0	13	64.0	19	25					
		HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	62.5	26	8					
		HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19	87.5	11	8					
		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	25.0	41	4					
		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	50.0	22	4					
		STANSTED	EASYJET UK LTD	S	A	30	0	1	0.0	9.7	19.4	12.9	29.0	9.7	9.7	6.5	0.0	0.0	3.2	59	29.6	53	27				
		STANSTED	EASYJET UK LTD	S	D	30	0	1	0.0	19.4	25.8	25.8	6.5	6.5	6.5	6.5	0.0	0.0	3.2	44	48.1	28	27				
		STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	31	7.7	97	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	4	46.2	52	13					
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	29	22.2	52	9					
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	22	44.4	24	9					
		SOUTHEND	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9					
		SOUTHEND	AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	12	9					
<b>TOTAL CAGLIARI (ELMAS)</b>						<b>172</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>17.8</b>	<b>33.9</b>	<b>20.1</b>	<b>14.4</b>	<b>5.2</b>	<b>4.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>30</b>	<b>46.3</b>	<b>34</b>	<b>190</b>				
CAIRO		GLASGOW	FLYNAS	C	D	0	0	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					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	2	14.8	33.3	29.6	14.8	0.0	0.0	0.0	0.0	0.0	7.4	5	90.3	20	31					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	3	0.0	0.0	7.1	42.9	25.0	10.7	0.0	3.6	0.0	0.0	10.7	38	19.4	67	31				
		HEATHROW	EGYPT AIR	S	A	62	0	0	12.9	38.7	29.0	11.3	3.2	3.2	0.0	1.6	0.0	0.0	12	82.3	9	62					
		HEATHROW	EGYPT AIR	S	D	62	0	0	0.0	3.2	24.2	24.2	30.6	16.1	0.0	1.6	0.0	0.0	36	40.3	27	62					
<b>TOTAL CAIRO</b>						<b>174</b>	<b>0</b>	<b>5</b>	<b>6.7</b>	<b>19.6</b>	<b>24.0</b>	<b>21.2</b>	<b>15.6</b>	<b>8.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>23</b>	<b>58.8</b>	<b>27</b>	<b>187</b>				
CALGARY		GATWICK	AIR TRANSAT	S	A	12	0	1	30.8	30.8	7.7	15.4	0.0	0.0	0.0	0.0	7.7	0.0	7.7	133	61.5	28	13				
		GATWICK	AIR TRANSAT	S	D	12	0	0	0.0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8	61.5	30	13					



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

		Origin/Destinations: C																	JUL 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 to 1 m early	15 m to 1 m early	15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	WEST JET AIRLINES	S	A	31	0	2	12.1	36.4	15.2	21.2	9.1	0.0	0.0	0.0	0.0	0.0	6.1	11	72.7	21	22
	GATWICK	WEST JET AIRLINES	S	D	31	0	3	0.0	8.8	32.4	17.6	23.5	2.9	5.9	0.0	0.0	0.0	8.8	29	58.3	12	21
	HEATHROW	AIR CANADA	S	A	31	0	0	16.1	48.4	19.4	0.0	3.2	9.7	3.2	0.0	0.0	0.0	0.0	16	87.1	16	31
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	25.8	58.1	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	19.4	35.5	22.6	12.9	3.2	0.0	3.2	0.0	0.0	0.0	3.2	10	71.0	107	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	19.4	29.0	19.4	22.6	3.2	3.2	0.0	0.0	0.0	3.2	25	48.4	83	31
<b>TOTAL CALGARY</b>					<b>208</b>	<b>0</b>	<b>8</b>	<b>8.8</b>	<b>29.2</b>	<b>29.2</b>	<b>13.4</b>	<b>10.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>3.7</b>	<b>23</b>	<b>67.9</b>	<b>43</b>	<b>193</b>
CALVI																						
	STANSTED	AIR CORSICA	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	15	0.0	0	0
	STANSTED	AIR CORSICA	S	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	5
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	9	5
	MANCHESTER	FLYBE LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	93	20.0	37	5
	MANCHESTER	FLYBE LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	90	60.0	20	5
<b>TOTAL CALVI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>35.0</b>	<b>31</b>	<b>20</b>
CAMBRIDGE																						
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5
<b>TOTAL CAMBRIDGE</b>					<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>5</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	43	0	7	10.0	30.0	36.0	2.0	2.0	2.0	4.0	0.0	0.0	0.0	14.0	12	75.5	11	46
	GLASGOW	LOGANAIR LTD	S	D	45	0	5	0.0	36.0	36.0	8.0	2.0	4.0	4.0	0.0	0.0	0.0	10.0	15	79.6	8	45
<b>TOTAL CAMPBELTOWN</b>					<b>88</b>	<b>0</b>	<b>12</b>	<b>5.0</b>	<b>33.0</b>	<b>36.0</b>	<b>5.0</b>	<b>2.0</b>	<b>3.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>13</b>	<b>77.6</b>	<b>10</b>	<b>91</b>
CANCUN																						
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	0	2
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	104	50.0	24	2
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	22.2	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	1	4
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	83.3	7	6
	BRISTOL	TUI AIRWAYS LTD	S	A	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	27	0.0	110	1
	BRISTOL	TUI AIRWAYS LTD	S	D	7	0	0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	105	2
	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	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	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	35	50.0	36	2
	EDINBURGH	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	49	4
	EDINBURGH	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	109	50.0	12	2

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	1	10.0	20.0	20.0	0.0	10.0	20.0	10.0	0.0	0.0	0.0	10.0	44	33.3	65	9
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	1	0.0	0.0	16.7	16.7	16.7	16.7	16.7	0.0	0.0	0.0	16.7	66	40.0	59	5
	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	60.0	14	10
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	8
	GLASGOW	TUI AIRWAYS LTD	S	A	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	40.9	13.6	9.1	9.1	0.0	0.0	0.0	4.5	0.0	0.0	67	57.1	17	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	54.5	4.5	9.1	13.6	0.0	0.0	0.0	0.0	0.0	20	69.2	18	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	11.1	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	39	55.6	13	9
	GATWICK	THOMAS COOK AIRLINES LTD	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	33.3	26	9
	GATWICK	TUI AIRWAYS LTD	S	A	26	0	0	11.5	26.9	30.8	15.4	3.8	7.7	3.8	0.0	0.0	0.0	0.0	18	61.3	12	31
	GATWICK	TUI AIRWAYS LTD	S	D	26	0	0	0.0	0.0	53.8	15.4	23.1	3.8	3.8	0.0	0.0	0.0	0.0	26	96.8	8	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	27	5
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	29	0	0	10.3	20.7	17.2	17.2	17.2	13.8	3.4	0.0	0.0	0.0	0.0	28	66.7	17	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	33	0	0	0.0	9.1	42.4	15.2	15.2	15.2	3.0	0.0	0.0	0.0	0.0	28	58.3	23	24
	MANCHESTER	TUI AIRWAYS LTD	S	A	26	0	0	19.2	19.2	38.5	15.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	14	70.4	10	26
	MANCHESTER	TUI AIRWAYS LTD	S	D	26	0	0	0.0	0.0	65.4	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	10	27
	NEWCASTLE	TUI AIRWAYS LTD	S	A	10	0	0	30.0	10.0	30.0	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	144	57.1	141	7
	NEWCASTLE	TUI AIRWAYS LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	71.4	26	7
<b>TOTAL CANCUN</b>					<b>321</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>16.7</b>	<b>35.9</b>	<b>14.9</b>	<b>12.4</b>	<b>7.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>32</b>	<b>64.3</b>	<b>22</b>	<b>293</b>
CAPE TOWN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	54.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	45.2	16.1	19.4	6.5	0.0	0.0	0.0	0.0	0.0	19	54.8	22	31
<b>TOTAL CAPE TOWN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>33.9</b>	<b>27.4</b>	<b>8.1</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>14</b>	<b>62</b>
CARCASSONNE																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	55.6	18	9
	EAST MIDLANDS INTERNATIONAL	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	12	77.8	10	9
	EDINBURGH	RYANAIR	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	88.9	31	9

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	D	9	0	0	0.0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	37	9	
	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	75.0	16	8		
	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	50.0	12	8		
	STANSTED	RYANAIR	S	A	31	0	0	3.2	16.1	38.7	19.4	16.1	6.5	0.0	0.0	0.0	0.0	17	20.0	56	29		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	12.9	48.4	19.4	16.1	3.2	0.0	0.0	0.0	0.0	15	32.3	49	30		
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	35.7	27	14		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	42.9	22	14		
<b>TOTAL CARCASSONNE</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>17.2</b>	<b>46.6</b>	<b>19.0</b>	<b>12.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>46.1</b>	<b>35</b>	<b>139</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	56.0	12	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	66.7	19	24		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	47	0	2	0.0	34.7	44.9	6.1	8.2	2.0	0.0	0.0	0.0	4.1	10	85.7	7	49		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	47	0	3	0.0	30.0	50.0	8.0	4.0	2.0	0.0	0.0	0.0	6.0	8	89.8	6	49		
	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	26	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	1484	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	27	1		
	EDINBURGH	FLYBE LTD	S	A	74	0	2	0.0	21.1	48.7	14.5	3.9	5.3	3.9	0.0	0.0	2.6	18	75.9	14	57		
	EDINBURGH	FLYBE LTD	S	D	74	0	2	0.0	11.8	47.4	21.1	6.6	6.6	2.6	1.3	0.0	2.6	24	65.5	32	57		
	GLASGOW	FLYBE LTD	S	A	21	0	1	4.5	59.1	13.6	4.5	0.0	9.1	4.5	0.0	0.0	4.5	17	100.0	2	17		
	GLASGOW	FLYBE LTD	S	D	21	0	1	0.0	31.8	40.9	9.1	0.0	9.1	4.5	0.0	0.0	4.5	23	94.1	5	17		
	JERSEY	FLYBE LTD	S	A	12	0	1	0.0	30.8	38.5	0.0	7.7	7.7	7.7	0.0	0.0	7.7	25	100.0	1	16		
	JERSEY	FLYBE LTD	S	D	12	0	1	0.0	7.7	53.8	7.7	7.7	7.7	7.7	0.0	0.0	7.7	32	100.0	2	16		
	STANSTED	TRADE AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	NEWCASTLE	FLYBE LTD	S	A	21	0	2	82.6	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0	8.7	7	79.1	14	41		
	NEWCASTLE	FLYBE LTD	S	D	21	0	2	0.0	13.0	69.6	4.3	0.0	4.3	0.0	0.0	0.0	8.7	8	51.1	18	41		
	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	68	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>					<b>353</b>	<b>0</b>	<b>17</b>	<b>5.7</b>	<b>23.2</b>	<b>43.2</b>	<b>10.8</b>	<b>4.3</b>	<b>5.1</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>16</b>	<b>75.8</b>	<b>17</b>	<b>408</b>	
CARLISLE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	20	0	0	10.0	55.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	20	0	0	15.0	50.0	30.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	SOUTHEND	AIR MALTA	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		
	SOUTHEND	LOGANAIR LTD	S	A	15	0	0	6.7	33.3	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	16	0	0	12.5	25.0	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL CARLISLE</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>41.7</b>	<b>31.9</b>	<b>11.1</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

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

		Origin/Destinations: C																	JUL 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	
CASABLANCA MOHAMED V																							
	GATWICK	ROYAL AIR MAROC	S	A	29	0	0	0.0	24.1	13.8	20.7	34.5	3.4	0.0	3.4	0.0	0.0	0.0	31	84.4	8	32	
	GATWICK	ROYAL AIR MAROC	S	D	29	0	1	0.0	3.3	13.3	10.0	33.3	30.0	3.3	3.3	0.0	0.0	3.3	58	71.9	17	32	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	9.7	9.7	25.8	29.0	16.1	6.5	3.2	0.0	0.0	0.0	0.0	25	80.6	8	31	
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	0.0	9.7	51.6	16.1	19.4	0.0	3.2	0.0	0.0	0.0	0.0	19	71.0	9	31	
	MANCHESTER	ROYAL AIR MAROC	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	88.2	6	17	
	MANCHESTER	ROYAL AIR MAROC	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	15	52.9	18	17	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>138</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>12.9</b>	<b>29.5</b>	<b>18.0</b>	<b>24.5</b>	<b>8.6</b>	<b>2.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>30</b>	<b>75.6</b>	<b>11</b>	<b>160</b>	
CASTELLON COSTA AZAHAR																							
	STANSTED	RYANAIR	S	A	8	0	0	37.5	12.5	12.5	12.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	77	45.5	28	11	
	STANSTED	RYANAIR	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	14	18.2	41	11	
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</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>45</b>	<b>31.8</b>	<b>34</b>	<b>22</b>	
CASTELLON DE LA PLANA AIRPORT																							
	STANSTED	RYANAIR	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
	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	4	50.0	22	2	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>22</b>	<b>4</b>	
CATANIA (FONTANAROSSA)																							
	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	21	20.0	61	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	40.0	47	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	0.0	67	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	17	8	
	BRISTOL	EASYJET UK 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	87.5	5	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	5.7	11.4	20.0	8.6	31.4	11.4	8.6	0.0	2.9	0.0	0.0	78	41.2	33	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	11.4	42.9	8.6	20.0	8.6	5.7	0.0	2.9	0.0	0.0	65	70.6	16	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	50.0	30	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	75.0	13	4	
	GATWICK	EASYJET UK LTD	S	A	40	0	0	0.0	5.0	12.5	22.5	35.0	7.5	10.0	5.0	2.5	0.0	0.0	64	24.2	52	33	
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	7.5	52.5	15.0	7.5	12.5	2.5	2.5	0.0	0.0	0.0	31	63.6	24	33	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	33.3	24	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	28	88.9	8	9
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	179	40.0	19	5
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	130	80.0	14	5
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	3
	LUTON	EASYJET UK LTD	S	A	18	0	0	0.0	22.2	22.2	11.1	27.8	16.7	0.0	0.0	0.0	0.0	0.0	31	20.0	40	15
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	14	15
	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	66.7	37	3
	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	21	3
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	16.7	0.0	22.2	11.1	38.9	11.1	0.0	0.0	0.0	0.0	0.0	29	40.0	18	15
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	38.9	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	9	15
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	52	0.0	64	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	49	0.0	63	5
	SOUTHEND	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	30	9
	SOUTHEND	AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	38	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>272</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>14.3</b>	<b>32.4</b>	<b>14.0</b>	<b>21.7</b>	<b>8.1</b>	<b>4.8</b>	<b>1.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>50.3</b>	<b>29</b>	<b>298</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	14	0	0	50.0	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	68	13
	HEATHROW	HAINAN AIRLINES	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	3	84.6	59	13
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>39.3</b>	<b>28.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.6</b>	<b>63</b>	<b>26</b>
CHANIA																						
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BIRMINGHAM	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	6	0.0	0	0
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	11.1	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	50	0.0	102	8
	BIRMINGHAM	RYANAIR	S	D	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	19	22.2	54	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	22.2	0.0	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	30	5
	BIRMINGHAM	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	8	0.0	37	5
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	45	22.2	52	9
	BRISTOL	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	33.3	39	9
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	40.0	12	5		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	35	4		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	75.0	11	4		
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	61	4		
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	25.0	25	4		
LEEDS BRADFORD	JET2.COM 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	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	45	22.2	30	9		
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	15	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	0.0	92	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	25.0	67	4		
GATWICK	EASYJET UK LTD	S	A	34	0	0	0.0	5.9	26.5	29.4	17.6	14.7	5.9	0.0	0.0	0.0	0.0	39	23.1	53	26		
GATWICK	EASYJET UK LTD	S	D	33	0	0	0.0	0.0	42.4	30.3	18.2	6.1	3.0	0.0	0.0	0.0	0.0	26	51.9	35	27		
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	50.0	22	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	75.0	7	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	24	100.0	4	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	13	8		
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	7.1	14.3	14.3	21.4	7.1	14.3	7.1	14.3	0.0	0.0	0.0	66	78.6	16	14		
GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	40.0	6.7	26.7	0.0	6.7	20.0	0.0	0.0	0.0	71	46.7	22	15		
HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	12.5	67	8		
HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	12	8		
LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	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		
STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	22.2	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	252	1		
STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	30.8	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	31	22.2	43	9		
STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	22.2	48	9		
MANCHESTER	JET2.COM LTD	S	A	8	0	1	22.2	22.2	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	11.1	24	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
MANCHESTER	RYANAIR	S	A	13	0	0	0.0	0.0	7.7	23.1	30.8	38.5	0.0	0.0	0.0	0.0	0.0	50	7.7	65	13		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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		RYANAIR		S D		13 0		0 0		0.0 0.0		15.4 38.5		46.2 0.0		0.0 0.0		0.0 0.0		29 30.8		46 13																
MANCHESTER		TUI AIRWAYS LTD		C A		9 0		0 0		0.0 44.4		22.2 11.1		22.2 0.0		0.0 0.0		0.0 0.0		18 33.3		34 9																
MANCHESTER		TUI AIRWAYS LTD		C D		9 0		0 0		0.0 0.0		33.3 44.4		11.1 11.1		0.0 0.0		0.0 0.0		29 55.6		27 9																
<b>TOTAL CHANIA</b>						<b>343 0</b>		<b>1 2.3</b>		<b>11.9 35.5</b>		<b>19.8 19.8</b>		<b>7.3 1.7</b>		<b>1.5 0.0</b>		<b>0.0 0.0</b>		<b>28 37.3</b>		<b>39 284</b>																
CHARLEROI																																						
EDINBURGH		RYANAIR		S A		22 0		0 0		0.0 18.2		27.3 27.3		0.0 0.0		0.0 0.0		0.0 0.0		22 68.2		18 22																
EDINBURGH		RYANAIR		S D		22 0		0 0		0.0 13.6		22.7 40.9		18.2 4.5		0.0 0.0		0.0 0.0		23 63.6		13 22																
GLASGOW		RYANAIR		S A		9 0		0 0		0.0 44.4		22.2 22.2		11.1 0.0		0.0 0.0		0.0 0.0		8 44.4		21 9																
GLASGOW		RYANAIR		S D		9 0		0 0		0.0 22.2		33.3 22.2		22.2 0.0		0.0 0.0		0.0 0.0		16 22.2		47 9																
MANCHESTER		RYANAIR		S A		54 0		0 0		3.7 61.1		22.2 5.6		3.7 1.9		0.0 0.0		1.9 0.0		21 75.5		9 50																
MANCHESTER		RYANAIR		S D		54 0		0 0		0.0 20.4		51.9 16.7		5.6 3.7		0.0 0.0		1.9 0.0		16 52.8		37 50																
<b>TOTAL CHARLEROI</b>						<b>170 0</b>		<b>0 1.2</b>		<b>33.5 32.9</b>		<b>18.2 10.6</b>		<b>2.4 0.0</b>		<b>0.6 0.6</b>		<b>0.0 0.0</b>		<b>19 61.3</b>		<b>22 162</b>																
CHARLESTON																																						
HEATHROW		BRITISH AIRWAYS PLC		S A		9 0		0 0		11.1 22.2		22.2 11.1		22.2 0.0		0.0 0.0		11.1 0.0		33 0.0		0 0																
HEATHROW		BRITISH AIRWAYS PLC		S D		8 0		0 0		0.0 0.0		50.0 12.5		37.5 0.0		0.0 0.0		0.0 0.0		23 0.0		0 0																
<b>TOTAL CHARLESTON</b>						<b>17 0</b>		<b>0 5.9</b>		<b>11.8 35.3</b>		<b>11.8 29.4</b>		<b>0.0 0.0</b>		<b>5.9 0.0</b>		<b>0.0 0.0</b>		<b>28 0.0</b>		<b>0 0</b>																
CHARLOTTE																																						
HEATHROW		AMERICAN AIRLINES		S A		61 0		1 22.6		24.2 25.8		11.3 1.6		9.7 1.6		1.6 0.0		0.0 0.0		1.6 18		54.8 38																
HEATHROW		AMERICAN AIRLINES		S D		60 0		4 0.0		23.4 43.8		7.8 12.5		1.6 1.6		0.0 0.0		6.3 0.0		21 68.9		15 57																
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0 1																
<b>TOTAL CHARLOTTE</b>						<b>121 0</b>		<b>5 11.1</b>		<b>23.8 34.9</b>		<b>9.5 7.1</b>		<b>5.6 2.4</b>		<b>1.6 0.0</b>		<b>0.0 0.0</b>		<b>4.0 19</b>		<b>62.1 27</b>																
CHATEAUROUX DEOLS																																						
SOUTHEND		SKYTAXI		S A		0 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																
SOUTHEND		SKYTAXI		S D		0 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																
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		0 100.0		0 1																
<b>TOTAL CHATEAUROUX DEOLS</b>						<b>0 0</b>		<b>0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 85.0</b>		<b>6 20</b>																
CHENGDU																																						
GATWICK		AIR CHINA		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 76.9		10 13																
GATWICK		AIR CHINA		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 46.2		20 13																
HEATHROW		AIR CHINA		S A		13 0		0 30.8		23.1 23.1		15.4 0.0		7.7 0.0		0.0 0.0		0.0 0.0		10 0.0		0 0																
HEATHROW		AIR CHINA		S D		13 0		0 0		0.0 61.5		23.1 0.0		7.7 0.0		0.0 0.0		7.7 0.0		22 0.0		0 0																
<b>TOTAL CHENGDU</b>						<b>26 0</b>		<b>0 15.4</b>		<b>42.3 23.1</b>		<b>7.7 3.8</b>		<b>3.8 3.8</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>16 61.5</b>		<b>15 26</b>																
CHENNAI																																						
HEATHROW		BRITISH AIRWAYS PLC		S A		31 0		0 0		16.1 25.8		25.8 9.7		3.2 3.2		12.9 3.2		3.2 0.0		0.0 0.0		31 83.9																

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: C										JUL 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	16.1	45.2	6.5	19.4	3.2	9.7	0.0	0.0	0.0	32	45.2	43	31					
<b>TOTAL CHENNAI</b>								<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>21.0</b>	<b>35.5</b>	<b>8.1</b>	<b>11.3</b>	<b>8.1</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>64.5</b>	<b>32</b>	<b>62</b>				
CHICAGO (O'HARE)																													
		EDINBURGH		UNITED AIRLINES		S	A	31	0	0	6.5	25.8	22.6	19.4	19.4	3.2	3.2	0.0	0.0	0.0	22	77.4	12	31					
		EDINBURGH		UNITED AIRLINES		S	D	31	0	0	3.2	48.4	29.0	9.7	9.7	0.0	0.0	0.0	0.0	0.0	7	80.6	9	31					
		GATWICK		NORWEGIAN AIR UK LTD		S	A	18	0	1	0.0	15.8	21.1	5.3	42.1	5.3	0.0	0.0	5.3	0.0	5.3	51	74.2	13	31				
		GATWICK		NORWEGIAN AIR UK LTD		S	D	18	0	0	0.0	27.8	33.3	22.2	5.6	5.6	5.6	0.0	0.0	0.0	21	64.5	24	31					
		HEATHROW		AMERICAN AIRLINES		S	A	121	0	3	19.4	22.6	19.4	9.7	6.5	9.7	4.8	5.6	0.0	0.0	2.4	37	66.1	33	121				
		HEATHROW		AMERICAN AIRLINES		S	D	121	0	3	0.0	37.9	27.4	8.9	7.3	12.1	4.0	0.0	0.0	2.4	25	76.6	20	121					
		HEATHROW		BRITISH AIRWAYS PLC		S	A	61	0	1	3.2	29.0	35.5	11.3	11.3	6.5	1.6	0.0	0.0	1.6	19	56.5	26	62					
		HEATHROW		BRITISH AIRWAYS PLC		S	D	61	0	1	0.0	6.5	33.9	25.8	24.2	4.8	1.6	1.6	0.0	0.0	1.6	29	37.1	37	62				
		HEATHROW		UNITED AIRLINES		S	A	93	0	0	16.1	28.0	19.4	12.9	9.7	8.6	3.2	2.2	0.0	0.0	25	77.4	15	92					
		HEATHROW		UNITED AIRLINES		S	D	93	0	0	1.1	62.4	19.4	5.4	3.2	5.4	2.2	0.0	1.1	0.0	17	86.0	11	91					
		MANCHESTER		AERONEXUS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		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	67.7	19	30						
		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	96.8	1	30						
<b>TOTAL CHICAGO (O'HARE)</b>								<b>648</b>	<b>0</b>	<b>9</b>	<b>6.8</b>	<b>32.3</b>	<b>24.8</b>	<b>11.7</b>	<b>10.5</b>	<b>7.6</b>	<b>3.0</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>25</b>	<b>71.3</b>	<b>21</b>	<b>734</b>				
CHISINAU (KISHINEV)																													
		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	59.4	23	32						
		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	58.1	25	31						
		LUTON		WIZZ AIR UK LTD		S	A	43	0	1	13.6	22.7	27.3	15.9	13.6	2.3	2.3	0.0	0.0	2.3	16	0.0	0	0					
		LUTON		WIZZ AIR UK LTD		S	D	43	0	1	0.0	20.5	36.4	13.6	13.6	9.1	2.3	2.3	0.0	0.0	2.3	28	0.0	0	0				
		STANSTED		AIR MOLDOVA INTERNATIONAL		S	A	24	0	0	0.0	0.0	16.7	25.0	25.0	29.2	4.2	0.0	0.0	0.0	49	76.9	15	26					
		STANSTED		AIR MOLDOVA INTERNATIONAL		S	D	24	0	0	0.0	0.0	25.0	12.5	16.7	29.2	12.5	4.2	0.0	0.0	58	38.5	36	26					
<b>TOTAL CHISINAU (KISHINEV)</b>								<b>134</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>14.0</b>	<b>27.9</b>	<b>16.2</b>	<b>16.2</b>	<b>14.0</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>33</b>	<b>58.3</b>	<b>25</b>	<b>115</b>				
CITY OF DERRY (EGLINTON)																													
		EDINBURGH		RYANAIR		S	A	21	0	0	4.8	61.9	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	7	0.0	0	0					
		EDINBURGH		RYANAIR		S	D	21	0	0	0.0	42.9	38.1	9.5	4.8	4.8	0.0	0.0	0.0	0.0	10	0.0	0	0					
		EDINBURGH		TYROLEAN 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	100.0	0	1						
		GLASGOW		LOGANAIR LTD		S	A	21	0	0	4.8	71.4	4.8	4.8	9.5	0.0	4.8	0.0	0.0	0.0	11	0.0	0	0					



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	LOGANAIR LTD	S	D	21	0	0	0.0	23.8	57.1	4.8	9.5	0.0	0.0	4.8	0.0	0.0	0.0	18	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	31.8	45	22		
	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	27.3	30	22		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	4	13		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	5	13		
	STANSTED	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	67.2	29	56		
	STANSTED	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	48.3	42	56		
	STANSTED	LOGANAIR LTD	S	A	56	0	2	8.6	50.0	27.6	5.2	1.7	0.0	3.4	0.0	0.0	3.4	8	0.0	0	0		
	STANSTED	LOGANAIR LTD	S	D	57	0	1	0.0	22.4	56.9	10.3	1.7	1.7	3.4	1.7	0.0	1.7	17	0.0	0	0		
	MANCHESTER	LOGANAIR LTD	S	A	31	0	0	9.7	35.5	41.9	3.2	3.2	0.0	3.2	3.2	0.0	0.0	16	0.0	0	0		
	MANCHESTER	LOGANAIR LTD	S	D	31	0	0	0.0	35.5	48.4	3.2	6.5	0.0	3.2	3.2	0.0	0.0	18	0.0	0	0		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>285</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>41.3</b>	<b>38.2</b>	<b>7.3</b>	<b>3.5</b>	<b>1.0</b>	<b>2.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>55.1</b>	<b>31</b>	<b>183</b>	
CLERMONT FERRAND																							
	STANSTED	RYANAIR	S	A	8	1	1	0.0	10.0	20.0	0.0	10.0	20.0	10.0	10.0	0.0	10.0	10.0	90	22.2	87	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	33.3	77	9		
<b>TOTAL CLERMONT FERRAND</b>					<b>17</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>36.8</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>48</b>	<b>27.8</b>	<b>82</b>	<b>18</b>	
CLUJ NAPOCA																							
	BIRMINGHAM	WIZZ AIR	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	4	0.0	0	0		
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	15.4	30.8	7.7	23.1	23.1	0.0	0.0	0.0	0.0	32	44.4	22	9		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	0.0	30.8	15.4	30.8	23.1	0.0	0.0	0.0	0.0	38	22.2	33	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	88.9	7	9		
	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	77.8	10	9		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	51	0.0	0	0		
	GATWICK	WIZZ AIR	S	A	31	0	0	0.0	9.7	9.7	32.3	25.8	19.4	3.2	0.0	0.0	0.0	40	0.0	0	0		
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	0.0	12.9	29.0	29.0	12.9	9.7	6.5	0.0	0.0	61	0.0	0	0		
	LUTON	WIZZ AIR	S	A	83	0	1	17.9	28.6	28.6	10.7	7.1	3.6	1.2	0.0	1.2	0.0	18	65.5	22	82		
	LUTON	WIZZ AIR	S	D	83	0	1	0.0	8.3	36.9	21.4	20.2	7.1	3.6	1.2	0.0	0.0	30	39.3	38	82		
	SOUTHEND	RYANAIR	S	A	13	0	0	7.7	7.7	30.8	46.2	7.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		

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

		Origin/Destinations: C																		JUL 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							
	SOUTHEND	RYANAIR	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	8	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>					<b>316</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>14.5</b>	<b>26.7</b>	<b>21.7</b>	<b>18.9</b>	<b>8.8</b>	<b>2.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>53.4</b>	<b>28</b>	<b>200</b>	
COLOGNE BONN																							
	BRISTOL	RYANAIR	S	A	13	0	0	15.4	38.5	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	17	64.3	53	14	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	38.5	15.4	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	22	57.1	68	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	7.7	50.0	30.8	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	61.5	23	26	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	0.0	19.2	53.8	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	34.6	40	26	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	81	0	0	18.5	39.5	24.7	6.2	4.9	6.2	0.0	0.0	0.0	0.0	0.0	10	55.3	26	85	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	80	0	0	0.0	32.5	50.0	7.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	51.8	46	85	
	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	0.0	128	1	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	132	1	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	52	0	2	0.0	31.5	37.0	13.0	5.6	5.6	3.7	0.0	0.0	0.0	3.7	18	36.8	42	65	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	52	0	2	0.0	20.4	35.2	27.8	3.7	5.6	3.7	0.0	0.0	0.0	3.7	21	16.2	64	65	
	STANSTED	RYANAIR	S	A	77	0	1	19.2	42.3	14.1	5.1	11.5	5.1	1.3	0.0	0.0	0.0	1.3	14	37.3	55	71	
	STANSTED	RYANAIR	S	D	76	0	1	0.0	32.5	36.4	10.4	14.3	2.6	2.6	0.0	0.0	0.0	1.3	16	20.0	53	71	
	MANCHESTER	RYANAIR	S	A	26	0	0	11.5	76.9	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	4	30	
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	15.4	73.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	48.4	21	30	
	NEWCASTLE	SUN AIR OF SCANDINAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	32.1	43	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	67.9	14	27	
<b>TOTAL COLOGNE BONN</b>					<b>548</b>	<b>0</b>	<b>6</b>	<b>6.7</b>	<b>35.4</b>	<b>33.4</b>	<b>9.9</b>	<b>7.2</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>42.9</b>	<b>42</b>	<b>641</b>	
COLOMBO																							
	HEATHROW	SRILANKAN AIRLINES	S	A	31	0	0	38.7	51.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	31	
	HEATHROW	SRILANKAN AIRLINES	S	D	31	0	0	0.0	12.9	54.8	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	16	71.0	14	31	
<b>TOTAL COLOMBO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>32.3</b>	<b>30.6</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>7</b>	<b>62</b>	
COMISO																							
	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	

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

		Origin/Destinations: C																	JUL 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
	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	2	4
	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	22.2	43	8
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	8
<b>TOTAL COMISO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.5</b>	<b>29</b>	<b>24</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	66.7	21	18
	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	50.0	21	18
	LUTON	WIZZ AIR UK LTD	S	A	20	0	1	14.3	47.6	14.3	4.8	9.5	0.0	0.0	4.8	0.0	0.0	4.8	21	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	21	0	1	0.0	9.1	18.2	27.3	18.2	18.2	4.5	0.0	0.0	0.0	4.5	36	0.0	0	0
<b>TOTAL CONSTANTA</b>					<b>41</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>27.9</b>	<b>16.3</b>	<b>16.3</b>	<b>14.0</b>	<b>9.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>28</b>	<b>38.9</b>	<b>21</b>	<b>36</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	22	0	1	0.0	13.0	69.6	8.7	4.3	0.0	0.0	0.0	0.0	0.0	4.3	9	37.5	36	8
	ABERDEEN	SAS	S	D	22	0	1	0.0	17.4	65.2	8.7	4.3	0.0	0.0	0.0	0.0	0.0	4.3	7	37.5	36	8
	BELFAST INTERNATIONAL	AIR ALSIE	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	BIRMINGHAM	SAS	S	A	50	0	0	0.0	26.0	50.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	61.1	20	36
	BIRMINGHAM	SAS	S	D	50	0	0	0.0	10.0	50.0	24.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	17	50.0	28	36
	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	50.0	33	2
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	2
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	14.3	21.4	14.3	21.4	28.6	0.0	0.0	0.0	0.0	0.0	36	54.5	18	11
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	35.7	14.3	21.4	28.6	0.0	0.0	0.0	0.0	0.0	36	27.3	19	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	50.0	12	2
	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	1	2
	EDINBURGH	EASYJET UK LTD	S	A	17	0	0	0.0	11.8	35.3	17.6	11.8	17.6	0.0	5.9	0.0	0.0	0.0	44	18.8	53	16
	EDINBURGH	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	41.2	5.9	17.6	11.8	5.9	5.9	0.0	0.0	0.0	44	31.3	44	16
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	0.0	11.1	51.9	18.5	11.1	3.7	3.7	0.0	0.0	0.0	0.0	19	59.3	17	27
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	18.5	37.0	14.8	18.5	11.1	0.0	0.0	0.0	0.0	0.0	23	14.8	36	27
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	22.2	38.9	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	22.7	49	22
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	38.9	27.8	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	15	22.7	39	22
	EDINBURGH	SAS	S	A	14	0	0	0.0	35.7	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	54.5	24	21
	EDINBURGH	SAS	S	D	14	0	0	0.0	57.1	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	36.4	23	20
	LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	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
	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	30	0.0	0	0

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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
	LIVERPOOL (JOHN LENNON)	RYANAIR	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
	LIVERPOOL (JOHN LENNON)	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	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	83.3	6	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	58.3	14	12
	GATWICK	EASYJET UK LTD	S	A	56	0	2	5.2	24.1	31.0	15.5	10.3	5.2	3.4	1.7	0.0	0.0	3.4	26	50.0	32	54
	GATWICK	EASYJET UK LTD	S	D	56	0	2	0.0	13.8	56.9	12.1	10.3	1.7	1.7	0.0	0.0	0.0	3.4	16	66.1	23	54
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	140	0	3	5.6	20.3	24.5	18.2	15.4	14.0	0.0	0.0	0.0	0.0	2.1	26	58.9	28	140
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	140	0	3	0.0	17.5	40.6	13.3	16.1	7.0	1.4	2.1	0.0	0.0	2.1	28	68.1	29	143
	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	100.0	4	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	2	17.2	44.8	20.7	7.5	5.2	2.9	0.6	0.0	0.0	0.0	1.1	8	88.5	6	199
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	2	0.0	28.2	47.1	14.9	6.3	1.7	0.6	0.0	0.0	0.0	1.1	11	77.5	12	199
	HEATHROW	SAS	S	A	96	0	0	2.1	24.0	49.0	16.7	5.2	3.1	0.0	0.0	0.0	0.0	0.0	12	60.7	15	112
	HEATHROW	SAS	S	D	96	0	0	0.0	16.7	63.5	13.5	4.2	1.0	1.0	0.0	0.0	0.0	0.0	10	67.8	16	113
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	20	0	0	0.0	10.0	25.0	30.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	30	51.7	29	29
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	20	0	0	0.0	10.0	25.0	15.0	25.0	20.0	0.0	5.0	0.0	0.0	0.0	44	64.3	26	28
	LUTON	RYANAIR	S	A	26	0	0	0.0	19.2	46.2	15.4	11.5	7.7	0.0	0.0	0.0	0.0	0.0	17	48.4	23	31
	LUTON	RYANAIR	S	D	26	0	0	0.0	23.1	50.0	7.7	19.2	0.0	0.0	0.0	0.0	0.0	0.0	14	61.3	18	31
	STANSTED	RYANAIR	S	A	92	0	1	25.8	31.2	24.7	6.5	6.5	4.3	0.0	0.0	0.0	0.0	1.1	9	44.1	36	91
	STANSTED	RYANAIR	S	D	92	0	1	0.0	26.9	43.0	19.4	6.5	2.2	1.1	0.0	0.0	0.0	1.1	13	23.7	46	91
	STANSTED	SAS	S	A	31	0	0	0.0	45.2	32.3	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	STANSTED	SAS	S	D	31	0	0	0.0	25.8	45.2	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	14	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	66.7	6	5
	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	11	5
	MANCHESTER	EASYJET UK LTD	S	A	47	0	1	10.4	43.8	22.9	8.3	6.3	6.3	0.0	0.0	0.0	0.0	2.1	12	81.4	17	43
	MANCHESTER	EASYJET UK LTD	S	D	47	0	1	0.0	35.4	41.7	10.4	4.2	4.2	2.1	0.0	0.0	0.0	2.1	13	79.1	19	43
	MANCHESTER	SAS	S	A	58	0	0	5.2	32.8	41.4	13.8	1.7	5.2	0.0	0.0	0.0	0.0	0.0	10	72.0	14	46
	MANCHESTER	SAS	S	D	58	0	0	0.0	19.0	58.6	10.3	8.6	3.4	0.0	0.0	0.0	0.0	0.0	12	68.0	17	46
	SOUTHEND	RYANAIR	S	A	13	0	0	30.8	46.2	15.4	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	0.0	0	0
	SOUTHEND	RYANAIR	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL COPENHAGEN</b>					<b>1847</b>	<b>0</b>	<b>20</b>	<b>4.2</b>	<b>25.9</b>	<b>39.9</b>	<b>13.1</b>	<b>9.7</b>	<b>5.1</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>61.6</b>	<b>22</b>	<b>1818</b>

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	
CORFU																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	47	75.0	6	4	
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	9	4		
	BELFAST INTERNATIONAL	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	43	75.0	11	4		
	BELFAST INTERNATIONAL	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	26	50.0	15	4		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	0.0	11.1	0.0	0.0	47	100.0	3	4		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	11.1	0.0	11.1	0.0	0.0	48	50.0	17	4		
	BIRMINGHAM	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	195	77.8	26	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	41	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	37.5	12.5	12.5	12.5	12.5	0.0	12.5	0.0	0.0	40	33.3	46	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	15	33.3	57	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	23	0	0	21.7	47.8	8.7	13.0	4.3	0.0	4.3	0.0	0.0	0.0	10	59.1	14	22		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	22	0	0	0.0	18.2	59.1	9.1	9.1	4.5	0.0	0.0	0.0	0.0	12	68.2	13	22		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	12	4		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4		
	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	41	2		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2		
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	35.7	7.1	35.7	0.0	14.3	7.1	0.0	0.0	0.0	34	36.4	30	11		
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	50.0	7.1	21.4	7.1	0.0	0.0	0.0	0.0	21	54.5	24	11		
	BRISTOL	THOMAS COOK AIRLINES 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	7	77.8	10	9		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	9		
	BRISTOL	TUI AIRWAYS LTD	C	A	13	0	0	7.7	46.2	23.1	7.7	7.7	0.0	0.0	0.0	7.7	0.0	43	84.6	16	13		
	BRISTOL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	11	13		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	18	4		
	CARDIFF WALES	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	3	100.0	4	4		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	16	100.0	2	9		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	23	55.6	23	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	19	66.7	17	9		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	28	23.1	45	13		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	0.0	7	61.5	19	13		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	18	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	100.0	2	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	100.0	3	9		
EDINBURGH	JET2.COM LTD	S A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
EDINBURGH	RYANAIR	S A	8	0	0	0.0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	75.0	61	4		
EDINBURGH	RYANAIR	S D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	80	4		
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	9	4		
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	19	4		
EXETER	TUI AIRWAYS LTD	C A	0	4	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	50.0	23	4		
EXETER	TUI AIRWAYS LTD	C D	0	4	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	50.0	18	4		
GLASGOW	JET2.COM LTD	S A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	36	25.0	36	4		
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	36	25.0	28	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S 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	0.0	19	55.6	11	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8		
GLASGOW	TUI AIRWAYS LTD	C 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	0.0	29	75.0	8	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	28	4		
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	21.4	14.3	28.6	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	23	53.8	41	13		
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	35.7	42.9	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	20	38.5	31	13		
LEEDS BRADFORD	RYANAIR	S A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	21	4		
LEEDS BRADFORD	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	0.0	6	75.0	10	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	30	77.8	10	9		
LEEDS BRADFORD	TUI AIRWAYS LTD	C 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	0.0	38	77.8	15	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	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	0.0	36	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	50.0	21	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	0.0	0	75.0	11	8		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 A	62	0	0	0.0	6.5	21.0	30.6	22.6	11.3	6.5	1.6	0.0	0.0	0.0	41	28.6	40	55			
GATWICK	EASYJET UK LTD	S D	62	0	0	0.0	9.7	43.5	22.6	12.9	8.1	1.6	1.6	0.0	0.0	0.0	25	61.8	20	54			
GATWICK	ENTER AIR	C A	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	20.0	26	5			
GATWICK	ENTER AIR	C D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	32	80.0	7	5			
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	60.0	23	5			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	5			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	5			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	48	50.0	20	4			
GATWICK	THOMAS COOK AIRLINES LTD	S A	14	0	0	0.0	14.3	42.9	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	24	55.6	27	18			
GATWICK	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	7.1	50.0	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	26	55.6	31	18			
GATWICK	TUI AIRWAYS LTD	C A	27	0	0	0.0	3.7	33.3	22.2	11.1	25.9	0.0	3.7	0.0	0.0	0.0	45	42.3	30	26			
GATWICK	TUI AIRWAYS LTD	C D	29	0	0	0.0	13.8	34.5	17.2	6.9	17.2	6.9	3.4	0.0	0.0	0.0	41	51.9	28	27			
HEATHROW	BRITISH AIRWAYS PLC	C A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	12	5			
HEATHROW	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	5			
HEATHROW	BRITISH AIRWAYS PLC	S A	48	0	0	2.1	12.5	45.8	25.0	8.3	6.3	0.0	0.0	0.0	0.0	0.0	17	67.3	16	49			
HEATHROW	BRITISH AIRWAYS PLC	S D	48	0	0	0.0	16.7	58.3	20.8	2.1	2.1	0.0	0.0	0.0	0.0	0.0	11	75.5	12	49			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	33	3			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	20	3			
LUTON	EASYJET UK LTD	S A	26	0	0	0.0	0.0	23.1	34.6	38.5	3.8	0.0	0.0	0.0	0.0	0.0	29	16.7	46	23			
LUTON	EASYJET UK LTD	S D	26	0	0	0.0	0.0	53.8	42.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	15	39.1	27	23			
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	12	4			
LUTON	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	18	75.0	7	4			
STANSTED	JET2.COM LTD	S A	20	0	0	10.0	15.0	40.0	25.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	18	37.5	31	16			
STANSTED	JET2.COM LTD	S D	20	0	0	0.0	40.0	55.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	24	16			
STANSTED	RYANAIR	S A	13	0	0	0.0	15.4	38.5	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	39	7.7	53	13			
STANSTED	RYANAIR	S D	13	0	0	0.0	23.1	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	7.7	51	13			
STANSTED	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	0.0	20.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	70	20.0	154	5			
STANSTED	THOMAS COOK AIRLINES LTD	S D	7	0	0	0.0	0.0	42.9	0.0	14.3	28.6	0.0	14.3	0.0	0.0	0.0	62	42.9	116	7			
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	11.1	11.1	33.3	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	45	55.6	18	9			
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	33	55.6	17	9			

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

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JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	0	0	0	50.0	54	2
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	0	33.3	13	3
MANCHESTER	EASYJET UK LTD	S A	22	0	0	0	0.0	4.5	9.1	18.2	40.9	22.7	4.5	0.0	0.0	0.0	0.0	46	0	0	0	25.0	40	20
MANCHESTER	EASYJET UK LTD	S D	23	0	0	0	0.0	4.3	34.8	17.4	26.1	13.0	4.3	0.0	0.0	0.0	0.0	34	0	0	0	57.9	21	19
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	28.6	38	7
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	62.5	33	8
MANCHESTER	JET2.COM LTD	S A	18	0	0	0	5.6	27.8	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0	0	0	85.7	8	14
MANCHESTER	JET2.COM LTD	S D	18	0	0	0	0.0	0.0	38.9	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	21	0	0	0	73.3	15	15
MANCHESTER	RYANAIR	S A	8	0	0	0	0.0	0.0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	77	0	0	0	22.2	40	9
MANCHESTER	RYANAIR	S D	8	0	0	0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	22	0	0	0	55.6	24	9
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0	0	0	57.1	28	14
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	0	0	64.3	35	14
MANCHESTER	TUI AIRWAYS LTD	C A	17	0	0	0	0.0	29.4	29.4	5.9	11.8	11.8	5.9	5.9	0.0	0.0	0.0	44	0	0	0	55.6	17	18
MANCHESTER	TUI AIRWAYS LTD	C D	19	0	0	0	0.0	5.3	47.4	21.1	0.0	21.1	5.3	0.0	0.0	0.0	0.0	36	0	0	0	50.0	20	20
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	0	0	0	0	0.0	27	1
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	0	0	0	0	0.0	17	1
NEWCASTLE	EASYJET UK LTD	S A	4	0	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	42	0	0	0	50.0	22	4
NEWCASTLE	EASYJET UK LTD	S D	4	0	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0	0	0	75.0	11	4
NEWCASTLE	JET2.COM LTD	S A	10	0	0	0	0.0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0	0	0	60.0	41	5
NEWCASTLE	JET2.COM LTD	S D	10	0	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0	0	0	100.0	5	5
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0	0	0	100.0	5	9
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0	0	0	100.0	4	9
NEWCASTLE	TUI AIRWAYS LTD	S A	13	0	0	0	0.0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0	0	0	44.4	20	9
NEWCASTLE	TUI AIRWAYS LTD	S D	13	0	0	0	0.0	7.7	23.1	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	0	0	0	66.7	16	9
SOUTHEND	RYANAIR	S A	9	0	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	0	0	0	0.0	0	0
SOUTHEND	RYANAIR	S D	9	0	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0	0	0	0.0	0	0
<b>TOTAL CORFU</b>					<b>1143</b>	<b>8</b>	<b>0</b>	<b>1.7</b>	<b>16.1</b>	<b>39.0</b>	<b>21.3</b>	<b>10.8</b>	<b>7.2</b>	<b>2.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>25</b>	<b>56.8</b>	<b>24</b>	<b>1124</b>		
CORK																								
	BIRMINGHAM	STOBART AIR	S A	83	0	0	0	25.3	53.0	16.9	1.2	2.4	1.2	0.0	0.0	0.0	0.0	3	0	0	0	95.2	4	62
	BIRMINGHAM	STOBART AIR	S D	83	0	0	0	2.4	42.2	37.3	10.8	1.2	6.0	0.0	0.0	0.0	0.0	9	0	0	0	75.8	13	62
	BRISTOL	STOBART AIR	S A	30	0	1	0	6.5	58.1	25.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0	0	0	90.3	8	31
	BRISTOL	STOBART AIR	S D	30	0	1	0	0.0	32.3	48.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	7	0	0	0	83.9	11	31
	CARDIFF WALES	FLYBE LTD	S A	8	0	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0	0	0	88.9	16	9



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
	CARDIFF WALES	FLYBE LTD	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	19	9		
	EDINBURGH	AER LINGUS	S	A	43	0	0	4.7	69.8	23.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	8	90.0	6	40		
	EDINBURGH	AER LINGUS	S	D	43	0	0	2.3	39.5	55.8	0.0	0.0	0.0	0.0	2.3	0.0	0.0	10	85.0	8	40		
	GLASGOW	AER LINGUS	S	A	26	0	1	3.7	33.3	40.7	14.8	0.0	3.7	0.0	0.0	0.0	3.7	9	60.9	12	23		
	GLASGOW	AER LINGUS	S	D	26	0	1	0.0	22.2	59.3	11.1	0.0	3.7	0.0	0.0	0.0	3.7	11	56.5	15	23		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	41.2	47.1	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	7	77.8	27	18		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	70.6	23.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	6	94.4	3	18		
	GATWICK	RYANAIR	S	A	31	0	0	0.0	41.9	51.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	24	29		
	GATWICK	RYANAIR	S	D	31	0	0	0.0	19.4	45.2	19.4	16.1	0.0	0.0	0.0	0.0	0.0	16	43.3	26	29		
	HEATHROW	AER LINGUS	S	A	123	0	1	24.2	55.6	10.5	3.2	2.4	3.2	0.0	0.0	0.0	0.8	5	92.2	6	139		
	HEATHROW	AER LINGUS	S	D	123	0	1	1.6	58.1	25.8	6.5	3.2	4.0	0.0	0.0	0.0	0.8	8	87.9	8	139		
	LUTON	RYANAIR	S	A	31	0	0	16.1	35.5	35.5	0.0	9.7	3.2	0.0	0.0	0.0	0.0	8	0.0	0	0		
	LUTON	RYANAIR	S	D	31	0	0	0.0	19.4	51.6	22.6	6.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	STANSTED	RYANAIR	S	A	93	0	0	23.7	61.3	11.8	1.1	2.2	0.0	0.0	0.0	0.0	0.0	2	60.2	31	89		
	STANSTED	RYANAIR	S	D	93	0	0	1.1	36.6	47.3	10.8	3.2	1.1	0.0	0.0	0.0	0.0	7	16.1	64	89		
	MANCHESTER	AER LINGUS	S	A	82	0	2	23.8	52.4	15.5	2.4	1.2	0.0	2.4	0.0	0.0	2.4	6	83.8	8	80		
	MANCHESTER	AER LINGUS	S	D	82	0	2	0.0	27.4	60.7	4.8	1.2	1.2	2.4	0.0	0.0	2.4	8	80.0	10	80		
	MANCHESTER	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1		
	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	76.9	6	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	84.6	7	13		
	SOUTHAMPTON	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	74.1	12	27		
	SOUTHAMPTON	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	55.6	17	27		
<b>TOTAL CORK</b>					<b>1134</b>	<b>0</b>	<b>10</b>	<b>10.1</b>	<b>46.2</b>	<b>31.9</b>	<b>6.0</b>	<b>2.4</b>	<b>1.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>74.4</b>	<b>16</b>	<b>1121</b>	
CRAIOVA																							
	LUTON	WIZZ AIR	S	A	40	0	0	5.0	40.0	27.5	10.0	7.5	2.5	2.5	0.0	5.0	0.0	44	100.0	2	31		
	LUTON	WIZZ AIR	S	D	40	0	0	0.0	7.5	42.5	10.0	27.5	0.0	10.0	2.5	0.0	0.0	39	29.0	30	31		
<b>TOTAL CRAIOVA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>23.8</b>	<b>35.0</b>	<b>10.0</b>	<b>17.5</b>	<b>1.3</b>	<b>6.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>64.5</b>	<b>16</b>	<b>62</b>	
CRANFIELD																							
	BELFAST INTERNATIONAL	COMLUX AVIATION (MALTA)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL CRANFIELD</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
CUNAGUA (CAYO COCO)																							
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	47	100.0	4	1		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	42	40.0	44	5		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	77	20.0	51	5		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	THOMAS COOK AIRLINES LTD	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	36	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	34	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>44.4</b>	<b>40</b>	<b>18</b>	

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

		Origin/Destinations: D																	JUL 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
DALAMAN	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	9	4
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	10	5
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	13	0	0	7.7	53.8	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	55.6	126	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	13	0	0	0.0	23.1	30.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	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	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	60.0	52	5
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	67	5
	BIRMINGHAM	JET2.COM LTD	S	A	22	0	0	9.1	40.9	9.1	9.1	22.7	9.1	0.0	0.0	0.0	0.0	0.0	20	55.6	21	18
	BIRMINGHAM	JET2.COM LTD	S	D	21	0	0	0.0	0.0	38.1	28.6	19.0	14.3	0.0	0.0	0.0	0.0	0.0	28	33.3	32	18
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	20	0	0	0.0	50.0	20.0	5.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	19	50.0	25	22
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	0.0	27.8	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	30	36.4	43	22
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	24	0	0	0.0	29.2	25.0	29.2	8.3	0.0	4.2	4.2	0.0	0.0	0.0	28	42.9	21	14
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	23	0	0	0.0	0.0	43.5	34.8	13.0	0.0	4.3	4.3	0.0	0.0	0.0	34	38.5	23	13
	BOURNEMOUTH	FREEBIRD AIRLINES	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	4
	BOURNEMOUTH	FREEBIRD AIRLINES	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	18	75.0	20	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	0.0	37	2
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	23.1	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	39	33.3	29	12
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	21.4	42.9	7.1	14.3	7.1	0.0	0.0	0.0	0.0	34	27.3	32	11
	BRISTOL	FREEBIRD AIRLINES	C	A	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	41	60.0	17	5
	BRISTOL	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	46	40.0	22	5
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	22	0	0	4.5	27.3	27.3	18.2	4.5	9.1	9.1	0.0	0.0	0.0	0.0	31	54.5	37	22
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	4.5	50.0	18.2	18.2	4.5	4.5	0.0	0.0	0.0	0.0	27	59.1	38	22
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
	BRISTOL	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	4	50.0	19	4
	CARDIFF WALES	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	19	4	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	13	0	0	0.0	7.7	23.1	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	43	55.6	19	9	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	13	0	0	0.0	0.0	30.8	23.1	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	44	11.1	24	9	
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	11.1	0.0	22.2	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	38	55.6	21	9	
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	33.3	29	9	
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9	
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	15	0	0	6.7	53.3	13.3	6.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	19	80.0	6	10	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	7.1	78.6	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	18	40.0	25	10	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	28	55.6	24	9	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	7.7	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	26	8	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	7	0	0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	3	5	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	7	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	0.0	0	100.0	0	1	
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	100.0	0	1	
EDINBURGH	EASYJET UK LTD	S A	9	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	33	25.0	34	8	
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	75.0	10	8	
EDINBURGH	JET2.COM LTD	S A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	36	4	
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	34	4	
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	44.4	11.1	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	109	100.0	4	4	
EDINBURGH	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	66.7	0.0	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	103	50.0	13	4	
EXETER	FREEBIRD AIRLINES	C A	0	8	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	88.9	6	9	
EXETER	FREEBIRD AIRLINES	C D	0	8	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	55.6	24	9	
GLASGOW	JET2.COM LTD	S A	23	0	0	8.7	30.4	39.1	8.7	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	9	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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	
GLASGOW	JET2.COM LTD	S	D	22	0	0	0.0	9.1	59.1	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	28.6	22	14					
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	32	0	0	0.0	21.9	37.5	12.5	15.6	12.5	0.0	0.0	0.0	0.0	0.0	23	52.0	31	25					
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	24	0	0	0.0	8.3	54.2	20.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	17	40.9	27	22					
GLASGOW	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	27	44.4	13	9					
GLASGOW	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	44.4	15	9					
LEEDS BRADFORD	JET2.COM LTD	S	A	22	0	0	13.6	45.5	13.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	20	16					
LEEDS BRADFORD	JET2.COM LTD	S	D	23	0	0	0.0	17.4	52.2	17.4	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	58.8	15	17					
LEEDS BRADFORD	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	87.5	3	8					
LEEDS BRADFORD	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	87.5	6	8					
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4					
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5					
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	2	18.2	18.2	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18.2	7	100.0	0	1					
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	1	0.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	5	100.0	0	1					
LIVERPOOL (JOHN LENNON)	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	BRITISH AIRWAYS PLC	S	A	27	0	0	3.7	14.8	22.2	18.5	14.8	11.1	11.1	0.0	3.7	0.0	0.0	82	59.1	25	22					
GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	3.7	33.3	25.9	29.6	0.0	3.7	3.7	0.0	0.0	0.0	32	63.6	30	22					
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	48	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	50.0	16	4					
GATWICK	EASYJET UK LTD	S	A	28	0	2	0.0	6.7	0.0	16.7	36.7	23.3	6.7	3.3	0.0	0.0	6.7	59	8.3	58	23					
GATWICK	EASYJET UK LTD	S	D	29	0	1	0.0	0.0	23.3	30.0	33.3	3.3	6.7	0.0	0.0	0.0	3.3	38	47.8	34	23					
GATWICK	PEGASUS AIRLINES	S	A	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	49	20.0	33	5					
GATWICK	PEGASUS AIRLINES	S	D	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	49	60.0	25	5					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	72	0	0	8.3	20.8	37.5	11.1	13.9	8.3	0.0	0.0	0.0	0.0	0.0	18	60.0	29	65					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	72	0	0	0.0	5.6	37.5	27.8	18.1	9.7	1.4	0.0	0.0	0.0	0.0	28	52.3	37	65					
GATWICK	TUI AIRWAYS LTD	C	A	34	0	0	2.9	17.6	26.5	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	31	48.4	35	31					
GATWICK	TUI AIRWAYS LTD	C	D	34	0	0	0.0	0.0	35.3	32.4	8.8	17.6	5.9	0.0	0.0	0.0	0.0	38	59.4	28	31					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	50.0	42	2		
LUTON	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	23	25.0	38	8		
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	28.6	33	7		
LUTON	FREEBIRD AIRLINES	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
LUTON	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0		
LUTON	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	9		
LUTON	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	41	9		
LUTON	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	20.0	21	5		
LUTON	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	11	5		
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	50.0	27	2		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	2		
STANSTED	EASYJET UK LTD	S	A	17	0	0	0.0	5.9	29.4	5.9	35.3	17.6	0.0	5.9	0.0	0.0	0.0	45	18.8	49	15		
STANSTED	EASYJET UK LTD	S	D	18	0	0	0.0	5.6	44.4	22.2	5.6	16.7	0.0	5.6	0.0	0.0	0.0	32	46.7	36	14		
STANSTED	JET2.COM LTD	S	A	30	0	0	0.0	16.7	26.7	10.0	30.0	13.3	3.3	0.0	0.0	0.0	0.0	31	66.7	16	15		
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	12.9	48.4	6.5	22.6	9.7	0.0	0.0	0.0	0.0	0.0	20	68.8	20	16		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	29	0	2	0.0	9.7	6.5	16.1	29.0	22.6	6.5	3.2	0.0	0.0	6.5	59	27.3	101	21		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	39	0	0	0.0	0.0	12.8	17.9	30.8	28.2	10.3	0.0	0.0	0.0	0.0	55	10.0	121	29		
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	36	22.2	27	9		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	26	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	100.0	6	3		
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	4	3		
MANCHESTER	EASYJET UK LTD	S	A	31	0	0	3.2	19.4	38.7	25.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	18	70.0	43	20		
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	71.0	12.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	13	70.0	41	20		
MANCHESTER	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	53	5		
MANCHESTER	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	59	5		
MANCHESTER	JET2.COM LTD	S	A	29	0	1	16.7	26.7	16.7	16.7	16.7	0.0	0.0	0.0	3.3	0.0	3.3	51	63.6	17	22		
MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	0.0	35.5	38.7	22.6	3.2	0.0	0.0	0.0	0.0	0.0	23	47.8	22	23		
MANCHESTER	PEGASUS AIRLINES	S	A	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	100.0	5	5		
MANCHESTER	PEGASUS AIRLINES	S	D	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	56	40.0	25	5		

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

		Origin/Destinations: D																	JUL 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	m late	m late	m late	m late	m late	late						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	71	0	0	7.0	28.2	25.4	18.3	14.1	5.6	0.0	0.0	1.4	0.0	0.0	27	54.3	34	69
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	70	0	0	0.0	4.3	55.7	21.4	11.4	7.1	0.0	0.0	0.0	0.0	0.0	19	43.7	38	71
	MANCHESTER	TUI AIRWAYS LTD	C	A	33	0	0	18.2	6.1	39.4	15.2	15.2	6.1	0.0	0.0	0.0	0.0	0.0	17	50.0	32	20
	MANCHESTER	TUI AIRWAYS LTD	C	D	33	0	0	0.0	0.0	42.4	18.2	33.3	6.1	0.0	0.0	0.0	0.0	0.0	27	31.6	35	19
	NEWCASTLE	FREEBIRD AIRLINES	S	A	0	0	0	0.0	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
	NEWCASTLE	FREEBIRD AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	49	4
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	9.1	40.9	27.3	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9	46.2	91	13
	NEWCASTLE	JET2.COM LTD	S	D	23	0	0	0.0	13.0	30.4	39.1	13.0	0.0	4.3	0.0	0.0	0.0	0.0	23	23.1	41	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	28	0	0	10.7	53.6	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	10	27
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	11.1	63.0	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	59.3	20	27
	NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	0.0	21.4	28.6	21.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	15	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	10	9
<b>TOTAL DALAMAN</b>					<b>1643</b>	<b>16</b>	<b>9</b>	<b>3.1</b>	<b>14.4</b>	<b>35.3</b>	<b>18.9</b>	<b>16.1</b>	<b>7.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.3</b>	<b>1.0</b>	<b>0.5</b>	<b>27</b>	<b>52.3</b>	<b>32</b>	<b>1438</b>
DALLAS/FORT WORTH																						
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	1	22.6	24.2	22.6	12.1	8.1	6.5	2.4	0.8	0.0	0.0	0.8	20	77.4	15	93
	HEATHROW	AMERICAN AIRLINES	S	D	123	0	1	0.0	33.9	43.5	14.5	2.4	2.4	0.8	1.6	0.0	0.0	0.8	13	83.9	10	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	1	20.8	16.7	29.2	25.0	4.2	0.0	0.0	0.0	0.0	0.0	4.2	10	77.4	60	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	0.0	54.2	25.0	16.7	4.2	0.0	0.0	0.0	0.0	0.0	19	48.4	66	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>293</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>25.7</b>	<b>34.5</b>	<b>15.2</b>	<b>6.1</b>	<b>4.1</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>76.2</b>	<b>24</b>	<b>245</b>
DEBRECEN																						
	BIRMINGHAM	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	BIRMINGHAM	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	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	22	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	LUTON	WIZZ AIR	S	A	44	0	0	9.1	18.2	25.0	15.9	18.2	13.6	0.0	0.0	0.0	0.0	0.0	25	72.7	12	43
	LUTON	WIZZ AIR	S	D	44	0	0	0.0	2.3	38.6	18.2	22.7	15.9	0.0	2.3	0.0	0.0	0.0	38	50.0	27	42
<b>TOTAL DEBRECEN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>9.4</b>	<b>32.1</b>	<b>18.9</b>	<b>20.8</b>	<b>14.2</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.2</b>	<b>19</b>	<b>87</b>
DELHI																						
	BIRMINGHAM	AIR INDIA	S	A	13	0	0	15.4	23.1	15.4	7.7	15.4	7.7	15.4	0.0	0.0	0.0	0.0	41	84.2	17	19
	BIRMINGHAM	AIR INDIA	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	81	41.7	44	12
	HEATHROW	AIR INDIA	S	A	62	0	0	29.0	32.3	16.1	8.1	6.5	3.2	4.8	0.0	0.0	0.0	0.0	16	91.9	6	62

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE											JUL 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)
HEATHROW	AIR INDIA	S	D	62	0	0	0.0	16.1	48.4	22.6	4.8	1.6	6.5	0.0	0.0	0.0	0.0	21	69.4	16	62	
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	35.5	33.9	16.1	4.8	1.6	6.5	0.0	0.0	0.0	0.0	1.6	8	66.1	15	62	
HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	9.7	53.2	22.6	8.1	4.8	0.0	0.0	0.0	0.0	1.6	15	40.3	30	62	
HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	10	31	
HEATHROW	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.3	22	31	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	41.9	0.0	19.4	16.1	22.6	0.0	0.0	0.0	0.0	0.0	0.0	13	90.3	7	31	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	0.0	41.9	29.0	22.6	3.2	3.2	0.0	0.0	0.0	0.0	26	61.3	23	31	
<b>TOTAL DELHI</b>				<b>322</b>	<b>0</b>	<b>2</b>	<b>17.0</b>	<b>18.5</b>	<b>32.1</b>	<b>15.7</b>	<b>9.0</b>	<b>4.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>69.7</b>	<b>17</b>	<b>403</b>	
DENVER INTERNATIONAL																						
GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	0.0	0.0	0.0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	62	76.9	15	13	
GATWICK	NORWEGIAN AIR UK LTD	S	D	13	0	0	0.0	69.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	53.8	26	13	
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	25.8	29.0	6.5	19.4	12.9	0.0	3.2	0.0	0.0	0.0	33	67.7	30	31	
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	25.8	16.1	32.3	16.1	3.2	0.0	3.2	0.0	0.0	48	64.5	23	31	
HEATHROW	UNITED AIRLINES	S	A	31	0	0	25.8	12.9	12.9	16.1	12.9	3.2	3.2	12.9	0.0	0.0	0.0	51	74.2	10	30	
HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	29.0	35.5	6.5	3.2	6.5	9.7	9.7	0.0	0.0	0.0	47	77.4	11	31	
<b>TOTAL DENVER INTERNATIONAL</b>				<b>150</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>20.7</b>	<b>22.7</b>	<b>12.0</b>	<b>18.7</b>	<b>10.0</b>	<b>3.3</b>	<b>6.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>70.0</b>	<b>19</b>	<b>149</b>	
DETROIT																						
HEATHROW	DELTA AIRLINES	S	A	62	0	1	9.5	39.7	33.3	3.2	4.8	3.2	3.2	1.6	0.0	0.0	1.6	17	90.9	6	44	
HEATHROW	DELTA AIRLINES	S	D	62	0	2	0.0	56.3	29.7	1.6	3.1	3.1	1.6	1.6	0.0	0.0	3.1	11	86.7	12	45	
MANCHESTER	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	0.0	62	1	
<b>TOTAL DETROIT</b>				<b>124</b>	<b>0</b>	<b>3</b>	<b>4.7</b>	<b>48.0</b>	<b>31.5</b>	<b>2.4</b>	<b>3.9</b>	<b>3.1</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>87.8</b>	<b>9</b>	<b>90</b>	
DHAKHA																						
HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	17	0	0	5.9	29.4	23.5	11.8	0.0	5.9	17.6	5.9	0.0	0.0	0.0	52	68.8	26	16	
HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	17	0	0	0.0	5.9	29.4	17.6	23.5	5.9	11.8	5.9	0.0	0.0	0.0	58	12.5	56	16	
<b>TOTAL DHAKHA</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>26.5</b>	<b>14.7</b>	<b>11.8</b>	<b>5.9</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>40.6</b>	<b>41</b>	<b>32</b>	
DINARD																						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	61.5	20	13	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	22	13	
GLASGOW	HOP - R C A E	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	
GLASGOW	HOP - R C A E	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	43	0.0	0	0	



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	A	31	0	0	6.5	35.5	25.8	22.6	0.0	3.2	0.0	6.5	0.0	0.0	0.0	21	37.5	43	24
	STANSTED	RYANAIR	S	D	31	0	0	0.0	45.2	32.3	12.9	3.2	3.2	0.0	3.2	0.0	0.0	0.0	14	45.8	30	24
<b>TOTAL DINARD</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>36.6</b>	<b>30.5</b>	<b>15.9</b>	<b>6.1</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>48.6</b>	<b>31</b>	<b>74</b>
DOHA HAMAD																						
	BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	19.4	67.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	5	31
	BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	9.7	58.1	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	64.5	16	31
	CARDIFF WALES	QATAR AIRWAYS	S	A	31	0	0	29.0	61.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	31
	CARDIFF WALES	QATAR AIRWAYS	S	D	31	0	0	0.0	22.6	64.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	58.1	18	31
	EDINBURGH	QATAR AIRWAYS	S	A	45	0	0	0.0	24.4	42.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	90.3	5	31
	EDINBURGH	QATAR AIRWAYS	S	D	45	0	0	2.2	48.9	26.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	67.7	15	31
	GATWICK	QATAR AIRWAYS	S	A	93	0	0	9.7	26.9	35.5	22.6	3.2	1.1	1.1	0.0	0.0	0.0	0.0	12	71.4	19	70
	GATWICK	QATAR AIRWAYS	S	D	93	0	0	0.0	11.8	43.0	19.4	17.2	4.3	2.2	2.2	0.0	0.0	0.0	25	52.9	29	70
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	69.0	10.3	10.3	0.0	3.4	0.0	3.4	3.4	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	10.3	51.7	13.8	13.8	3.4	3.4	3.4	0.0	0.0	0.0	30	0.0	0	0
	HEATHROW	QATAR AIRWAYS	S	A	186	0	0	5.4	38.7	37.1	9.1	8.1	1.1	0.5	0.0	0.0	0.0	0.0	9	88.7	6	186
	HEATHROW	QATAR AIRWAYS	S	D	186	0	0	0.0	9.1	59.1	16.7	11.3	3.8	0.0	0.0	0.0	0.0	0.0	15	67.7	16	186
	MANCHESTER	QATAR AIRWAYS	S	A	93	0	0	30.1	35.5	20.4	6.5	5.4	2.2	0.0	0.0	0.0	0.0	0.0	7	97.2	2	71
	MANCHESTER	QATAR AIRWAYS	S	D	93	0	0	0.0	19.4	40.9	18.3	15.1	6.5	0.0	0.0	0.0	0.0	0.0	18	78.9	9	71
<b>TOTAL DOHA HAMAD</b>					<b>1016</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>26.1</b>	<b>39.5</b>	<b>13.7</b>	<b>9.4</b>	<b>2.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.1</b>	<b>12</b>	<b>840</b>
DONCASTER SHEFFIELD																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	25	0	2	0.0	37.0	44.4	3.7	7.4	0.0	0.0	0.0	0.0	0.0	7.4	6	81.8	8	21
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	25	0	2	0.0	7.4	63.0	11.1	7.4	3.7	0.0	0.0	0.0	0.0	7.4	12	81.8	7	21
	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
	JERSEY	FLYBE LTD	S	A	31	0	0	19.4	48.4	25.8	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	77.4	13	31
	JERSEY	FLYBE LTD	S	D	30	0	1	0.0	38.7	32.3	16.1	6.5	3.2	0.0	0.0	0.0	0.0	3.2	12	58.1	18	31
	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	38	1
<b>TOTAL DONCASTER SHEFFIELD</b>					<b>111</b>	<b>0</b>	<b>5</b>	<b>5.2</b>	<b>33.6</b>	<b>40.5</b>	<b>8.6</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>9</b>	<b>72.5</b>	<b>13</b>	<b>106</b>
DONEGAL																						
	GLASGOW	LOGANAIR LTD	S	A	22	0	0	9.1	40.9	31.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	12	22
	GLASGOW	LOGANAIR LTD	S	D	22	0	0	0.0	27.3	45.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	81.8	12	22
<b>TOTAL DONEGAL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>38.6</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>81.8</b>	<b>12</b>	<b>44</b>
DORTMUND																						
	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	25.0	14	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	3

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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	
DORTMUND		LUTON	EASYJET UK LTD	S	A	27	0	0	3.7	44.4	18.5	14.8	7.4	7.4	0.0	3.7	0.0	0.0	0.0	23	62.5	26	23			
DORTMUND		LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	44.4	29.6	11.1	3.7	7.4	0.0	3.7	0.0	0.0	0.0	23	69.6	22	23			
DORTMUND		STANSTED	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1				
DORTMUND		STANSTED	DANISH AIR TRANSPORT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1				
DORTMUND		STANSTED	RYANAIR	S	A	31	0	0	3.2	25.8	45.2	12.9	12.9	0.0	0.0	0.0	0.0	0.0	11	25.8	47	30				
DORTMUND		STANSTED	RYANAIR	S	D	31	0	0	0.0	25.8	38.7	22.6	12.9	0.0	0.0	0.0	0.0	0.0	13	29.0	43	30				
<b>TOTAL DORTMUND</b>						<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>34.5</b>	<b>33.6</b>	<b>15.5</b>	<b>9.5</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>44.5</b>	<b>34</b>	<b>114</b>				
DUBAI		BIRMINGHAM	EMIRATES	S	A	62	0	0	30.6	40.3	19.4	3.2	4.8	0.0	0.0	1.6	0.0	0.0	8	93.5	3	62				
DUBAI		BIRMINGHAM	EMIRATES	S	D	62	0	1	0.0	23.8	39.7	12.7	15.9	4.8	0.0	1.6	0.0	1.6	21	56.5	22	62				
DUBAI		EDINBURGH	EMIRATES	S	A	31	0	0	0.0	41.9	41.9	9.7	6.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
DUBAI		EDINBURGH	EMIRATES	S	D	31	0	0	0.0	38.7	45.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
DUBAI		GLASGOW	EMIRATES	S	A	62	0	0	9.7	53.2	22.6	9.7	3.2	0.0	1.6	0.0	0.0	0.0	6	96.8	2	62				
DUBAI		GLASGOW	EMIRATES	S	D	62	0	0	0.0	32.3	45.2	9.7	9.7	1.6	1.6	0.0	0.0	0.0	12	74.2	11	62				
DUBAI		GATWICK	EMIRATES	S	A	96	0	0	18.8	44.8	26.0	7.3	3.1	0.0	0.0	0.0	0.0	0.0	4	89.2	6	93				
DUBAI		GATWICK	EMIRATES	S	D	96	0	0	0.0	11.5	51.0	21.9	11.5	4.2	0.0	0.0	0.0	0.0	17	54.8	21	93				
DUBAI		HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	1	36.5	34.1	17.6	3.5	2.4	2.4	0.0	0.0	2.4	0.0	1.2	23	85.7	28	83			
DUBAI		HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	1	0.0	9.5	41.7	26.2	13.1	4.8	3.6	0.0	0.0	0.0	1.2	22	59.5	37	84			
DUBAI		HEATHROW	EMIRATES	S	A	186	0	0	7.5	30.1	38.2	15.1	7.0	1.6	0.5	0.0	0.0	0.0	10	81.6	8	190				
DUBAI		HEATHROW	EMIRATES	S	D	186	0	0	0.0	11.8	57.0	17.7	10.2	2.2	0.5	0.5	0.0	0.0	16	68.9	15	190				
DUBAI		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	9	30				
DUBAI		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	13	30				
DUBAI		STANSTED	EMIRATES	S	A	62	0	0	27.4	40.3	29.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	2	81.3	6	32				
DUBAI		STANSTED	EMIRATES	S	D	63	0	0	0.0	9.5	44.4	20.6	15.9	7.9	0.0	1.6	0.0	0.0	24	59.4	20	32				
DUBAI		MANCHESTER	EMIRATES	S	A	93	0	2	5.3	33.7	37.9	12.6	7.4	1.1	0.0	0.0	0.0	2.1	8	84.9	7	93				
DUBAI		MANCHESTER	EMIRATES	S	D	93	0	2	0.0	2.1	34.7	26.3	30.5	4.2	0.0	0.0	0.0	0.0	25	48.4	22	93				
DUBAI		NEWCASTLE	EMIRATES	S	A	31	0	0	25.8	51.6	12.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	6	96.8	5	31				
DUBAI		NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	9.7	64.5	9.7	12.9	0.0	3.2	0.0	0.0	0.0	16	61.3	19	31				
<b>TOTAL DUBAI</b>						<b>1414</b>	<b>0</b>	<b>7</b>	<b>8.3</b>	<b>26.1</b>	<b>38.4</b>	<b>14.0</b>	<b>9.4</b>	<b>2.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>14</b>	<b>74.0</b>	<b>14</b>	<b>1353</b>				
DUBLIN		ABERDEEN	AER LINGUS	S	A	44	0	0	13.6	34.1	31.8	11.4	4.5	4.5	0.0	0.0	0.0	0.0	10	75.6	10	45				
DUBLIN		ABERDEEN	AER LINGUS	S	D	44	0	0	0.0	34.1	50.0	9.1	4.5	2.3	0.0	0.0	0.0	0.0	8	77.8	9	45				
DUBLIN		BELFAST CITY (GEORGE BEST)	AER LINGUS	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				
DUBLIN		BIRMINGHAM	AER LINGUS	S	A	87	0	2	4.5	42.7	31.5	5.6	5.6	5.6	2.2	0.0	0.0	0.0	14	76.4	12	89				

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 2018			
					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)
BIRMINGHAM	AER LINGUS	S D	87	0	2	0.0	15.7	39.3	19.1	12.4	6.7	4.5	0.0	0.0	0.0	2.2	25	59.6	17	89	
BIRMINGHAM	RYANAIR	S A	164	0	0	11.0	35.4	29.9	12.8	6.1	4.3	0.6	0.0	0.0	0.0	12	75.2	13	159		
BIRMINGHAM	RYANAIR	S D	164	0	0	0.0	11.6	39.0	20.1	22.6	4.9	1.2	0.0	0.6	0.0	25	50.9	25	159		
BIRMINGHAM	STOBART AIR	S A	39	0	0	0.0	53.8	23.1	12.8	5.1	2.6	2.6	0.0	0.0	0.0	12	84.6	7	39		
BIRMINGHAM	STOBART AIR	S D	39	0	0	0.0	7.7	56.4	10.3	17.9	5.1	2.6	0.0	0.0	0.0	22	71.8	12	39		
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	100.0	7	2		
BOURNEMOUTH	RYANAIR	S A	17	0	0	0.0	5.9	23.5	29.4	23.5	5.9	11.8	0.0	0.0	0.0	40	100.0	5	1		
BOURNEMOUTH	RYANAIR	S D	17	0	0	0.0	5.9	23.5	23.5	23.5	0.0	11.8	11.8	0.0	0.0	75	0.0	0	0		
BRISTOL	RYANAIR	S A	89	0	0	0.0	39.3	34.8	12.4	12.4	1.1	0.0	0.0	0.0	0.0	11	59.1	20	86		
BRISTOL	RYANAIR	S D	89	0	0	0.0	20.2	50.6	13.5	14.6	1.1	0.0	0.0	0.0	0.0	13	53.4	30	86		
BRISTOL	STOBART AIR	S A	92	0	0	2.2	20.7	42.4	18.5	10.9	4.3	1.1	0.0	0.0	0.0	16	65.6	15	93		
BRISTOL	STOBART AIR	S D	92	0	0	0.0	9.8	43.5	25.0	14.1	6.5	1.1	0.0	0.0	0.0	21	65.6	17	93		
CARDIFF WALES	FLYBE LTD	S A	65	0	1	9.1	31.8	34.8	15.2	3.0	4.5	0.0	0.0	0.0	1.5	12	69.2	15	65		
CARDIFF WALES	FLYBE LTD	S D	65	0	1	0.0	27.3	54.5	10.6	3.0	3.0	0.0	0.0	0.0	1.5	9	83.1	11	65		
DONCASTER SHEFFIELD	FLYBE LTD	S A	30	0	0	16.7	56.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.5	31	31		
DONCASTER SHEFFIELD	FLYBE LTD	S D	30	0	0	0.0	46.7	50.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2	83.9	14	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	48	0	0	0.0	37.5	41.7	6.3	8.3	4.2	2.1	0.0	0.0	0.0	15	67.2	15	57		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	48	0	0	0.0	41.7	41.7	2.1	8.3	4.2	2.1	0.0	0.0	0.0	13	62.1	19	57		
EDINBURGH	AER LINGUS	S A	194	0	0	3.1	28.4	34.5	20.1	10.3	3.1	0.5	0.0	0.0	0.0	14	68.7	14	195		
EDINBURGH	AER LINGUS	S D	194	0	0	0.0	16.0	43.8	19.6	16.0	4.1	0.5	0.0	0.0	0.0	18	60.5	18	195		
EDINBURGH	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	HAINAN AIRLINES	S D	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
EDINBURGH	RYANAIR	S A	102	0	0	12.7	52.0	23.5	6.9	2.9	2.0	0.0	0.0	0.0	0.0	5	64.0	17	99		
EDINBURGH	RYANAIR	S D	102	0	0	1.0	36.3	38.2	14.7	6.9	2.9	0.0	0.0	0.0	0.0	11	45.0	29	99		
EXETER	FLYBE LTD	S A	0	29	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	68.8	49	31		
EXETER	FLYBE LTD	S D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	71.0	26	31		
GLASGOW	AER LINGUS	S A	136	0	0	4.4	33.1	36.0	17.6	5.1	2.2	1.5	0.0	0.0	0.0	13	76.1	13	138		
GLASGOW	AER LINGUS	S D	137	0	0	0.7	29.9	35.8	21.9	7.3	2.9	1.5	0.0	0.0	0.0	15	68.1	17	138		
GLASGOW	EASTERN AIRWAYS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	EASTERN AIRWAYS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	JETMAGIC (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	2	1		
GLASGOW	RYANAIR	S A	89	0	0	2.2	47.2	33.7	10.1	3.4	3.4	0.0	0.0	0.0	0.0	8	68.2	17	86		
GLASGOW	RYANAIR	S D	89	0	0	0.0	23.6	46.1	18.0	7.9	4.5	0.0	0.0	0.0	0.0	14	50.0	23	86		
ISLE OF MAN	AER LINGUS	S A	54	0	0	24.1	57.4	14.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	2	92.5	4	53		

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

		Origin/Destinations: D																	JUL 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
								7.4	63.0	25.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ISLE OF MAN	AER LINGUS	S	D	54	0	0	7.4	63.0	25.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	94.3	3	53
	JERSEY	STOBART AIR	S	A	26	0	0	0.0	23.1	38.5	19.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	16	66.7	12	27
	JERSEY	STOBART AIR	S	D	26	0	0	0.0	26.9	30.8	11.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	21	66.7	12	27
	LEEDS BRADFORD	AER LINGUS	S	A	58	0	0	12.1	55.2	22.4	5.2	1.7	3.4	0.0	0.0	0.0	0.0	0.0	6	93.1	4	58
	LEEDS BRADFORD	AER LINGUS	S	D	58	0	0	0.0	50.0	34.5	8.6	3.4	1.7	1.7	0.0	0.0	0.0	0.0	9	91.4	5	58
	LEEDS BRADFORD	RYANAIR	S	A	62	0	0	3.2	32.3	43.5	16.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	8	75.8	10	61
	LEEDS BRADFORD	RYANAIR	S	D	62	0	0	0.0	27.4	53.2	9.7	6.5	1.6	0.0	1.6	0.0	0.0	0.0	11	80.6	8	61
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	106	0	0	2.8	26.4	36.8	15.1	14.2	4.7	0.0	0.0	0.0	0.0	0.0	15	51.4	21	102
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	106	0	0	0.0	26.4	46.2	11.3	9.4	6.6	0.0	0.0	0.0	0.0	0.0	13	56.5	20	104
	GATWICK	AER LINGUS	S	A	136	0	0	7.4	22.8	27.2	19.9	14.0	7.4	1.5	0.0	0.0	0.0	0.0	20	66.0	14	146
	GATWICK	AER LINGUS	S	D	135	0	1	0.0	14.7	36.8	19.1	14.0	10.3	4.4	0.0	0.0	0.0	0.7	28	56.5	21	145
	GATWICK	RYANAIR	S	A	212	0	1	4.2	19.7	31.9	16.9	16.9	8.9	0.5	0.5	0.0	0.0	0.5	22	62.1	22	205
	GATWICK	RYANAIR	S	D	212	0	1	0.0	6.1	29.6	21.6	24.9	14.6	2.3	0.5	0.0	0.0	0.5	35	39.9	32	205
	HEATHROW	AER LINGUS	S	A	375	0	3	8.5	31.5	30.2	13.5	10.6	4.5	0.3	0.3	0.0	0.0	0.8	15	80.6	10	358
	HEATHROW	AER LINGUS	S	D	375	0	3	0.0	31.5	40.7	10.8	10.3	5.0	0.3	0.5	0.0	0.0	0.8	15	81.3	11	357
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	7	11.7	37.2	28.1	11.3	5.6	2.2	0.9	0.0	0.0	0.0	3.0	10	76.3	18	226
	HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	6	0.0	24.7	45.5	15.2	10.4	1.7	0.0	0.0	0.0	0.0	2.6	12	74.6	13	226
	LONDON CITY	AER LINGUS	S	A	0	159	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
	LONDON CITY	AER LINGUS	S	D	0	160	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	0	110	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	78.4	8	114
	LONDON CITY	BA CITYFLYER LTD	S	D	0	114	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.9	0	69.8	15	115
	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	64.2	23	174
	LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	36	176
	LUTON	RYANAIR	S	A	103	0	0	15.5	30.1	29.1	7.8	9.7	5.8	1.9	0.0	0.0	0.0	0.0	15	79.6	11	91
	LUTON	RYANAIR	S	D	103	0	0	1.0	31.1	45.6	10.7	9.7	1.0	0.0	1.0	0.0	0.0	0.0	13	72.0	13	91
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	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	17	1
	STANSTED	RYANAIR	S	A	240	0	0	7.1	34.6	31.3	15.4	7.5	3.3	0.8	0.0	0.0	0.0	0.0	13	32.6	46	230
	STANSTED	RYANAIR	S	D	240	0	0	0.0	32.9	43.8	12.9	4.6	2.9	1.7	1.3	0.0	0.0	0.0	15	20.6	53	230
	MANCHESTER	AER LINGUS	S	A	152	0	0	5.3	35.5	34.2	15.1	7.9	2.0	0.0	0.0	0.0	0.0	0.0	11	78.1	10	149
	MANCHESTER	AER LINGUS	S	D	151	0	0	0.0	17.2	48.3	17.2	15.2	2.0	0.0	0.0	0.0	0.0	0.0	15	70.2	13	149

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE											JUL 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
MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	50.0	26	4		
MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	40.0	21	5		
MANCHESTER	RYANAIR	S	A	164	0	0	4.9	34.1	32.9	15.9	9.1	1.8	0.0	1.2	0.0	0.0	0.0	14	53.7	26	159		
MANCHESTER	RYANAIR	S	D	164	0	0	0.0	23.2	36.0	21.3	12.2	6.7	0.0	0.6	0.0	0.0	0.0	19	37.8	42	159		
NEWCASTLE	AER LINGUS	S	A	31	0	0	6.5	41.9	41.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	74.2	16	31		
NEWCASTLE	AER LINGUS	S	D	31	0	0	0.0	41.9	41.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	18	31		
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	30	1		
NEWCASTLE	RYANAIR	S	A	48	0	0	6.3	50.0	18.8	16.7	6.3	2.1	0.0	0.0	0.0	0.0	0.0	10	72.4	12	52		
NEWCASTLE	RYANAIR	S	D	48	0	0	0.0	29.2	35.4	14.6	16.7	2.1	0.0	2.1	0.0	0.0	0.0	19	60.3	18	52		
SOUTHAMPTON	FLYBE LTD	S	A	88	0	1	12.4	41.6	22.5	10.1	4.5	3.4	2.2	2.2	0.0	0.0	1.1	17	51.8	25	110		
SOUTHAMPTON	FLYBE LTD	S	D	87	0	2	0.0	11.2	59.6	15.7	6.7	3.4	1.1	0.0	0.0	0.0	2.2	14	67.6	20	111		
SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
SOUTHEND	AER LINGUS	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	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
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	75.0	405	4		
SOUTHEND	RYANAIR	S	A	62	0	0	1.6	21.0	45.2	16.1	14.5	1.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
SOUTHEND	RYANAIR	S	D	62	0	0	0.0	54.8	25.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
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	25.9	50	85		
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	47.6	42	84		
SOUTHEND	VLM (BELGIUM)	S	A	0	0	0	0.0	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		
SOUTHEND	VLM (BELGIUM)	S	D	0	0	0	0.0	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 DUBLIN</b>				<b>6695</b>	<b>603</b>	<b>37</b>	<b>3.4</b>	<b>27.0</b>	<b>33.5</b>	<b>13.3</b>	<b>9.3</b>	<b>3.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>8.2</b>	<b>0.5</b>	<b>15</b>	<b>63.6</b>	<b>21</b>	<b>7315</b>		
DUBROVNIK																							
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2		
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	14	2		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	28.6	28	7		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	71.4	16	7		
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	16	5		
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	14	5		
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9		
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	14	9		
BIRMINGHAM	TUI AIRWAYS LTD	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	21	55.6	19	9		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	S D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	14	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	0.0	0	50.0	17	2		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2		
BRISTOL	EASYJET UK LTD	S A	13	0	0	7.7	46.2	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	57.1	27	7			
BRISTOL	EASYJET UK LTD	S D	13	0	0	0.0	15.4	46.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	18	7			
BRISTOL	TUI AIRWAYS 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	66.7	25	9			
BRISTOL	TUI AIRWAYS LTD	S D	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	32	77.8	7	9			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	47	0.0	0	0			
CARDIFF WALES	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	40	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	75.0	8	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	8	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	17	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	4			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	EASYJET UK LTD	S A	13	0	0	0.0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	21	58.3	22	12			
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	17	12			
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	33.3	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	12	9			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9			
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	40.0	26	5			
GLASGOW	JET2.COM 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	10	40.0	14	5			
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4			
GLASGOW	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4			
GLASGOW	TUI AIRWAYS LTD	S A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
GLASGOW	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	1	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	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	9	66.7	13	9			
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	17	9			
GATWICK	BRITISH AIRWAYS PLC	S A	53	0	0	0.0	13.2	28.3	28.3	20.8	7.5	0.0	1.9	0.0	0.0	0.0	28	68.0	18	50			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
GATWICK	BRITISH AIRWAYS PLC	S	D	53	0	0	0.0	9.4	52.8	24.5	9.4	1.9	0.0	1.9	0.0	0.0	0.0	18	80.0	12	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	0.0	26	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	50.0	13	6							
GATWICK	EASYJET UK LTD	S	A	47	0	0	0.0	0.0	23.4	21.3	21.3	21.3	4.3	8.5	0.0	0.0	0.0	57	28.6	42	42							
GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	2.1	42.6	21.3	14.9	10.6	4.3	4.3	0.0	0.0	0.0	39	68.3	24	41							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	0.0	23.1	38.5	7.7	7.7	15.4	0.0	0.0	7.7	0.0	0.0	87	75.0	13	4							
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	76	100.0	8	4							
GATWICK	TUI AIRWAYS LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	77.8	7	9							
GATWICK	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	66.7	10	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	0.0	0	50.0	19	2							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1							
LUTON	EASYJET UK LTD	S	A	12	0	1	7.7	15.4	15.4	15.4	30.8	0.0	7.7	0.0	0.0	0.0	7.7	31	33.3	39	12							
LUTON	EASYJET UK LTD	S	D	12	0	1	0.0	15.4	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	7.7	17	50.0	35	12							
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	55	2							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	5	2							
STANSTED	EASYJET UK LTD	S	A	26	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	52.2	28	23							
STANSTED	EASYJET UK LTD	S	D	26	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	3	23							
STANSTED	JET2.COM LTD	S	A	26	0	0	3.8	23.1	46.2	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	14	33.3	40	18							
STANSTED	JET2.COM LTD	S	D	26	0	0	0.0	42.3	42.3	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	25	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	0.0	44	1							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1							
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	11.1	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	62	7							
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	55.6	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	48	7							
MANCHESTER	JET2.COM LTD	S	A	21	0	0	9.5	14.3	42.9	23.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	27	88.9	13	18							
MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	19.0	47.6	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	24	18							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	28	55.6	18	9							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	7	9							
MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	37.5	0.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	35	44.4	23	9							
MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	9	9							
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	55.6	12	9							
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	12	9							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE										JUL 2018		
										NUMBER OF FLIGHTS														
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
	NEWCASTLE	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	75.0	7	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	4	4
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	17	0	0	17	100.0	8	2
	SOUTHEND	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	5	0	0	5	100.0	7	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	0	66.7	32	8
	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	0	33.3	71	9
<b>TOTAL DUBROVNIK</b>					<b>719</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>18.2</b>	<b>41.2</b>	<b>18.6</b>	<b>12.1</b>	<b>5.0</b>	<b>1.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.3</b>	<b>23</b>	<b>63.2</b>	<b>20</b>	<b>682</b>		
DUNDEE																								
	STANSTED	LOGANAIR LTD	S	A	48	0	0	8.3	58.3	22.9	10.4	0.0	0.0	0.0	0.0	0.0	0.0	3	0	0	3	77.6	13	49
	STANSTED	LOGANAIR LTD	S	D	48	0	0	0.0	41.7	47.9	4.2	2.1	4.2	0.0	0.0	0.0	0.0	7	0	0	7	65.3	19	49
<b>TOTAL DUNDEE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>35.4</b>	<b>7.3</b>	<b>1.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.4</b>	<b>16</b>	<b>98</b>		
DURBAN																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69.2	7.7	7.7	0.0	7.7	0.0	0.0	7.7	0.0	0.0	20	0	0	20	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	0.0	46.2	15.4	15.4	15.4	0.0	7.7	0.0	0.0	46	0	0	46	0.0	0	0
<b>TOTAL DURBAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>3.8</b>	<b>26.9</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DURHAM TEES VALLEY																								
	ABERDEEN	FLYBE LTD	S	A	51	0	13	15.6	43.8	7.8	3.1	4.7	4.7	0.0	0.0	0.0	0.0	20.3	9	0	9	58.3	20	53
	ABERDEEN	FLYBE LTD	S	D	52	0	11	0.0	42.9	28.6	3.2	1.6	4.8	1.6	0.0	0.0	0.0	17.5	10	0	10	44.1	30	52
	JERSEY	FLYBE LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	48	0	0	48	75.0	23	4
	JERSEY	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	49	0	0	49	25.0	36	4
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0	0	4	100.0	6	1
<b>TOTAL DURHAM TEES VALLEY</b>					<b>112</b>	<b>0</b>	<b>24</b>	<b>7.4</b>	<b>40.4</b>	<b>19.9</b>	<b>3.7</b>	<b>4.4</b>	<b>5.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>12</b>	<b>51.6</b>	<b>25</b>	<b>114</b>		
DUSSELDORF																								
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	71	0	0	2.8	36.6	33.8	15.5	9.9	1.4	0.0	0.0	0.0	0.0	11	0	0	11	67.1	12	67
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	71	0	0	0.0	9.9	52.1	21.1	12.7	4.2	0.0	0.0	0.0	0.0	17	0	0	17	58.6	19	67
	BIRMINGHAM	FLYBE LTD	S	A	76	0	3	2.5	29.1	26.6	15.2	12.7	6.3	2.5	1.3	0.0	0.0	3.8	23	0	23	74.8	14	100
	BIRMINGHAM	FLYBE LTD	S	D	76	0	4	0.0	1.3	45.0	23.8	13.8	8.8	1.3	1.3	0.0	0.0	5.0	28	0	28	58.8	23	100
	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	48.1	17	22
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	29.6	32	22
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	50.0	37	4
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	75.0	38	4
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	18	0	0	0.0	27.8	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	20	0	0	20	50.0	21	16
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	18	0	0	0.0	11.1	38.9	27.8	11.1	11.1	0.0	0.0	0.0	0.0	26	0	0	26	31.3	32	16



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

		Origin/Destinations: D																	JUL 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
	GLASGOW	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	92.3	8	26
	GLASGOW	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	80.8	13	26
	GLASGOW	LOGANAIR LTD	S	A	30	0	1	0.0	6.5	25.8	32.3	19.4	3.2	3.2	6.5	0.0	0.0	3.2	40	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	31	0	0	0.0	25.8	41.9	9.7	12.9	0.0	6.5	3.2	0.0	0.0	0.0	27	0.0	0	0
	JERSEY	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	51	37.5	24	8
	JERSEY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	56	50.0	24	8
	JERSEY	FLYBE LTD	C	A	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	69	75.0	36	4
	JERSEY	FLYBE LTD	C	D	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	68	75.0	45	4
	LEEDS BRADFORD	FLYBE LTD	S	A	27	0	0	3.7	55.6	25.9	7.4	3.7	0.0	0.0	3.7	0.0	0.0	0.0	13	88.9	18	27
	LEEDS BRADFORD	FLYBE LTD	S	D	27	0	1	0.0	17.9	50.0	7.1	14.3	3.6	0.0	0.0	3.6	0.0	3.6	34	85.2	20	27
	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	50.0	7	1
	GATWICK	EASYJET UK LTD	S	A	24	0	3	3.7	11.1	18.5	18.5	33.3	0.0	0.0	3.7	0.0	0.0	11.1	33	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	25	0	2	0.0	7.4	40.7	29.6	3.7	11.1	0.0	0.0	0.0	0.0	7.4	20	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	4	9.7	39.4	31.5	9.1	4.8	2.4	0.6	0.0	0.0	0.0	2.4	10	83.3	13	159
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	3	0.0	25.5	56.4	7.9	6.7	1.8	0.0	0.0	0.0	0.0	1.8	9	77.3	11	160
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	122	0	2	7.3	32.3	31.5	16.9	4.8	4.0	1.6	0.0	0.0	0.0	1.6	14	68.5	16	124
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	122	0	2	0.0	11.3	58.9	14.5	9.7	3.2	0.0	0.8	0.0	0.0	1.6	16	61.3	21	124
	LONDON CITY	BA CITYFLYER LTD	S	A	0	78	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	64.1	18	71
	LONDON CITY	BA CITYFLYER LTD	S	D	0	79	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5	2.5	0	53.2	31	72
	LONDON CITY	FLYBE LTD	S	A	0	70	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	81.7	8	69
	LONDON CITY	FLYBE LTD	S	D	0	68	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.8	4.2	0	67.6	21	69
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	81	0	0	6.2	42.0	38.3	4.9	7.4	1.2	0.0	0.0	0.0	0.0	0.0	8	67.5	19	80
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	81	0	0	0.0	13.6	59.3	14.8	9.9	2.5	0.0	0.0	0.0	0.0	0.0	13	50.0	25	79
	MANCHESTER	FLYBE LTD	S	A	102	0	1	3.9	36.9	32.0	5.8	7.8	10.7	1.0	1.0	0.0	0.0	1.0	21	80.0	14	79
	MANCHESTER	FLYBE LTD	S	D	102	0	1	0.0	8.7	56.3	10.7	12.6	7.8	1.9	1.0	0.0	0.0	1.0	23	68.8	19	80
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	0.0	25.9	44.4	18.5	3.7	0.0	3.7	3.7	0.0	0.0	0.0	20	55.6	17	27
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	27	0	0	0.0	14.8	63.0	11.1	3.7	0.0	3.7	3.7	0.0	0.0	0.0	20	48.1	20	27

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	23	0	1	0.0	41.7	33.3	16.7	4.2	0.0	0.0	0.0	0.0	0.0	4.2	7	77.8	7	26	
	SOUTHAMPTON	FLYBE LTD	S	D	24	0	0	0.0	20.8	50.0	16.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	26	
<b>TOTAL DUSSELDORF</b>					<b>1544</b>	<b>295</b>	<b>38</b>	<b>2.1</b>	<b>20.2</b>	<b>35.9</b>	<b>11.2</b>	<b>7.8</b>	<b>3.4</b>	<b>0.9</b>	<b>0.7</b>	<b>0.1</b>	<b>15.7</b>	<b>2.0</b>	<b>17</b>	<b>67.9</b>	<b>18</b>	<b>1821</b>	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
EAST MIDLANDS INTERNATIONAL	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	100	0	3	0.0	24.3	46.6	6.8	8.7	6.8	2.9	1.0	0.0	0.0	2.9	20	86.5	7	109
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	100	0	3	0.0	16.5	58.3	8.7	4.9	6.8	1.9	0.0	0.0	0.0	2.9	16	84.7	8	109
	BELFAST CITY (GEORGE BEST)	SPRINTAIR	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
	BELFAST CITY (GEORGE BEST)	SPRINTAIR	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	94	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	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	100.0	0	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	0.0	20	1
	CARDIFF WALES	AERO4M	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	58	0	0	12.1	43.1	19.0	10.3	10.3	1.7	3.4	0.0	0.0	0.0	0.0	14	87.5	9	80
	EDINBURGH	FLYBE LTD	S	D	58	0	0	0.0	44.8	41.4	3.4	5.2	5.2	0.0	0.0	0.0	0.0	0.0	9	90.0	7	80
	GLASGOW	FLYBE LTD	S	A	49	0	1	4.0	62.0	12.0	2.0	12.0	4.0	2.0	0.0	0.0	0.0	2.0	13	77.6	25	74
	GLASGOW	FLYBE LTD	S	D	49	0	1	0.0	34.0	46.0	6.0	6.0	4.0	2.0	0.0	0.0	0.0	2.0	13	77.6	23	74
	GLASGOW	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	JERSEY	FLYBE LTD	S	A	31	0	0	3.2	48.4	29.0	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	10	67.7	13	31
	JERSEY	FLYBE LTD	S	D	30	0	1	0.0	51.6	25.8	3.2	12.9	3.2	0.0	0.0	0.0	0.0	3.2	11	87.1	9	31
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	174	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	85	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	100.0	0	1	
SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>481</b>	<b>0</b>	<b>9</b>	<b>2.0</b>	<b>35.3</b>	<b>38.8</b>	<b>6.3</b>	<b>8.4</b>	<b>5.3</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>83.2</b>	<b>13</b>	<b>593</b>
EDINBURGH																						
	ABERDEEN	LOGANAIR LTD	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	100.0	0	1
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	115	0	1	2.6	30.2	31.9	16.4	8.6	7.8	1.7	0.0	0.0	0.0	0.9	18	76.7	11	115
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	116	0	0	0.0	23.3	50.9	10.3	9.5	4.3	1.7	0.0	0.0	0.0	0.0	14	86.2	8	115
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	89	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	61.5	22	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	53.8	27	13
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	99	0	0	5.1	38.4	26.3	12.1	11.1	4.0	3.0	0.0	0.0	0.0	0.0	17	64.0	20	89

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	D	99	0	0	0.0	50.5	15.2	12.1	13.1	7.1	2.0	0.0	0.0	0.0	0.0	18	58.4	23	89		
BIRMINGHAM	BH AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	2		
BIRMINGHAM	FLYBE LTD	S	A	189	0	4	1.6	35.8	28.0	14.5	12.4	3.6	1.0	1.0	0.0	0.0	2.1	17	62.0	22	186		
BIRMINGHAM	FLYBE LTD	S	D	190	0	4	0.0	4.6	44.8	19.6	17.5	7.7	1.0	2.6	0.0	0.0	2.1	29	48.7	31	186		
BIRMINGHAM	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	147	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	57.1	24	14		
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	64.3	21	14		
BRISTOL	EASYJET UK LTD	S	A	110	0	1	3.6	26.1	36.9	13.5	13.5	4.5	0.0	0.9	0.0	0.0	0.9	18	60.2	16	92		
BRISTOL	EASYJET UK LTD	S	D	110	0	1	0.0	39.6	32.4	13.5	9.0	4.5	0.0	0.0	0.0	0.0	0.9	14	61.3	15	92		
CARDIFF WALES	FLYBE LTD	S	A	74	1	2	3.9	27.3	33.8	11.7	10.4	5.2	3.9	0.0	0.0	1.3	2.6	20	68.4	14	56		
CARDIFF WALES	FLYBE LTD	S	D	74	1	2	0.0	16.9	61.0	6.5	3.9	3.9	3.9	0.0	0.0	1.3	2.6	14	82.5	14	57		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	58	0	0	20.7	53.4	12.1	3.4	8.6	1.7	0.0	0.0	0.0	0.0	0.0	7	95.0	4	80		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	58	0	0	1.7	36.2	34.5	5.2	17.2	1.7	3.4	0.0	0.0	0.0	0.0	17	81.3	13	80		
EXETER	FLYBE LTD	S	A	0	44	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.4	13	31		
EXETER	FLYBE LTD	S	D	0	44	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	58.1	18	31		
GLASGOW	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	100.0	0	1		
ISLE OF MAN	LOGANAIR LTD	S	A	19	0	0	21.1	52.6	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	17	14		
ISLE OF MAN	LOGANAIR LTD	S	D	19	0	0	0.0	63.2	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.3	18	14		
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	100.0	0	1		
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	100.0	0	1		
JERSEY	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	12	8		
JERSEY	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	0.0	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	19	8		
JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8		
JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8		
LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1		
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	A	98	0	5	14.6	32.0	23.3	13.6	7.8	1.9	1.9	0.0	0.0	0.0	4.9	13	75.2	15	99		
GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	5	0.0	29.1	41.7	9.7	6.8	4.9	2.9	0.0	0.0	0.0	4.9	17	65.7	19	99		
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	62.5	25	16		
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	47.1	42	17		

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	117	0	3	6.7	23.3	16.7	14.2	15.8	15.8	2.5	2.5	0.0	0.0	2.5	36	45.3	35	105	
	GATWICK	EASYJET UK LTD	S	D	117	0	3	0.0	10.8	27.5	15.0	18.3	20.8	5.0	0.0	0.0	0.0	2.5	37	31.8	39	104	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	317	0	7	15.1	43.8	20.4	10.8	5.2	1.9	0.3	0.3	0.0	0.0	2.2	9	79.7	17	304	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	7	0.0	22.5	46.0	17.3	9.0	2.5	0.3	0.3	0.0	0.0	2.2	14	68.6	17	304	
	HEATHROW	FLYBE LTD	S	A	182	0	0	12.1	39.0	25.8	8.2	6.6	6.6	1.1	0.5	0.0	0.0	0.0	15	76.7	12	120	
	HEATHROW	FLYBE LTD	S	D	181	0	1	0.0	25.3	54.4	7.1	5.5	5.5	1.6	0.0	0.0	0.0	0.5	14	75.0	16	120	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	185	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.4	3.6	0	72.4	13	179	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	185	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.4	3.6	0	61.8	19	180	
	LONDON CITY	FLYBE LTD	S	A	0	103	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0	79.4	14	107	
	LONDON CITY	FLYBE LTD	S	D	0	103	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.4	4.6	0	62.6	23	105	
	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	38.5	34	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	46.2	31	12	
	LUTON	EASYJET UK LTD	S	A	98	0	0	19.4	24.5	21.4	16.3	6.1	9.2	1.0	2.0	0.0	0.0	0.0	20	53.6	23	83	
	LUTON	EASYJET UK LTD	S	D	98	0	0	0.0	40.8	30.6	8.2	10.2	8.2	0.0	2.0	0.0	0.0	0.0	19	56.5	25	84	
	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	43.8	29	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	43.8	35	16	
	STANSTED	EASYJET UK LTD	S	A	112	0	1	8.8	31.0	24.8	10.6	15.0	6.2	1.8	0.9	0.0	0.0	0.9	21	51.0	27	92	
	STANSTED	EASYJET UK LTD	S	D	112	0	1	0.0	33.6	24.8	11.5	15.9	8.8	1.8	2.7	0.0	0.0	0.9	27	37.5	34	92	
	STANSTED	RYANAIR	S	A	16	0	0	12.5	25.0	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	45.2	44	114	
	STANSTED	RYANAIR	S	D	16	0	0	0.0	12.5	43.8	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	16	14.8	71	114	
	STANSTED	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	3	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	100.0	6	1	
	MANCHESTER	FLYBE LTD	S	A	101	0	3	2.9	32.7	33.7	15.4	6.7	3.8	1.9	0.0	0.0	0.0	2.9	15	63.7	21	101	
	MANCHESTER	FLYBE LTD	S	D	102	0	3	0.0	9.5	59.0	14.3	9.5	2.9	1.9	0.0	0.0	0.0	2.9	17	67.6	19	101	
	SOUTHAMPTON	FLYBE LTD	S	A	116	0	0	0.9	37.1	33.6	9.5	11.2	2.6	3.4	1.7	0.0	0.0	0.0	19	75.7	11	115	
	SOUTHAMPTON	FLYBE LTD	S	D	116	0	1	0.0	22.2	42.7	14.5	9.4	6.0	3.4	0.9	0.0	0.0	0.9	22	66.4	19	116	
	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	
	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	0.0	0	0	
<b>TOTAL EDINBURGH</b>					<b>3668</b>	<b>666</b>	<b>79</b>	<b>3.8</b>	<b>25.1</b>	<b>28.6</b>	<b>10.5</b>	<b>8.6</b>	<b>4.7</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>15.1</b>	<b>1.8</b>	<b>18</b>	<b>64.0</b>	<b>21</b>	<b>4348</b>	
EDMONTON	GATWICK	WEST JET AIRLINES	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	69	90.0	4	10	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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	WEST JET AIRLINES	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	12	9
<b>TOTAL EDMONTON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>78.9</b>	<b>7</b>	<b>19</b>
EINDHOVEN																						
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	23.1	30.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	26	46.7	37	14
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	30	14
	STANSTED	RYANAIR	S	A	92	0	1	6.5	47.3	25.8	11.8	5.4	1.1	1.1	0.0	0.0	0.0	1.1	10	59.4	30	60
	STANSTED	RYANAIR	S	D	92	0	1	0.0	40.9	39.8	11.8	4.3	2.2	0.0	0.0	0.0	0.0	1.1	9	8.1	53	61
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	0.0	58.8	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	22	22.2	41	18
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	35.3	52.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	29	18
<b>TOTAL EINDHOVEN</b>					<b>244</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>39.0</b>	<b>36.6</b>	<b>11.4</b>	<b>6.5</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>11</b>	<b>36.6</b>	<b>39</b>	<b>185</b>
ENFIDHA - HAMMAMET INTL																						
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	11	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	60.0	13	5
	BIRMINGHAM	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	20.0	33	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	11	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	4
	BRISTOL	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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	100.0	4	5
	BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	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	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0

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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	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	38.5	23.1	7.7	23.1	0.0	7.7	0.0	0.0	0.0	0.0	26	60.0	26	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	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	0.0	5	40.0	25	5	
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LEEDS BRADFORD	NOUVELAIR TUNISIE	C	A	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	LEEDS BRADFORD	NOUVELAIR TUNISIE	C	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	19	0	0	5.3	10.5	21.1	31.6	21.1	10.5	0.0	0.0	0.0	0.0	0.0	28	72.2	23	18	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	11.1	38.9	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	23	72.2	29	18	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	22.2	44.4	11.1	0.0	0.0	11.1	0.0	0.0	139	50.0	18	4	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	127	100.0	7	4	
	LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	304	0.0	0	0	
	LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	40	75.0	9	4	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	34	75.0	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	32	0	0	6.3	31.3	28.1	12.5	15.6	6.3	0.0	0.0	0.0	0.0	0.0	16	53.8	27	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	31	0	0	0.0	12.9	51.6	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	18	61.5	35	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	20.0	29	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	5	
	NEWCASTLE	NOUVELAIR TUNISIE	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	NEWCASTLE	NOUVELAIR TUNISIE	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	9	5	
	NEWCASTLE	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	9	60.0	15	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>329</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>19.8</b>	<b>38.3</b>	<b>18.2</b>	<b>14.6</b>	<b>4.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.2</b>	<b>21</b>	<b>136</b>	
ESBJERG																							
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	3	22	
	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	95.5	3	22	
	ABERDEEN	DANISH AIR TRANSPORT	S	A	18	0	0	0.0	11.1	55.6	33.3	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 JULY 2019

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	DANISH AIR TRANSPORT	S	D	22	0	0	9.1	36.4	45.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	9	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	A	27	0	0	7.4	44.4	18.5	7.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	27	0	0	0.0	55.6	18.5	3.7	3.7	18.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	NEWCASTLE	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2
<b>TOTAL ESBJERG</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.4</b>	<b>31.9</b>	<b>10.6</b>	<b>4.3</b>	<b>8.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.5</b>	<b>3</b>	<b>46</b>
EXETER	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	32	0	0	6.3	37.5	31.3	15.6	6.3	3.1	0.0	0.0	0.0	0.0	0.0	10	80.6	15	31
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	31	0	0	0.0	25.8	54.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	93.9	10	33
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	0.0	40.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	44	83.3	25	6
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	20.0	87	5
	EDINBURGH	FLYBE LTD	S	A	44	0	0	0.0	27.3	31.8	20.5	18.2	2.3	0.0	0.0	0.0	0.0	0.0	16	74.2	14	31
	EDINBURGH	FLYBE LTD	S	D	44	0	0	0.0	11.4	31.8	20.5	29.5	6.8	0.0	0.0	0.0	0.0	0.0	26	77.4	14	31
	GLASGOW	FLYBE LTD	S	A	32	0	0	3.1	34.4	34.4	9.4	9.4	6.3	0.0	3.1	0.0	0.0	0.0	23	77.4	15	31
	GLASGOW	FLYBE LTD	S	D	30	0	0	0.0	36.7	40.0	3.3	16.7	0.0	0.0	3.3	0.0	0.0	0.0	17	83.9	20	31
	JERSEY	FLYBE LTD	S	A	30	0	0	0.0	56.7	36.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	9	31
	JERSEY	FLYBE LTD	S	D	52	0	2	0.0	44.4	25.9	9.3	7.4	7.4	1.9	0.0	0.0	0.0	3.7	14	84.9	8	51
	LONDON CITY	FLYBE LTD	S	A	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.6	13	31
	LONDON CITY	FLYBE LTD	S	D	0	28	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	67.7	23	30
	MANCHESTER	FLYBE LTD	S	A	98	0	0	2.0	53.1	29.6	7.1	5.1	3.1	0.0	0.0	0.0	0.0	0.0	8	83.5	9	96
	MANCHESTER	FLYBE LTD	S	D	98	0	0	0.0	23.5	56.1	13.3	6.1	1.0	0.0	0.0	0.0	0.0	0.0	9	80.4	13	95
	NEWCASTLE	FLYBE LTD	S	A	29	0	2	6.5	35.5	32.3	6.5	6.5	6.5	0.0	0.0	0.0	0.0	6.5	14	71.0	26	31
	NEWCASTLE	FLYBE LTD	S	D	29	0	2	0.0	19.4	48.4	12.9	3.2	9.7	0.0	0.0	0.0	0.0	6.5	18	71.0	23	30
	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	3	0.0	0	0
<b>TOTAL EXETER</b>					<b>559</b>	<b>56</b>	<b>7</b>	<b>1.1</b>	<b>31.4</b>	<b>34.2</b>	<b>10.1</b>	<b>8.7</b>	<b>3.9</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>9.0</b>	<b>1.1</b>	<b>13</b>	<b>79.7</b>	<b>15</b>	<b>594</b>



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

		Origin/Destinations: F																	JUL 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
FARNBOROUGH																						
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST INTERNATIONAL	VISTAJET LUFTFAHRTUNTE RNEHMEN	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
	GATWICK	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
	GATWICK	EASYJET 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	0.0	0	100.0	0	1
<b>TOTAL FARNBOROUGH</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>7</b>	<b>4</b>
FARO																						
	ABERDEEN	RYANAIR	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9
	ABERDEEN	RYANAIR	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	3	77.8	9	9
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	30	0	1	58.1	32.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	1	96.8	2	31
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	30	0	1	0.0	61.3	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3	100.0	0	31
	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	100.0	0	7
	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	3	7
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	53	0	0	13.2	50.9	18.9	5.7	3.8	3.8	1.9	1.9	0.0	0.0	0.0	13	76.1	45	45
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	53	0	0	0.0	34.0	35.8	15.1	11.3	0.0	1.9	1.9	0.0	0.0	0.0	16	73.9	15	45
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	26	0	0	84.6	7.7	3.8	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	5	92.6	5	27
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	26	0	0	0.0	80.8	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.6	7	27
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	45	9
	BELFAST INTERNATIONAL	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	3	44.4	46	9
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	57	0	0	36.8	45.6	12.3	3.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2	89.8	6	49
	BIRMINGHAM	JET2.COM LTD	S	D	57	0	0	0.0	29.8	54.4	7.0	7.0	1.8	0.0	0.0	0.0	0.0	0.0	8	87.8	9	49
	BIRMINGHAM	RYANAIR	S	A	39	0	0	0.0	46.2	28.2	5.1	17.9	2.6	0.0	0.0	0.0	0.0	0.0	13	71.0	17	30
	BIRMINGHAM	RYANAIR	S	D	39	0	0	0.0	5.1	51.3	23.1	12.8	7.7	0.0	0.0	0.0	0.0	0.0	22	71.0	24	30
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	3	100.0	1	14
	BIRMINGHAM	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	9	100.0	5	14

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
BOURNEMOUTH	RYANAIR	S	A	18	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18		
BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	26	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	75.0	17	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	22	9		
BRISTOL	EASYJET UK LTD	S	A	71	0	1	6.9	29.2	30.6	12.5	11.1	6.9	1.4	0.0	0.0	0.0	1.4	17	63.5	20	63		
BRISTOL	EASYJET UK LTD	S	D	70	0	1	0.0	26.8	39.4	9.9	15.5	5.6	1.4	0.0	0.0	0.0	1.4	18	58.1	22	62		
BRISTOL	RYANAIR	S	A	31	0	0	12.9	41.9	25.8	6.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	14	67.7	17	31		
BRISTOL	RYANAIR	S	D	31	0	0	0.0	32.3	51.6	6.5	3.2	3.2	0.0	3.2	0.0	0.0	0.0	17	71.0	16	31		
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	5		
BRISTOL	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	20	100.0	3	5		
CARDIFF WALES	FLYBE LTD	S	A	17	0	0	5.9	35.3	41.2	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	18	63.6	11	22		
CARDIFF WALES	FLYBE LTD	S	D	17	0	0	0.0	11.8	58.8	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	20	50.0	19	22		
CARDIFF WALES	RYANAIR	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9		
CARDIFF WALES	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	6	88.9	6	9		
CARDIFF WALES	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	5	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	0	100.0	0	4		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	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	6	76.9	16	13		
DONCASTER SHEFFIELD	FLYBE 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	1	84.6	13	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	2	9		
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	2	88.9	2	9		
DONCASTER SHEFFIELD	VISTAJET LTD MALTA	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		
DONCASTER SHEFFIELD	VISTAJET LTD MALTA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	45	0	0	33.3	51.1	8.9	4.4	0.0	0.0	0.0	2.2	0.0	0.0	0.0	8	90.0	6	40		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	45	0	0	0.0	62.2	33.3	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	6	40		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	56	0	0	1.8	26.8	37.5	25.0	7.1	1.8	0.0	0.0	0.0	0.0	0.0	12	73.7	13	57		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	57	0	0	0.0	24.6	54.4	19.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	8	68.4	12	57		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	A	30	0	0	16.7	63.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	27		
EDINBURGH	JET2.COM LTD	S	D	30	0	0	0.0	23.3	73.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	4	27		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	18	0	0	0	11.1	55.6	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	3	18		
EDINBURGH	RYANAIR	S D	18	0	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	9	18		
EXETER	FLYBE LTD	S A	0	9	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	9	8		
EXETER	FLYBE LTD	S D	0	9	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	11	8		
EXETER	TUI AIRWAYS LTD	C A	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	100.0	0	4		
EXETER	TUI AIRWAYS LTD	C D	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	100.0	2	4		
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	4		
GLASGOW	BA CITYFLYER LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	27	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	0	50.0	24	2		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
GLASGOW	EASYJET UK LTD	S A	22	0	1	30.4	26.1	8.7	17.4	0.0	13.0	0.0	0.0	0.0	0.0	4.3	16	78.9	13	19			
GLASGOW	EASYJET UK LTD	S D	22	0	0	0.0	31.8	45.5	4.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	15	63.2	16	19			
GLASGOW	JET2.COM LTD	S A	29	0	0	75.9	20.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	3	31			
GLASGOW	JET2.COM LTD	S D	29	0	0	0.0	69.0	27.6	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	31			
LEEDS BRADFORD	JET2.COM LTD	S A	62	0	0	51.6	38.7	3.2	1.6	1.6	0.0	3.2	0.0	0.0	0.0	0.0	6	89.1	10	62			
LEEDS BRADFORD	JET2.COM LTD	S D	61	0	0	1.6	45.9	42.6	8.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	76.2	15	63			
LEEDS BRADFORD	RYANAIR	S A	26	0	0	11.5	38.5	38.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	76.2	24	21			
LEEDS BRADFORD	RYANAIR	S D	26	0	0	0.0	19.2	53.8	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	14	71.4	24	21			
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	5			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	44	0	0	13.6	61.4	13.6	9.1	0.0	0.0	2.3	0.0	0.0	0.0	0.0	6	72.2	15	36			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	44	0	0	0.0	52.3	36.4	4.5	4.5	0.0	2.3	0.0	0.0	0.0	0.0	8	94.4	9	36			
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	84	1			
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	31	0	0	12.9	58.1	16.1	0.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	11	80.6	21	31			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	31	0	0	0.0	41.9	48.4	0.0	0.0	6.5	3.2	0.0	0.0	0.0	0.0	12	83.9	24	31			
GATWICK	BRITISH AIRWAYS PLC	S A	106	0	0	19.8	27.4	21.7	13.2	11.3	5.7	0.9	0.0	0.0	0.0	0.0	16	81.0	11	100			
GATWICK	BRITISH AIRWAYS PLC	S D	106	0	0	0.0	12.3	55.7	17.0	8.5	3.8	1.9	0.9	0.0	0.0	0.0	19	66.7	18	99			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	16
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	76.5	15	17
GATWICK	EASYJET UK LTD	S A	151	0	2	5.2	23.5	22.9	19.0	15.7	9.8	2.0	0.7	0.0	0.0	1.3	26	66.0	23	141	
GATWICK	EASYJET UK LTD	S D	152	0	2	0.0	10.4	35.7	26.6	16.2	7.8	1.9	0.0	0.0	0.0	1.3	25	66.0	18	141	
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	100.0	3	9	
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	1	9	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	13	0	0	0.0	0.0	30.8	0.0	23.1	38.5	0.0	7.7	0.0	0.0	0.0	55	84.6	12	13	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	13	0	0	0.0	0.0	30.8	15.4	23.1	23.1	7.7	0.0	0.0	0.0	0.0	43	76.9	10	13	
GATWICK	TUI AIRWAYS LTD	C A	14	0	0	0.0	7.1	57.1	14.3	14.3	0.0	0.0	0.0	7.1	0.0	0.0	47	100.0	1	10	
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0.0	23.1	38.5	23.1	0.0	7.7	0.0	0.0	7.7	0.0	0.0	54	80.0	10	10	
HEATHROW	BRITISH AIRWAYS PLC	S A	35	0	0	17.1	34.3	22.9	14.3	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	11	17	
HEATHROW	BRITISH AIRWAYS PLC	S D	35	0	0	0.0	22.9	45.7	14.3	14.3	2.9	0.0	0.0	0.0	0.0	0.0	15	64.7	17	17	
LONDON CITY	BA CITYFLYER LTD	S A	0	25	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	84.6	7	25
LONDON CITY	BA CITYFLYER LTD	S D	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	65.4	18	26
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	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	50.0	27	10	
LUTON	EASYJET UK LTD	S A	81	0	0	13.6	32.1	29.6	11.1	6.2	6.2	1.2	0.0	0.0	0.0	0.0	13	70.0	21	70	
LUTON	EASYJET UK LTD	S D	80	0	0	0.0	15.0	52.5	15.0	11.3	3.8	2.5	0.0	0.0	0.0	0.0	18	58.6	20	70	
LUTON	RYANAIR	S A	23	0	0	0.0	39.1	52.2	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	76.2	6	20	
LUTON	RYANAIR	S D	23	0	0	0.0	0.0	47.8	30.4	21.7	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	28	20	
LUTON	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	55.6	16	9	
LUTON	TUI AIRWAYS LTD	C D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	19	9	
STANSTED	BA CITYFLYER LTD	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	0	4	
STANSTED	BA CITYFLYER LTD	S D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	1	4	
STANSTED	EASYJET UK LTD	S A	0	0	0	0.0	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	
STANSTED	JET2.COM LTD	S A	52	0	0	13.5	59.6	13.5	7.7	3.8	1.9	0.0	0.0	0.0	0.0	0.0	6	84.8	9	33	
STANSTED	JET2.COM LTD	S D	52	0	0	0.0	36.5	50.0	7.7	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7	84.8	7	33	
STANSTED	RYANAIR	S A	93	0	0	6.5	43.0	26.9	15.1	3.2	4.3	0.0	1.1	0.0	0.0	0.0	12	37.7	51	69	
STANSTED	RYANAIR	S D	93	0	0	0.0	25.8	47.3	11.8	10.8	3.2	0.0	1.1	0.0	0.0	0.0	14	29.0	40	69	
STANSTED	TRANSAVIA	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	11	0.0	0	0	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
STANSTED	TUI AIRWAYS LTD	C 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	0.0	7	88.9	8	9
STANSTED	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	14	9
MANCHESTER	EASYJET UK LTD	S A	13	0	0	69.2	0.0	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	23.1	61.5	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
MANCHESTER	FLYBE LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	43	4
MANCHESTER	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	50.0	29	4
MANCHESTER	JET2.COM LTD	S A	62	0	0	21.0	45.2	19.4	8.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	89.3	11	75
MANCHESTER	JET2.COM LTD	S D	62	0	0	0.0	17.7	66.1	8.1	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	10	75
MANCHESTER	RYANAIR	S A	76	0	0	7.9	59.2	25.0	3.9	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	6	82.7	13	73
MANCHESTER	RYANAIR	S D	76	0	0	0.0	11.8	59.2	18.4	3.9	3.9	2.6	0.0	0.0	0.0	0.0	0.0	17	62.7	23	73
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	78	4
MANCHESTER	THOMAS COOK AIRLINES 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	0.0	14	50.0	77	4
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	9	14
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	19	14
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	0.0	0	66.7	12	3
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3
NEWCASTLE	EASYJET UK LTD	S A	22	0	0	0.0	40.9	31.8	13.6	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	17	84.2	7	19
NEWCASTLE	EASYJET UK LTD	S D	22	0	0	0.0	31.8	45.5	9.1	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	17	94.7	11	19
NEWCASTLE	JET2.COM LTD	S A	31	0	0	41.9	48.4	3.2	0.0	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	96.8	3	31
NEWCASTLE	JET2.COM LTD	S D	31	0	0	0.0	29.0	67.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	7	31
NEWCASTLE	RYANAIR	S A	18	0	0	11.1	61.1	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	2	18
NEWCASTLE	RYANAIR	S D	18	0	0	0.0	33.3	33.3	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18
SOUTHAMPTON	FLYBE LTD	S A	12	0	0	25.0	16.7	16.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	19	76.9	13	13
SOUTHAMPTON	FLYBE LTD	S D	12	0	0	0.0	8.3	50.0	0.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	24	84.6	14	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	0.0	0	40.0	36	5
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	0.0	0	60.0	22	5
SOUTHEND	EASYJET UK LTD	S A	45	0	0	40.0	40.0	8.9	4.4	2.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7	93.9	5	33
SOUTHEND	EASYJET UK LTD	S D	45	0	0	0.0	64.4	22.2	2.2	8.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	11	33
SOUTHEND	LOGANAIR LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
SOUTHEND	RYANAIR	S A	21	0	0	0.0	9.5	33.3	23.8	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
SOUTHEND	RYANAIR	S D	20	0	0	0.0	25.0	45.0	15.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL FARO FEZ</b>			<b>3331</b>	<b>77</b>	<b>11</b>	<b>9.2</b>	<b>33.0</b>	<b>33.1</b>	<b>10.5</b>	<b>6.9</b>	<b>3.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>2.3</b>	<b>0.3</b>	<b>13</b>	<b>75.6</b>	<b>15</b>	<b>3244</b>	
GATWICK	AIR ARABIA MAROC	S A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	37	8

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	AIR ARABIA MAROC	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	13	62.5	56	8	
	STANSTED	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	1	100.0	0	9		
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	20	9	
<b>TOTAL FEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.6</b>	<b>27</b>	<b>34</b>	
FIGARI	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	0	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1		
	GATWICK	EASYJET UK LTD	S	A	7	0	1	0.0	0.0	12.5	0.0	62.5	12.5	0.0	0.0	0.0	0.0	12.5	48	33.3	25	6	
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	32	83.3	11	6	
	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	20.0	31	5		
	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	100.0	0	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	351	0.0	72	5	
	HEATHROW	BRITISH AIRWAYS PLC	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	10	60.0	12	5		
	STANSTED	AIR CORSICA	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	25.0	51	4	
	STANSTED	AIR CORSICA	S	D	4	0	0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	66	0.0	91	4	
<b>TOTAL FIGARI</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>12.5</b>	<b>21.9</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>79</b>	<b>42.9</b>	<b>33</b>	<b>42</b>	
FLORENCE	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	3		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	3		
	BRISTOL	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	25.0	95	4		
	BRISTOL	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	391	3		
	EDINBURGH	BA CITYFLYER LTD	S	A	7	0	1	25.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	12.5	10	40.0	314	4		
	EDINBURGH	BA CITYFLYER LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	26	60.0	310	4	
	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	100.0	13	1		
	GATWICK	VUELING AIRLINES	S	A	44	0	2	8.7	17.4	28.3	10.9	19.6	6.5	0.0	2.2	2.2	0.0	4.3	34	45.7	38	34	
	GATWICK	VUELING AIRLINES	S	D	45	0	4	0.0	6.1	26.5	18.4	14.3	18.4	0.0	8.2	0.0	0.0	8.2	56	16.7	53	33	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	52	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	55.1	25	49	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	59.2	24	49	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	0	0	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	27		
	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	56.7	33	30		
	LUTON	VUELING AIRLINES	S	A	9	0	0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	16	61.5	27	12		
	LUTON	VUELING AIRLINES	S	D	9	0	0	0.0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	36	30.8	43	12		
	STANSTED	BA CITYFLYER LTD	S	A	5	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	44.4	33	7		
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	44.4	34	8		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	30	4		
	MANCHESTER	BRITISH AIRWAYS PLC	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	18	75.0	34	4		
	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	0	1		
<b>TOTAL FLORENCE</b>					<b>139</b>	<b>105</b>	<b>9</b>	<b>3.6</b>	<b>9.5</b>	<b>14.6</b>	<b>9.1</b>	<b>9.9</b>	<b>5.5</b>	<b>0.0</b>	<b>2.4</b>	<b>0.4</b>	<b>41.5</b>	<b>3.6</b>	<b>36</b>	<b>49.2</b>	<b>43</b>	<b>292</b>	
FORT LAUDERDALE																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	7.7	23.1	46.2	0.0	7.7	0.0	0.0	7.7	0.0	0.0	7.7	27	85.7	5	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	0.0	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	7.7	19	69.2	15	12	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	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	13		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	15	13		
<b>TOTAL FORT LAUDERDALE</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>23</b>	<b>71.7</b>	<b>15</b>	<b>51</b>	
FRANKFURT MAIN																							
	BIRMINGHAM	LUFTHANSA	S	A	120	0	1	0.0	37.2	46.3	10.7	3.3	1.7	0.0	0.0	0.0	0.0	0.8	8	62.7	16	115	
	BIRMINGHAM	LUFTHANSA	S	D	120	0	1	0.0	10.7	60.3	19.0	6.6	2.5	0.0	0.0	0.0	0.0	0.8	13	60.2	18	115	
	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	55.6	23	76		
	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	65.4	22	77		
	EDINBURGH	LUFTHANSA	S	A	62	0	0	0.0	12.9	45.2	27.4	11.3	3.2	0.0	0.0	0.0	0.0	16	51.6	21	62		
	EDINBURGH	LUFTHANSA	S	D	62	0	0	0.0	14.5	37.1	35.5	9.7	3.2	0.0	0.0	0.0	0.0	17	35.5	46	62		
	GLASGOW	LUFTHANSA	S	A	30	0	1	0.0	6.5	32.3	29.0	22.6	3.2	3.2	0.0	0.0	0.0	3.2	27	54.8	15	31	
	GLASGOW	LUFTHANSA	S	D	30	0	1	0.0	32.3	45.2	9.7	3.2	3.2	3.2	0.0	0.0	0.0	3.2	13	61.3	16	31	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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	43	0.0	0	0		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	2	7.9	35.4	33.1	6.2	7.3	7.3	1.1	0.6	0.0	0.0	1.1	16	67.9	19	193
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	1	0.0	22.0	53.7	13.6	6.8	2.3	1.1	0.0	0.0	0.0	0.6	12	75.0	13	193
	HEATHROW	LUFTHANSA	S	A	363	0	4	0.5	23.2	46.0	19.3	7.6	1.6	0.5	0.0	0.0	0.0	1.1	12	50.9	22	366
	HEATHROW	LUFTHANSA	S	D	363	0	4	0.0	14.4	54.0	16.9	10.4	2.7	0.5	0.0	0.0	0.0	1.1	14	48.6	24	366
	LONDON CITY	BA CITYFLYER LTD	S	A	0	70	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.9	4.1	0	71.8	13	68
	LONDON CITY	BA CITYFLYER LTD	S	D	0	71	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	56.9	19	68
	LONDON CITY	LUFTHANSA	S	A	0	89	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	65.4	16	79
	LONDON CITY	LUFTHANSA	S	D	0	89	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	40.2	31	79
	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	80	1
	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	0.0	166	0.0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	0.0	11.3	35.5	19.4	19.4	9.7	1.6	3.2	0.0	0.0	0.0	34	48.4	41	60
	STANSTED	RYANAIR	S	D	62	0	0	0.0	1.6	22.6	21.0	35.5	16.1	1.6	1.6	0.0	0.0	0.0	42	8.1	66	60
	MANCHESTER	LUFTHANSA	S	A	149	0	1	0.0	22.0	44.0	22.0	9.3	2.0	0.0	0.0	0.0	0.0	0.7	13	78.0	11	149
	MANCHESTER	LUFTHANSA	S	D	149	0	1	0.0	8.7	59.3	14.7	11.3	4.0	1.3	0.0	0.0	0.0	0.7	17	62.7	17	149
	MANCHESTER	RYANAIR	S	A	23	0	0	0.0	17.4	52.2	17.4	8.7	0.0	4.3	0.0	0.0	0.0	0.0	21	22.7	40	22
	MANCHESTER	RYANAIR	S	D	23	0	0	0.0	0.0	39.1	21.7	26.1	8.7	0.0	4.3	0.0	0.0	0.0	33	4.5	65	22
	MANCHESTER	SUN AIR OF SCANDINAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHEND	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL FRANKFURT MAIN</b>					<b>1973</b>	<b>319</b>	<b>30</b>	<b>0.7</b>	<b>16.6</b>	<b>40.4</b>	<b>14.8</b>	<b>8.5</b>	<b>3.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>13.7</b>	<b>1.3</b>	<b>16</b>	<b>56.7</b>	<b>22</b>	<b>2446</b>
FUERTEVENTURA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	6	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	10	9
	BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	57.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	18	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	16	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	44.4	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	100.0	1	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	50	75.0	9	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	5	55.6	18	9



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	18	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	100.0	0	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	7			
BRISTOL	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	7	85.7	9	7			
BRISTOL	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	75.0	5	4			
BRISTOL	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	11	75.0	7	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	13	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	19	100.0	4	4			
EDINBURGH	JET2.COM LTD	S	A	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	100.0	0	8			
EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9			
EDINBURGH	RYANAIR	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	4	88.9	8	9			
EDINBURGH	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	1	66.7	12	9			
GLASGOW	JET2.COM LTD	S	A	8	0	0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9			
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	8	8			
GLASGOW	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	8	75.0	9	4			
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	4			
LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	1	50.0	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	6	100.0	1	10		
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	15.4	61.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	14	88.9	8	9			
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	8	9			
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	4	0	0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	4			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 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	0.0	27	75.0	8	4		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	15	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	88.9	6	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	0.0	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	0.0	0	100.0	2	3		
GATWICK	EASYJET UK LTD	S A	23	0	0	4.3	13.0	39.1	26.1	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	84.2	11	19		
GATWICK	EASYJET UK LTD	S D	23	0	0	0.0	21.7	60.9	8.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	12	89.5	9	19		
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	0.0	0	77.8	13	9		
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	0.0	0	55.6	25	9		
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	22.2	22.2	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	39	37.5	25	8		
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	27	37.5	40	8		
GATWICK	TUI AIRWAYS LTD	C A	14	0	0	7.1	14.3	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	4		
GATWICK	TUI AIRWAYS LTD	C D	14	0	0	0.0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	6	4		
LUTON	RYANAIR	S A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	7	9		
LUTON	RYANAIR	S D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	13	9		
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	4		
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
STANSTED	JET2.COM LTD	S A	14	0	0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	26	13		
STANSTED	JET2.COM LTD	S D	13	0	0	0.0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	21	13		
STANSTED	RYANAIR	S A	17	0	0	64.7	17.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18		
STANSTED	RYANAIR	S D	17	0	0	0.0	47.1	47.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	8	18		
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	24	4		
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	25.0	22	4		
STANSTED	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
STANSTED	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	4		
MANCHESTER	JET2.COM LTD	S A	14	0	0	57.1	7.1	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18		
MANCHESTER	JET2.COM LTD	S D	14	0	0	0.0	14.3	35.7	14.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	77.8	8	18		
MANCHESTER	RYANAIR	S A	13	0	0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	22	13		
MANCHESTER	RYANAIR	S D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	23	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S 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	0.0	33	38.5	15	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	66.7	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	43	61.5	17	13		

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

		Origin/Destinations: F																	JUL 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
								13.4	26.5	41.1	9.7	5.5	2.5	0.3	0.5	0.2	0.0	0.2	13	78.5	11	624
	MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	50.0	21.4	7.1	14.3	0.0	0.0	0.0	7.1	0.0	0.0	97	75.0	11	12
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	7.1	7.1	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	13	13
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	8
<b>TOTAL FUERTEVENTURA</b>					<b>595</b>	<b>0</b>	<b>1</b>	<b>13.4</b>	<b>26.5</b>	<b>41.1</b>	<b>9.7</b>	<b>5.5</b>	<b>2.5</b>	<b>0.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>78.5</b>	<b>11</b>	<b>624</b>
<b>FUNCHAL</b>																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	26	5
	BELFAST INTERNATIONAL	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	80.0	43	5
	BIRMINGHAM	JET2.COM LTD	S	A	7	0	0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	24	5
	BIRMINGHAM	JET2.COM LTD	S	D	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	31	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	100.0	2	5
	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	80.0	6	5
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	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	5	87.5	8	8
	BRISTOL	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	6	100.0	3	8
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	18	5
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
	EAST MIDLANDS INTERNATIONAL	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	4	5
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	6	5
	EDINBURGH	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	4	80.0	7	5
	GLASGOW	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	5
	JERSEY	EUROPE AIRPOST	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	JERSEY	EUROPE AIRPOST	C	D	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	0.0	0	0
	JERSEY	EUROPE AIRPOST	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	JERSEY	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	120	5

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	18	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	55.6	18.5	14.8	3.7	3.7	0.0	3.7	0.0	0.0	0.0	0.0	9	90.0	7	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	11.1	55.6	18.5	11.1	0.0	3.7	0.0	0.0	0.0	0.0	17	63.3	21	30
	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	16	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	75.0	20	4
	GATWICK	EASYJET UK LTD	S	A	31	0	0	9.7	32.3	35.5	9.7	9.7	0.0	0.0	3.2	0.0	0.0	0.0	17	81.5	15	27
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	58.1	16.1	16.1	0.0	0.0	3.2	0.0	0.0	0.0	25	70.4	17	27
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	42	77.8	6	9
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	44.4	0.0	22.2	0.0	11.1	11.1	0.0	0.0	0.0	47	100.0	5	9
	LUTON	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
	LUTON	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	7	5
	STANSTED	JET2.COM LTD	S	A	18	0	0	22.2	33.3	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	6	11
	STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	16.7	72.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	6	11
	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	35	1
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	88.9	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	50.0	43	8
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	37.5	52	8
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	9
	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	66.7	26	9
	MANCHESTER	TUI AIRWAYS LTD	C	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	100.0	1	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	11	9
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	5
<b>TOTAL FUNCHAL</b>					<b>338</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>23.7</b>	<b>39.1</b>	<b>9.2</b>	<b>5.0</b>	<b>1.5</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.7</b>	<b>15</b>	<b>354</b>

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	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	62.5	30	8
	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	50.0	38	8
	ABERDEEN	EASYJET UK LTD	S	A	0	0	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	30
	ABERDEEN	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.2	32	30
	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	68.0	19	25
	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	48.0	28	25
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	145	0	0	3.4	15.9	22.1	26.2	17.2	9.0	5.5	0.7	0.0	0.0	0.0	32	55.5	22	134
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	145	0	0	0.0	17.2	23.4	17.2	20.0	14.5	5.5	2.1	0.0	0.0	0.0	39	39.3	31	137
	BIRMINGHAM	EASYJET UK LTD	S	D	0	0	0	0.0	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	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	60	0.0	0	0
	BIRMINGHAM	LOGANAIR 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
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	BOURNEMOUTH	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	3	2
	BOURNEMOUTH	EASYJET UK LTD	S	D	0	0	0	0.0	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
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	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	35	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1
	BRISTOL	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	15	1
	BRISTOL	EASYJET EUROPE	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
	BRISTOL	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	0.0	95	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	BH AIR	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	35	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	66	0.0	0	0
	EDINBURGH	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	131	1
EDINBURGH	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	128	1	
EDINBURGH	BRITISH AIRWAYS PLC	S	A	98	0	5	2.9	30.1	36.9	11.7	6.8	4.9	1.9	0.0	0.0	0.0	4.9	16	67.3	17	98	
EDINBURGH	BRITISH AIRWAYS PLC	S	D	98	0	5	2.9	33.0	35.9	15.5	4.9	1.9	1.0	0.0	0.0	0.0	4.9	12	68.3	15	98	
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	52.9	34	17	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	52.9	40	17		
EDINBURGH	EASYJET UK LTD	S	A	119	0	4	3.3	22.0	18.7	16.3	17.1	17.1	2.4	0.0	0.0	0.0	3.3	31	43.9	33	104		
EDINBURGH	EASYJET UK LTD	S	D	117	0	4	0.0	19.0	29.8	12.4	14.0	14.0	5.8	1.7	0.0	0.0	3.3	35	40.2	34	104		
GLASGOW	BH AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	BRITISH AIRWAYS PLC	S	A	101	0	2	1.9	34.0	31.1	14.6	4.9	8.7	2.9	0.0	0.0	0.0	1.9	20	73.0	16	98		
GLASGOW	BRITISH AIRWAYS PLC	S	D	101	0	2	0.0	35.0	31.1	13.6	5.8	10.7	1.9	0.0	0.0	0.0	1.9	19	71.0	16	98		
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	66.7	15	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	50.0	20	12		
GLASGOW	EASYJET UK LTD	S	A	82	0	3	4.7	17.6	29.4	11.8	16.5	14.1	2.4	0.0	0.0	0.0	3.5	29	63.5	19	72		
GLASGOW	EASYJET UK LTD	S	D	83	0	3	0.0	14.0	25.6	20.9	11.6	20.9	3.5	0.0	0.0	0.0	3.5	36	54.1	28	72		
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	66.7	8	6		
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	66.7	8	6		
ISLE OF MAN	EASYJET UK LTD	S	A	45	0	4	8.2	18.4	22.4	18.4	16.3	6.1	2.0	0.0	0.0	0.0	8.2	22	60.9	58	41		
ISLE OF MAN	EASYJET UK LTD	S	D	45	0	5	4.0	14.0	18.0	16.0	26.0	10.0	0.0	0.0	2.0	0.0	10.0	61	54.3	62	41		
JERSEY	BRITISH AIRWAYS PLC	S	A	148	0	3	6.6	32.5	28.5	11.9	14.6	3.3	0.7	0.0	0.0	0.0	2.0	14	65.5	19	140		
JERSEY	BRITISH AIRWAYS PLC	S	D	148	0	3	2.0	40.4	27.8	13.2	9.3	4.0	0.7	0.7	0.0	0.0	2.0	15	69.7	16	140		
JERSEY	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	50.0	26	2		
JERSEY	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	50.0	22	2		
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	66.7	16	12		
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	83.3	15	12		
JERSEY	EASYJET UK LTD	S	A	90	0	3	6.5	32.3	28.0	19.4	8.6	1.1	1.1	0.0	0.0	0.0	3.2	13	63.4	20	81		
JERSEY	EASYJET UK LTD	S	D	90	0	3	8.6	23.7	26.9	14.0	16.1	6.5	1.1	0.0	0.0	0.0	3.2	19	57.3	23	81		
JERSEY	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	28	8		
JERSEY	TITAN AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	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	100.0	0	1		
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	51	100.0	0	1		
LUTON	EASYJET UK LTD	S	D	11	0	1	0.0	0.0	66.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	8.3	11	30.0	54	10		

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

		Origin/Destinations: G																	JUL 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
								3.2	25.6	27.5	15.6	13.1	9.1	2.5	0.4	0.1	0.0	2.9	25	58.9	25	1808
	LUTON	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	439	1
	STANSTED	EASYJET UK LTD	S	D	0	0	0	0.0	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
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	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	15	1
<b>TOTAL GATWICK</b>					<b>1682</b>	<b>0</b>	<b>50</b>	<b>3.2</b>	<b>25.6</b>	<b>27.5</b>	<b>15.6</b>	<b>13.1</b>	<b>9.1</b>	<b>2.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>2.9</b>	<b>25</b>	<b>58.9</b>	<b>25</b>	<b>1808</b>
GAZIANTEP																						
	LUTON	SUNEXPRESS	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	75	1
	LUTON	SUNEXPRESS	S	D	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	45	0.0	98	4
<b>TOTAL GAZIANTEP</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>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>93</b>	<b>5</b>
GDANSK																						
	ABERDEEN	WIZZ AIR	S	A	13	0	0	23.1	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	22.2	29	9
	ABERDEEN	WIZZ AIR	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	22.2	39	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
	BELFAST INTERNATIONAL	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	1	33.3	28	8
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	9
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	10	13
	BRISTOL	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	84.6	8	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	22	0	0	40.9	22.7	22.7	4.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	63.6	23	22
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	50.0	31.8	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	54.5	30	22
	EDINBURGH	RYANAIR	S	A	13	0	0	7.7	69.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	24	13
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	38	13
	GLASGOW	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	4	1
	LEEDS BRADFORD	RYANAIR	S	A	18	0	0	38.9	38.9	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	70.6	9	16
	LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	27.8	55.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	64.7	14	16
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	22	0	0	45.5	31.8	18.2	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	9	50.0	24	17
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	22	0	0	0.0	45.5	40.9	4.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	12	27.8	33	17
	GATWICK	WIZZ AIR	S	A	31	0	0	6.5	16.1	38.7	12.9	19.4	6.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	GATWICK	WIZZ AIR	S	D	31	0	1	0.0	0.0	53.1	18.8	3.1	18.8	3.1	0.0	0.0	0.0	3.1	31	0.0	0	0
	LUTON	WIZZ AIR	S	A	75	0	0	12.0	38.7	38.7	5.3	2.7	0.0	0.0	1.3	1.3	0.0	0.0	13	79.8	13	82
	LUTON	WIZZ AIR	S	D	75	0	1	0.0	27.6	47.4	11.8	7.9	2.6	0.0	1.3	0.0	0.0	1.3	15	56.0	24	82
	STANSTED	RYANAIR	S	A	48	0	1	8.2	53.1	26.5	4.1	4.1	2.0	0.0	0.0	0.0	0.0	2.0	6	43.4	43	50

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	48	0	1	0.0	30.6	42.9	18.4	4.1	2.0	0.0	0.0	0.0	0.0	2.0	10	22.6	58	50	
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	35.7	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	14	69.2	23	13	
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	21.4	57.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	14	69.2	21	13	
	NEWCASTLE	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	7	9	
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	9	
<b>TOTAL GDANSK</b>					<b>584</b>	<b>0</b>	<b>4</b>	<b>8.8</b>	<b>34.9</b>	<b>38.6</b>	<b>8.3</b>	<b>4.4</b>	<b>2.9</b>	<b>0.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>58.4</b>	<b>25</b>	<b>523</b>	
GENEVA	BIRMINGHAM	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	0.0	88	1	
	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	0.0	55	2	
	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	0.0	72	2	
	BIRMINGHAM	EASYJET UK LTD	S	A	14	0	0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	8	10	
	BIRMINGHAM	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	71.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	36.4	25	10	
	BIRMINGHAM	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	BOURNEMOUTH	AIR X CHARTER	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	5	
	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	39	5	
	BRISTOL	EASYJET UK LTD	S	A	40	0	2	0.0	4.8	38.1	16.7	14.3	21.4	0.0	0.0	0.0	0.0	4.8	33	28.2	43	39	
	BRISTOL	EASYJET UK LTD	S	D	41	0	2	0.0	4.7	39.5	14.0	18.6	18.6	0.0	0.0	0.0	0.0	4.7	30	28.2	39	39	
	EAST MIDLANDS INTERNATIONAL	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	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	33.3	33	6	
	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	50.0	30	6	
	EDINBURGH	EASYJET UK LTD	S	A	47	0	2	2.0	4.1	36.7	24.5	18.4	8.2	2.0	0.0	0.0	0.0	4.1	27	23.3	40	41	
	EDINBURGH	EASYJET UK LTD	S	D	48	0	0	0.0	16.7	47.9	16.7	10.4	6.3	2.1	0.0	0.0	0.0	0.0	19	44.2	31	41	
	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	50.0	19	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	100.0	1	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	31	0	0	0.0	41.9	38.7	6.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	13	63.0	15	27	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	31	0	0	0.0	51.6	38.7	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	88.9	6	27	
	LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	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	31.8	36	22	



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	31.8	41	22	
	GATWICK	EASYJET SWITZERLAND	S	A	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET SWITZERLAND	S	D	0	0	8	0.0	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	165	0	6	0.6	14.6	26.3	18.1	22.8	11.7	1.2	0.6	0.6	0.0	3.5	32	49.0	31	145	
	GATWICK	EASYJET UK LTD	S	D	165	0	5	0.0	1.8	24.7	24.7	22.4	18.8	3.5	1.2	0.0	0.0	2.9	41	37.4	33	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	240	0	7	5.7	40.1	30.8	12.1	3.2	3.6	1.2	0.0	0.4	0.0	2.8	16	75.4	17	240	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	241	0	7	0.0	31.0	48.4	10.1	4.8	1.6	1.2	0.0	0.0	0.0	2.8	11	75.3	11	240	
	HEATHROW	SWISS AIRLINES	S	A	146	0	5	0.7	31.8	35.8	15.9	9.3	2.0	1.3	0.0	0.0	0.0	3.3	15	63.6	22	150	
	HEATHROW	SWISS AIRLINES	S	D	146	0	6	0.0	10.5	39.5	20.4	19.7	3.9	2.0	0.0	0.0	0.0	3.9	22	43.3	28	147	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	40	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0	68.9	11	42	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	42	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	8.7	0	73.3	11	42	
	LONDON CITY	SWISS AIRLINES	S	A	0	40	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	2.4	0	72.5	12	38	
	LONDON CITY	SWISS AIRLINES	S	D	0	39	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.1	4.9	0	58.5	21	38	
	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	11.1	87	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	51	8	
	LUTON	EASYJET UK LTD	S	A	60	0	3	0.0	27.0	27.0	20.6	17.5	3.2	0.0	0.0	0.0	0.0	4.8	17	40.7	34	53	
	LUTON	EASYJET UK LTD	S	D	61	0	1	0.0	14.5	54.8	19.4	4.8	4.8	0.0	0.0	0.0	0.0	1.6	14	44.4	30	53	
	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	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	50.0	22	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	50.0	16	8	
	MANCHESTER	EASYJET UK LTD	S	A	60	0	2	0.0	9.7	33.9	22.6	21.0	6.5	3.2	0.0	0.0	0.0	3.2	27	42.6	42	53	
	MANCHESTER	EASYJET UK LTD	S	D	62	0	0	0.0	12.9	40.3	19.4	16.1	8.1	1.6	1.6	0.0	0.0	0.0	27	46.3	35	53	
	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	0.0	34	1	
	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	0.0	28	1	
	NEWCASTLE	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	50.0	38	7	
	NEWCASTLE	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	62.5	25	8	
	SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	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 JULY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: G										JUL 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	
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
<b>TOTAL GENEVA</b>					<b>1629</b>	<b>161</b>	<b>75</b>	<b>0.9</b>	<b>19.2</b>	<b>32.9</b>	<b>14.8</b>	<b>11.4</b>	<b>6.4</b>	<b>1.3</b>	<b>0.2</b>	<b>0.1</b>	<b>8.6</b>	<b>4.0</b>	<b>22</b>	<b>54.7</b>	<b>25</b>	<b>1808</b>						
GENOA																												
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1						
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	33.3	11.1	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	34	100.0	2	8						
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	28	75.0	12	8						
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	80.0	7	5						
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	80.0	11	5						
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	1	0.0	15.4	46.2	19.2	11.5	3.8	0.0	0.0	0.0	0.0	3.8	16	77.4	9	31						
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	1	0.0	19.2	53.8	19.2	0.0	3.8	0.0	0.0	0.0	0.0	3.8	13	87.1	9	31						
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	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 UK LTD	S	A	13	0	0	46.2	30.8	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	100.0	0	12						
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	7	12						
	STANSTED	RYANAIR	S	A	27	0	0	0.0	33.3	18.5	7.4	25.9	11.1	3.7	0.0	0.0	0.0	0.0	29	3.8	60	24						
	STANSTED	RYANAIR	S	D	27	0	0	0.0	29.6	44.4	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	7.7	45	24						
	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	25	1						
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1						
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	12.5	12.5	37.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	31	50.0	31	8						
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	28	50.0	34	8						
<b>TOTAL GENOVA</b>					<b>172</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>24.1</b>	<b>38.5</b>	<b>13.2</b>	<b>9.8</b>	<b>4.6</b>	<b>0.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>58.6</b>	<b>22</b>	<b>182</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	50.0	13	2						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2						
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	14	12						
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	15	12						
	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	0.0	0	0						
	CARDIFF WALES	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	GLASGOW	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	JERSEY	MALETH AERO	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	41	0.0	0	0
	JERSEY	MALETH AERO	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	299	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	2	11.5	34.6	11.5	11.5	15.4	3.8	3.8	0.0	0.0	0.0	7.7	19	70.0	26	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	1	0.0	0.0	46.2	19.2	7.7	19.2	3.8	0.0	0.0	0.0	3.8	33	65.0	29	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	57.1	31	7
	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	57.1	27	7
	GATWICK	EASYJET UK LTD	S	A	54	0	0	1.9	14.8	16.7	22.2	27.8	13.0	3.7	0.0	0.0	0.0	0.0	35	64.0	22	50
	GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	5.5	40.0	23.6	20.0	5.5	3.6	1.8	0.0	0.0	0.0	32	70.0	17	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	27.4	40.3	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	81.6	13	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	37.1	51.6	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	73.5	12	49
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	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	4	2
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	38.5	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	19	81.8	9	11
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	8	11
<b>TOTAL GIBRALTAR</b>					<b>342</b>	<b>0</b>	<b>3</b>	<b>6.4</b>	<b>23.8</b>	<b>34.5</b>	<b>15.1</b>	<b>11.6</b>	<b>5.5</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>20</b>	<b>72.5</b>	<b>17</b>	<b>306</b>
GIRONA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9
	BELFAST INTERNATIONAL	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	1	100.0	2	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	21	7
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	11.1	45	7
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	20	9
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	22.2	38	9
	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	35.7	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	44.4	23	17
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	35.7	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	22	27.8	39	18
	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	1	100.0	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	9

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	11	9			
BOURNEMOUTH	RYANAIR	S A	18	0	0	33.3	38.9	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	3	76.5	26	17				
BOURNEMOUTH	RYANAIR	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	2	70.6	29	17				
BRISTOL	RYANAIR	S A	27	0	0	11.1	25.9	33.3	18.5	11.1	0.0	0.0	0.0	0.0	0.0	11	68.2	23	22				
BRISTOL	RYANAIR	S D	27	0	0	0.0	14.8	44.4	14.8	25.9	0.0	0.0	0.0	0.0	0.0	17	45.5	32	22				
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	42	50.0	18	4				
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	6	4				
BRISTOL	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	100.0	0	5				
BRISTOL	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5				
DONCASTER SHEFFIELD	AIR NOSTRUM	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	40	9				
EAST MIDLANDS INTERNATIONAL	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	1	55.6	56	9				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	11.1	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	27	11.1	69	9				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	11.1	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	54	0.0	95	9				
EDINBURGH	JET2.COM LTD	S A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	10	9				
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9				
EDINBURGH	RYANAIR	S A	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8				
EDINBURGH	RYANAIR	S D	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	59	8				
GLASGOW	JET2.COM LTD	S A	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9				
GLASGOW	JET2.COM LTD	S D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9				
LEEDS BRADFORD	JET2.COM LTD	S A	12	0	0	16.7	58.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4	92.3	2	13				
LEEDS BRADFORD	JET2.COM LTD	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	4	84.6	7	13				
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	27	100.0	3	9				
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	37	100.0	9	9				
LIVERPOOL (JOHN LENNON)	RYANAIR	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	7	66.7	21	9				
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	14	66.7	20	9				
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	9				
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9				
LUTON	RYANAIR	S A	14	0	0	28.6	42.9	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7	66.7	18	12				
LUTON	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	12	33.3	71	12				
STANSTED	JET2.COM 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	5	61.5	22	13				

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	JET2.COM LTD	S	D	14	0	0	0.0	35.7	57.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	69.2	21	13		
	STANSTED	RYANAIR	S	A	26	0	1	18.5	37.0	29.6	0.0	11.1	0.0	0.0	0.0	0.0	3.7	6	59.3	29	27		
	STANSTED	RYANAIR	S	D	26	0	0	0.0	15.4	53.8	15.4	11.5	3.8	0.0	0.0	0.0	0.0	16	0.0	65	27		
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	50.0	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	4	88.2	21	17		
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	11.1	55.6	11.1	16.7	5.6	0.0	0.0	0.0	0.0	15	88.2	5	17		
	MANCHESTER	RYANAIR	S	A	13	0	0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	2	12		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	50.0	38	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	35	4		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9		
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	77.8	10	9		
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9		
	NEWCASTLE	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	3	100.0	2	9		
	NEWCASTLE	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	40	77.8	20	9		
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	11.1	22.2	0.0	0.0	11.1	0.0	0.0	55	66.7	27	9		
<b>TOTAL GIRONA</b>					<b>606</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>33.8</b>	<b>34.6</b>	<b>11.2</b>	<b>7.6</b>	<b>2.3</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>65.6</b>	<b>24</b>	<b>600</b>	
GLASGOW																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	120	0	2	0.8	28.7	48.4	8.2	7.4	4.1	0.8	0.0	0.0	0.0	1.6	12	85.6	9	109	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	120	0	2	0.0	13.9	55.7	12.3	9.0	6.6	0.8	0.0	0.0	0.0	1.6	17	88.3	7	109	
	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	80.0	14	10		
	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	80.0	18	10		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	75	0	0	14.7	48.0	21.3	8.0	5.3	1.3	1.3	0.0	0.0	0.0	8	78.8	7	64		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	1.3	61.3	16.0	12.0	6.7	2.7	0.0	0.0	0.0	0.0	9	80.3	11	64		
	BIRMINGHAM	AERO4M	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	13	0.0	0	0		
	BIRMINGHAM	BA CITYFLYER 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		
	BIRMINGHAM	FLYBE LTD	S	A	177	0	12	8.5	41.8	21.2	6.3	4.2	7.9	2.6	1.1	0.0	0.0	6.3	19	69.0	21	173	
	BIRMINGHAM	FLYBE LTD	S	D	178	0	11	0.0	9.5	45.0	15.3	8.5	10.6	4.2	1.1	0.0	0.0	5.8	30	49.2	41	173	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	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	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	50.0	26	11		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					JUL 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	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	11					
BRISTOL	EASYJET UK LTD	S	A	92	0	2	4.3	30.9	33.0	11.7	8.5	9.6	0.0	0.0	0.0	0.0	2.1	16	63.0	23	73						
BRISTOL	EASYJET UK LTD	S	D	92	0	2	0.0	33.0	39.4	8.5	8.5	8.5	0.0	0.0	0.0	0.0	2.1	16	57.5	25	73						
CARDIFF WALES	FLYBE LTD	S	A	21	0	1	0.0	36.4	31.8	9.1	4.5	9.1	4.5	0.0	0.0	0.0	4.5	22	94.1	4	17						
CARDIFF WALES	FLYBE LTD	S	D	21	0	1	0.0	45.5	31.8	4.5	0.0	9.1	4.5	0.0	0.0	0.0	4.5	17	100.0	2	17						
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	49	0	1	0.0	60.0	20.0	8.0	2.0	8.0	0.0	0.0	0.0	0.0	2.0	11	80.3	22	74						
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	49	0	1	0.0	38.0	42.0	4.0	6.0	6.0	2.0	0.0	0.0	0.0	2.0	13	68.4	28	74						
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0						
EXETER	FLYBE LTD	S	A	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.4	20	31						
EXETER	FLYBE LTD	S	D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	54.8	19	31						
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	66.7	18	3						
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	33.3	20	3						
JERSEY	EASYJET UK LTD	S	A	25	0	1	7.7	46.2	23.1	11.5	3.8	3.8	0.0	0.0	0.0	0.0	3.8	9	66.7	17	24						
JERSEY	EASYJET UK LTD	S	D	25	0	1	0.0	34.6	30.8	23.1	3.8	3.8	0.0	0.0	0.0	0.0	3.8	11	45.8	24	24						
JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	54	3						
JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	56	3						
GATWICK	BRITISH AIRWAYS PLC	S	A	101	0	2	10.7	27.2	27.2	12.6	8.7	10.7	1.0	0.0	0.0	0.0	1.9	19	74.7	14	99						
GATWICK	BRITISH AIRWAYS PLC	S	D	101	0	2	0.0	33.0	30.1	17.5	5.8	7.8	3.9	0.0	0.0	0.0	1.9	20	69.0	19	98						
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	58.3	15	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	58.3	24	12						
GATWICK	EASYJET UK LTD	S	A	82	0	3	5.9	16.5	28.2	12.9	10.6	20.0	2.4	0.0	0.0	0.0	3.5	34	60.3	24	72						
GATWICK	EASYJET UK LTD	S	D	82	0	3	0.0	9.4	25.9	24.7	20.0	14.1	2.4	0.0	0.0	0.0	3.5	34	46.6	28	72						
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	100.0	10	1						
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1						
HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	4	21.9	40.9	17.0	9.7	5.3	2.8	0.4	0.4	0.0	0.0	1.6	10	79.7	15	276						
HEATHROW	BRITISH AIRWAYS PLC	S	D	243	0	4	0.0	25.1	46.2	12.6	9.3	4.0	0.8	0.4	0.0	0.0	1.6	16	64.1	19	276						
LONDON CITY	BA CITYFLYER LTD	S	A	0	138	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	79.3	8	129						
LONDON CITY	BA CITYFLYER LTD	S	D	0	136	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	2.9	0	55.3	21	125						
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	37.5	39	8						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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	
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	25.0	49	8				
LUTON	EASYJET UK LTD	S	A	66	0	0	16.7	39.4	15.2	12.1	9.1	4.5	3.0	0.0	0.0	0.0	0.0	16	62.7	20	58					
LUTON	EASYJET UK LTD	S	D	66	0	0	0.0	28.8	30.3	16.7	16.7	4.5	3.0	0.0	0.0	0.0	0.0	21	52.5	26	58					
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	63.6	22	11					
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	18.2	36	11					
STANSTED	EASYJET UK LTD	S	A	80	0	0	11.3	52.5	17.5	6.3	7.5	3.8	1.3	0.0	0.0	0.0	0.0	11	67.1	17	69					
STANSTED	EASYJET UK LTD	S	D	80	0	0	0.0	58.8	21.3	2.5	12.5	2.5	2.5	0.0	0.0	0.0	0.0	12	48.6	28	68					
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	42.1	48	74					
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	22.4	52	74					
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	50.0	39	8					
MANCHESTER	FLYBE LTD	S	A	58	0	0	0.0	36.2	44.8	12.1	1.7	5.2	0.0	0.0	0.0	0.0	0.0	10	84.1	8	62					
MANCHESTER	FLYBE LTD	S	D	58	0	0	0.0	10.3	67.2	12.1	5.2	5.2	0.0	0.0	0.0	0.0	0.0	14	80.6	10	61					
SOUTHAMPTON	FLYBE LTD	S	A	109	0	3	0.9	36.6	34.8	14.3	7.1	2.7	0.0	0.9	0.0	0.0	2.7	13	78.5	12	127					
SOUTHAMPTON	FLYBE LTD	S	D	109	0	3	0.0	18.8	50.0	11.6	9.8	6.3	0.0	0.9	0.0	0.0	2.7	17	70.8	16	127					
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
SOUTHEND	LOGANAIR LTD	S	A	76	1	0	2.6	16.9	36.4	18.2	10.4	11.7	1.3	1.3	0.0	1.3	0.0	27	0.0	0	0					
SOUTHEND	LOGANAIR LTD	S	D	77	0	0	0.0	22.1	41.6	13.0	9.1	9.1	2.6	2.6	0.0	0.0	0.0	26	0.0	0	0					
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	32.7	69	50					
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	40.4	45	52					
<b>TOTAL GLASGOW</b>				<b>2755</b>	<b>337</b>	<b>67</b>	<b>4.1</b>	<b>27.8</b>	<b>30.1</b>	<b>10.5</b>	<b>7.1</b>	<b>6.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>10.7</b>	<b>2.1</b>	<b>17</b>	<b>65.9</b>	<b>21</b>	<b>3286</b>					
GOTEBORG (LANDVETTER)																										
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	75.0	2	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	0.0	0	25.0	65	3					
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	70	9					
EDINBURGH	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	30	0.0	100	9					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	0.0	37.5	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	52	50.0	44	10					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	8	0	0	0.0	37.5	25.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	35	60.0	75	10					
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	40	0	1	0.0	9.8	34.1	29.3	14.6	7.3	2.4	0.0	0.0	0.0	2.4	24	52.5	26	40					
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	40	0	1	0.0	7.3	34.1	29.3	12.2	9.8	2.4	2.4	0.0	0.0	2.4	31	40.0	34	40					
HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	2	23.5	38.8	23.5	7.1	2.4	2.4	0.0	0.0	0.0	0.0	2.4	6	86.5	7	89					
HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	2	0.0	25.9	48.2	10.6	9.4	2.4	1.2	0.0	0.0	0.0	2.4	12	70.8	15	89					
STANSTED	RYANAIR	S	A	40	0	0	20.0	45.0	17.5	10.0	5.0	0.0	0.0	2.5	0.0	0.0	0.0	13	52.5	28	40					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
TOTAL GOTEBOURG (LANDVETTER)																												
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	0.0	0	100.0	7	1						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1						
	GATWICK	EASYJET UK LTD	S	A	13	0	0	15.4	23.1	23.1	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	66.7	38	12						
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	30	50.0	46	12						
	LONDON CITY	BA CITYFLYER LTD	S	A	0	17	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	42.9	20	14						
	LONDON CITY	BA CITYFLYER LTD	S	D	0	17	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	42.9	18	14						
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8						
	MANCHESTER	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	0.0	2	75.0	10	8						
TOTAL GRANADA																												
GRAND CAYMAN																												
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	47.1	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	13	18						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	0.0	64.7	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	18	88.9	7	18						
TOTAL GRAND CAYMAN																												
GRAZ																												
	BIRMINGHAM	ALITALIA (CAI)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	BIRMINGHAM	MERIDIANA AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1						
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	LUTON	ARKEFLY	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0						
	LUTON	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	30	0.0	0	0						
	LUTON	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	47	1						
	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	85	1						



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

		Origin/Destinations: G																		JUL 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	0.0
	DURHAM TEES VALLEY	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GRAZ</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>40</b>	<b>57.1</b>	<b>26</b>	<b>7</b>	
GRENADA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	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	7	66.7	10	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	26	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	40.0	30	5	
<b>TOTAL GRENADA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>45.2</b>	<b>29.0</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.3</b>	<b>17</b>	<b>30</b>	
GRENOBLE																							
	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	41.7	34	11	
	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	15.4	45	12	
<b>TOTAL GRENOBLE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>28.0</b>	<b>40</b>	<b>23</b>	
GRONINGEN																							
	SOUTHEND	LOGANAIR 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	STOBART AIR	S	A	47	0	1	0.0	50.0	35.4	4.2	4.2	2.1	2.1	0.0	0.0	0.0	2.1	10	78.4	15	71	
	SOUTHEND	STOBART AIR	S	D	49	0	1	4.0	62.0	18.0	8.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	9	72.0	17	72	
<b>TOTAL GRONINGEN</b>					<b>97</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>55.6</b>	<b>26.3</b>	<b>7.1</b>	<b>3.0</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>75.2</b>	<b>16</b>	<b>143</b>	
GUANGZHOU BAIYUN INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	39	0	0	82.1	7.7	2.6	5.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	80.6	7	36	
	HEATHROW	CHINA SOUTHERN	S	D	39	0	0	2.6	59.0	28.2	5.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	11	91.9	6	37	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>33.3</b>	<b>15.4</b>	<b>5.1</b>	<b>0.0</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.3</b>	<b>6</b>	<b>73</b>	
GUERNSEY																							
	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	68.2	11	21	
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	0.0	0.0	87.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	72.7	14	21	
	BRISTOL	AURIGNY AIR SERVICES	S	A	32	0	0	6.3	46.9	28.1	12.5	3.1	3.1	0.0	0.0	0.0	0.0	0.0	9	87.1	17	31	
	BRISTOL	AURIGNY AIR SERVICES	S	D	32	0	0	3.1	53.1	25.0	12.5	0.0	3.1	0.0	3.1	0.0	0.0	0.0	14	90.3	15	31	
	BRISTOL	FLYBE LTD	S	D	27	0	0	0.0	59.3	37.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	CARDIFF WALES	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	CARDIFF WALES	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	88.9	7	9	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	22	0	0	4.5	54.5	31.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	9	22	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	21	0	0	4.8	14.3	47.6	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	15	72.7	15	22	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	LOGANAIR LTD	S A	9	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
EDINBURGH	LOGANAIR LTD	S D	9	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
EXETER	FLYBE LTD	S A	0	30	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.8	3.2	0	83.3	6	24		
EXETER	FLYBE LTD	S D	0	30	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	89.7	10	29		
GLASGOW	LOGANAIR LTD	S A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	53	3		
GLASGOW	LOGANAIR LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	42	4		
JERSEY	AURIGNY AIR SERVICES	S A	46	0	0	2.2	65.2	26.1	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
JERSEY	AURIGNY AIR SERVICES	S D	46	0	0	0.0	50.0	37.0	0.0	0.0	8.7	2.2	2.2	0.0	0.0	0.0	0.0	17	0.0	0	0		
JERSEY	BLUE ISLANDS LIMITED	C A	6	0	0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
JERSEY	BLUE ISLANDS LIMITED	S A	145	0	1	3.4	48.6	32.9	4.8	8.2	0.0	0.7	0.7	0.0	0.0	0.7	9	81.0	9	138			
JERSEY	BLUE ISLANDS LIMITED	S D	145	0	1	2.1	54.1	28.8	4.1	6.2	3.4	0.7	0.0	0.0	0.0	0.7	9	81.4	9	137			
JERSEY	FLYBE LTD	S A	76	0	1	0.0	33.8	27.3	14.3	10.4	11.7	1.3	0.0	0.0	0.0	1.3	21	66.0	14	51			
JERSEY	FLYBE LTD	S D	31	0	0	0.0	19.4	29.0	22.6	12.9	9.7	6.5	0.0	0.0	0.0	0.0	33	0.0	0	0			
JERSEY	LOGANAIR LTD	S A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LEEDS BRADFORD	AURIGNY AIR SERVICES	S A	13	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	2	13		
LEEDS BRADFORD	AURIGNY AIR SERVICES	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	15	92.3	3	13		
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S A	9	0	0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
LIVERPOOL (JOHN LENNON)	FLYBE LTD	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	0.0	19	0.0	0	0		
GATWICK	AURIGNY AIR SERVICES	S A	177	0	1	1.1	34.8	32.0	15.7	10.7	3.9	1.1	0.0	0.0	0.0	0.6	15	78.2	12	179			
GATWICK	AURIGNY AIR SERVICES	S D	176	0	2	0.6	21.9	38.8	16.9	12.9	6.7	1.1	0.0	0.0	0.0	1.1	20	66.5	19	179			
HEATHROW	FLYBE LTD	S A	30	0	1	3.2	22.6	19.4	16.1	9.7	16.1	9.7	0.0	0.0	0.0	3.2	40	0.0	0	0			
HEATHROW	FLYBE LTD	S D	31	0	0	0.0	16.1	41.9	12.9	12.9	9.7	6.5	0.0	0.0	0.0	0.0	26	0.0	0	0			
STANSTED	AURIGNY AIR SERVICES	S A	31	0	0	0.0	45.2	41.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	64.5	19	31			
STANSTED	AURIGNY AIR SERVICES	S D	31	0	0	0.0	6.5	51.6	29.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	18	32.3	35	31			
MANCHESTER	AURIGNY AIR SERVICES	S A	63	0	0	6.3	41.3	41.3	9.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	7	71.0	17	62			
MANCHESTER	AURIGNY AIR SERVICES	S D	62	0	0	1.6	25.8	53.2	11.3	6.5	1.6	0.0	0.0	0.0	0.0	0.0	10	66.1	20	62			
SOUTHAMPTON	AURIGNY AIR SERVICES	S A	55	0	1	7.1	51.8	17.9	5.4	7.1	7.1	1.8	0.0	0.0	0.0	1.8	15	0.0	0	0			
SOUTHAMPTON	AURIGNY AIR SERVICES	S D	53	0	3	0.0	26.8	44.6	8.9	7.1	5.4	0.0	1.8	0.0	0.0	5.4	17	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S A	128	0	0	0.8	36.7	25.8	15.6	12.5	8.6	0.0	0.0	0.0	0.0	0.0	18	93.8	3	127			

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
	SOUTHAMPTON	FLYBE LTD	S	D	128	0	0	0.8	25.0	42.2	14.8	10.9	6.3	0.0	0.0	0.0	0.0	0.0	16	94.5	6	128
	SOUTHEND	BLUE ISLANDS LIMITED	S	A	31	0	0	0.0	41.9	19.4	19.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	SOUTHEND	BLUE ISLANDS LIMITED	S	D	31	0	1	0.0	21.9	34.4	18.8	12.5	9.4	0.0	0.0	0.0	0.0	3.1	21	0.0	0	0
<b>TOTAL GUERNSEY</b>					<b>1752</b>	<b>60</b>	<b>13</b>	<b>1.9</b>	<b>35.2</b>	<b>33.4</b>	<b>11.4</b>	<b>7.8</b>	<b>5.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>3.3</b>	<b>0.7</b>	<b>15</b>	<b>78.3</b>	<b>12</b>	<b>1377</b>

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

		Origin/Destinations: H																	JUL 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	
HAHN																							
	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	64.3	17	14	
	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	42.9	24	14	
	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	80.6	22	31	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.7	25	31	
<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>57.8</b>	<b>23</b>	<b>90</b>	
HALIFAX INT																							
	GLASGOW	WEST JET AIRLINES	S	A	27	0	1	10.7	25.0	21.4	17.9	14.3	7.1	0.0	0.0	0.0	0.0	3.6	16	0.0	0	0	
	GLASGOW	WEST JET AIRLINES	S	D	27	0	2	0.0	24.1	34.5	13.8	17.2	0.0	0.0	3.4	0.0	0.0	6.9	23	0.0	0	0	
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	6.5	22.6	41.9	19.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	14	61.3	22	31	
	GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	22.6	38.7	19.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	45.2	31	31	
	HEATHROW	AIR CANADA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.6	29	31	
	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	67.7	20	31	
<b>TOTAL HALIFAX INT</b>					<b>116</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>23.5</b>	<b>34.5</b>	<b>17.6</b>	<b>11.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>18</b>	<b>56.5</b>	<b>25</b>	<b>124</b>	
HAMBURG																							
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	0.0	36.4	9.1	31.8	18.2	4.5	0.0	0.0	0.0	0.0	0.0	19	66.7	14	25	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	0.0	0.0	59.1	36.4	0.0	4.5	0.0	0.0	0.0	0.0	0.0	15	48.1	27	25	
	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	44.4	29	21	
	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	38.5	30	21	
	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	49	2	
	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	51	2	
	EDINBURGH	EASYJET UK LTD	S	A	16	0	1	0.0	5.9	35.3	29.4	17.6	5.9	0.0	0.0	0.0	0.0	5.9	24	17.6	55	15	
	EDINBURGH	EASYJET UK LTD	S	D	16	0	1	0.0	5.9	41.2	17.6	23.5	5.9	0.0	0.0	0.0	0.0	5.9	22	12.5	63	15	
	EDINBURGH	RYANAIR	S	A	17	0	0	11.8	47.1	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	14	18	
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	23.5	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	21	18	
	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	50.0	32	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	50.0	31	4	
	GATWICK	EASYJET UK LTD	S	A	40	0	3	0.0	11.6	20.9	20.9	23.3	16.3	0.0	0.0	0.0	0.0	7.0	32	52.8	24	33	
	GATWICK	EASYJET UK LTD	S	D	41	0	2	0.0	14.0	25.6	25.6	20.9	4.7	2.3	2.3	0.0	0.0	4.7	28	65.7	20	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	5	16.7	44.9	21.0	10.1	3.6	0.0	0.0	0.0	0.0	0.0	3.6	5	84.4	17	133	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	5	0.0	25.4	56.5	9.4	3.6	1.4	0.0	0.0	0.0	0.0	3.6	8	80.0	8	133	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	1	8.2	34.1	30.6	10.6	9.4	4.7	0.0	1.2	0.0	0.0	1.2	14	67.9	14	84	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													JUL 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)
HAMBURG		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	83	0	1	0.0	9.5	51.2	17.9	11.9	6.0	0.0	2.4	0.0	0.0	1.2	23	52.4	22	84	
		STANSTED	RYANAIR	S	A	57	0	0	19.3	36.8	19.3	7.0	5.3	7.0	0.0	3.5	1.8	0.0	0.0	28	69.4	17	60	
		STANSTED	RYANAIR	S	D	57	0	0	0.0	33.3	42.1	5.3	8.8	7.0	0.0	3.5	0.0	0.0	0.0	23	33.9	41	60	
		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	25.0	29	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	50.0	10	4	
		MANCHESTER	EASYJET UK LTD	S	A	27	0	0	0.0	0.0	29.6	18.5	33.3	18.5	0.0	0.0	0.0	0.0	0.0	36	30.4	52	23	
		MANCHESTER	EASYJET UK LTD	S	D	27	0	0	0.0	25.9	18.5	22.2	18.5	14.8	0.0	0.0	0.0	0.0	0.0	28	47.8	33	23	
		MANCHESTER	RYANAIR	S	A	31	0	0	3.2	19.4	64.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	11	83.9	14	31	
		MANCHESTER	RYANAIR	S	D	31	0	0	0.0	25.8	64.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	87.1	7	31	
<b>TOTAL HAMBURG</b>						<b>854</b>	<b>0</b>	<b>19</b>	<b>5.0</b>	<b>26.1</b>	<b>37.3</b>	<b>13.5</b>	<b>9.7</b>	<b>4.9</b>	<b>0.1</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>63.3</b>	<b>21</b>	<b>906</b>	
HANOI		HEATHROW	VIETNAM AIRLINES	S	A	17	0	0	70.6	0.0	17.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	7	88.9	9	18	
		HEATHROW	VIETNAM AIRLINES	S	D	17	0	0	0.0	29.4	64.7	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	15	18	
<b>TOTAL HANOI</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>14.7</b>	<b>41.2</b>	<b>0.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.6</b>	<b>12</b>	<b>36</b>	
HANOVER		BIRMINGHAM	FLYBE LTD	S	A	16	0	1	0.0	5.9	23.5	23.5	23.5	17.6	0.0	0.0	0.0	0.0	5.9	31	29.6	34	26	
		BIRMINGHAM	FLYBE LTD	S	D	16	0	1	0.0	0.0	23.5	29.4	29.4	11.8	0.0	0.0	0.0	0.0	5.9	35	18.5	40	26	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	8.6	32.8	32.8	10.3	10.3	1.7	1.7	0.0	1.7	0.0	0.0	31	86.2	16	84	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	34.5	34.5	19.0	8.6	1.7	1.7	0.0	0.0	0.0	0.0	14	70.9	13	83	
		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	44.4	32	26		
		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	7.4	54	26		
		MANCHESTER	FLYBE LTD	S	A	18	0	0	0.0	16.7	22.2	16.7	27.8	5.6	5.6	5.6	0.0	0.0	0.0	45	55.6	37	26	
		MANCHESTER	FLYBE LTD	S	D	18	0	0	0.0	0.0	44.4	11.1	22.2	11.1	5.6	5.6	0.0	0.0	0.0	45	25.9	46	26	
<b>TOTAL HANOVER</b>						<b>184</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>23.1</b>	<b>31.7</b>	<b>16.7</b>	<b>15.6</b>	<b>5.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>28</b>	<b>55.2</b>	<b>27</b>	<b>323</b>	
HAUGESUND		BELFAST INTERNATIONAL	AERO4M	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		BELFAST INTERNATIONAL	AERO4M	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	124	0.0	0	0		
		BELFAST INTERNATIONAL	WIDEROE FLYVESELSKAP A/S	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		
		BELFAST INTERNATIONAL	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL HAUGESUND</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE												JUL 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)
HAVANA																								
	GATWICK			VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	22.2	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	33.3	27	9
	GATWICK			VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	31	11.1	58	9
<b>TOTAL HAVANA</b>							<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>11.8</b>	<b>17.6</b>	<b>35.3</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>24</b>	<b>22.2</b>	<b>43</b>	<b>18</b>
HAWARDEN																								
	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	82.6	11	23	
	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	86.4	9	22	
	BRISTOL			LOGANAIR LTD	C	A	24	0	0	8.3	62.5	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL			LOGANAIR LTD	C	D	24	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL HAWARDEN</b>							<b>48</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>56.3</b>	<b>16.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.4</b>	<b>10</b>	<b>45</b>	
HEATHROW																								
	ABERDEEN			BRITISH AIRWAYS PLC	S	A	180	0	3	6.6	36.1	33.3	10.9	6.6	3.3	1.1	0.5	0.0	0.0	1.6	12	75.0	12	199
	ABERDEEN			BRITISH AIRWAYS PLC	S	D	180	0	3	0.5	51.4	25.1	9.3	5.5	4.4	2.2	0.0	0.0	0.0	1.6	13	80.0	16	198
	ABERDEEN			FLYBE LTD	S	A	85	0	0	8.2	52.9	22.4	8.2	5.9	2.4	0.0	0.0	0.0	0.0	8	84.7	8	85	
	ABERDEEN			FLYBE LTD	S	D	85	0	0	0.0	31.8	44.7	9.4	7.1	4.7	2.4	0.0	0.0	0.0	15	81.2	12	85	
	BELFAST CITY (GEORGE BEST)			AER LINGUS	S	A	110	0	0	9.1	46.4	29.1	7.3	7.3	0.9	0.0	0.0	0.0	0.0	7	85.9	7	92	
	BELFAST CITY (GEORGE BEST)			AER LINGUS	S	D	111	0	1	0.0	56.3	30.4	6.3	4.5	0.9	0.0	0.0	0.0	0.9	7	92.4	4	91	
	BELFAST CITY (GEORGE BEST)			BRITISH AIRWAYS PLC	S	A	137	0	1	2.2	37.7	34.8	10.9	10.9	2.9	0.0	0.0	0.0	0.7	12	68.7	13	129	
	BELFAST CITY (GEORGE BEST)			BRITISH AIRWAYS PLC	S	D	137	0	1	1.4	51.4	29.0	5.1	7.2	4.3	0.7	0.0	0.0	0.7	11	83.2	9	129	
	BELFAST INTERNATIONAL			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	9	0.0	0	0	
	BIRMINGHAM			BRITISH AIRWAYS PLC	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	16	0.0	0	0	
	BIRMINGHAM			FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	EDINBURGH			BRITISH AIRWAYS PLC	S	A	317	0	7	4.0	29.0	38.6	12.7	9.9	2.8	0.6	0.3	0.0	0.0	2.2	14	68.6	16	304
	EDINBURGH			BRITISH AIRWAYS PLC	S	D	317	0	7	0.0	48.8	28.7	10.8	7.1	2.2	0.0	0.3	0.0	0.0	2.2	9	77.7	14	303
	EDINBURGH			FLYBE LTD	S	A	181	0	1	9.3	42.9	28.0	7.7	6.0	3.8	1.6	0.0	0.0	0.5	12	83.3	12	120	
	EDINBURGH			FLYBE LTD	S	D	182	0	0	0.0	12.1	57.1	13.7	7.1	8.2	1.1	0.5	0.0	0.0	19	78.3	13	120	
	GLASGOW			BRITISH AIRWAYS PLC	S	A	243	0	4	3.6	32.8	34.0	13.0	10.1	3.6	0.8	0.4	0.0	0.0	1.6	15	66.2	18	276
	GLASGOW			BRITISH AIRWAYS PLC	S	D	243	0	4	0.0	53.8	23.1	10.5	6.9	3.2	0.4	0.4	0.0	0.0	1.6	11	77.5	12	275
	ISLE OF MAN			FLYBE LTD	S	A	31	0	0	3.2	38.7	41.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	ISLE OF MAN			FLYBE LTD	S	D	31	0	0	0.0	16.1	71.0	6.5	3.2	3.2	0.0	0.0	0.0	0.0	7	0.0	0	0	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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									
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	44	0	0	6.8	31.8	38.6	6.8	9.1	4.5	2.3	0.0	0.0	0.0	0.0	12	65.9	13	41	
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	43	0	1	2.3	38.6	31.8	11.4	6.8	4.5	2.3	0.0	0.0	0.0	2.3	15	70.5	11	41	
	LIVERPOOL (JOHN LENNON)	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	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	33	2	
	LUTON	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	79	4	
	LUTON	EL AL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	170	0	4	2.9	39.1	33.9	9.2	9.2	2.9	0.6	0.0	0.0	0.0	2.3	11	76.9	11	219	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	170	0	4	1.7	44.8	28.2	10.3	8.0	3.4	1.1	0.0	0.0	0.0	2.3	12	83.8	10	220	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	141	0	2	3.5	32.2	37.8	13.3	9.1	2.1	0.7	0.0	0.0	0.0	1.4	13	69.1	15	147	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	141	0	2	0.0	30.1	46.2	14.7	5.6	0.7	1.4	0.0	0.0	0.0	1.4	11	81.9	15	147	
<b>TOTAL HEATHROW</b>					<b>3283</b>	<b>0</b>	<b>46</b>	<b>2.8</b>	<b>39.6</b>	<b>33.9</b>	<b>10.5</b>	<b>7.6</b>	<b>3.2</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>76.6</b>	<b>13</b>	<b>3228</b>	
HELSINKI																							
	EDINBURGH	FINNAIR	S	A	41	0	0	0.0	41.5	48.8	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	40	
	EDINBURGH	FINNAIR	S	D	41	0	0	0.0	14.6	58.5	12.2	14.6	0.0	0.0	0.0	0.0	0.0	0.0	13	72.5	11	40	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	1.8	24.6	49.1	10.5	7.0	5.3	0.0	0.0	1.8	0.0	0.0	18	75.9	22	58	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	57	0	1	0.0	3.4	48.3	22.4	12.1	6.9	1.7	1.7	1.7	0.0	1.7	34	67.2	28	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	38.7	19.4	3.2	12.9	6.5	3.2	3.2	0.0	0.0	0.0	26	77.4	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	35.5	25.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	16	64.5	22	62	
	HEATHROW	FINNAIR	S	A	186	0	0	21.5	34.9	25.8	10.8	5.4	1.6	0.0	0.0	0.0	0.0	0.0	7	77.6	11	156	
	HEATHROW	FINNAIR	S	D	186	0	0	0.0	24.2	54.8	10.2	8.6	1.6	0.0	0.5	0.0	0.0	0.0	11	63.2	22	155	
	MANCHESTER	FINNAIR	S	A	62	0	0	11.3	30.6	33.9	17.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.7	7	62	
	MANCHESTER	FINNAIR	S	D	62	0	0	0.0	16.1	48.4	27.4	4.8	3.2	0.0	0.0	0.0	0.0	0.0	14	72.6	14	61	
<b>TOTAL HELSINKI</b>					<b>754</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>26.2</b>	<b>42.1</b>	<b>13.5</b>	<b>7.7</b>	<b>2.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>73.4</b>	<b>16</b>	<b>754</b>	
HERAKLION																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	49	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	28	5	
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	10.5	15.8	36.8	15.8	5.3	15.8	0.0	0.0	0.0	0.0	0.0	22	18.8	39	16	
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	10.5	31.6	31.6	15.8	10.5	0.0	0.0	0.0	0.0	0.0	26	20.0	36	15	

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

		Origin/Destinations: H																	JUL 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	0.0	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BIRMINGHAM	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	0.0	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	14	9
BIRMINGHAM	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	20	9
BIRMINGHAM	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	46.2	30.8	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	26	42.9	23	14
BIRMINGHAM	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	61.5	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	27	14.3	32	14
BOURNEMOUTH	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
BOURNEMOUTH	BOURNEMOUTH	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	22	0.0	0	0
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	0.0	34	1
BRISTOL	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	12.5	49	8
BRISTOL	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	42.9	23	7
BRISTOL	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	4
BRISTOL	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	9	5
BRISTOL	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	33	44.4	22	9
BRISTOL	BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	35	9
CARDIFF WALES	CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	40.0	25	5
CARDIFF WALES	CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	40.0	28	5
DONCASTER SHEFFIELD	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	100.0	0	4
DONCASTER SHEFFIELD	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	2	5
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	40.0	30.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	90.0	8	10
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	27	60.0	17	10
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	38.5	19	13
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	15.4	27	13
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	0.0	0	100.0	0	1
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	0.0	0	100.0	2	1
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	0.0	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	40	28.6	32	7
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	50.0	26	8
EDINBURGH	EDINBURGH	JET2.COM LTD	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	18	77.8	17	9
EDINBURGH	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	16	9
EXETER	EXETER	TUI AIRWAYS LTD	C	A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
EXETER	EXETER	TUI AIRWAYS LTD	C	D	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
GLASGOW	GLASGOW	JET2.COM LTD	S	A	13	0	0	15.4	15.4	23.1	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	15	38.5	31	13
GLASGOW	GLASGOW	JET2.COM LTD	S	D	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	14.3	41	14



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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	39	37.5	188	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	43	44.4	173	9		
GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	5		
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	21	0	0	14.3	19.0	38.1	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	14	77.8	13	18		
LEEDS BRADFORD	JET2.COM LTD	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	0.0	23	55.6	23	18		
GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	19.4	19.4	19.4	22.6	9.7	3.2	3.2	0.0	0.0	0.0	37	51.6	26	31		
GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	35.5	22.6	25.8	9.7	0.0	0.0	0.0	0.0	0.0	26	64.5	17	31		
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	28.6	43	7		
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	37.5	18	8		
GATWICK	EASYJET UK LTD	S	A	61	0	1	3.2	12.9	14.5	12.9	30.6	17.7	6.5	0.0	0.0	0.0	1.6	43	38.9	40	53		
GATWICK	EASYJET UK LTD	S	D	61	0	1	0.0	8.1	45.2	19.4	17.7	3.2	4.8	0.0	0.0	0.0	1.6	25	59.3	23	54		
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	50.0	17	10		
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	50.0	21	10		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	0.0	21.4	21.4	35.7	14.3	7.1	0.0	0.0	0.0	0.0	44	35.7	40	13		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	28.6	7.1	28.6	28.6	7.1	0.0	0.0	0.0	0.0	47	28.6	43	13		
GATWICK	TUI AIRWAYS LTD	C	A	19	0	0	10.5	5.3	10.5	26.3	36.8	5.3	0.0	5.3	0.0	0.0	0.0	39	53.8	32	13		
GATWICK	TUI AIRWAYS LTD	C	D	19	0	0	0.0	0.0	31.6	26.3	26.3	15.8	0.0	0.0	0.0	0.0	0.0	33	38.5	26	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	0.0	32	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	6	2		
LUTON	EASYJET UK LTD	S	A	14	0	0	0.0	7.1	28.6	21.4	14.3	28.6	0.0	0.0	0.0	0.0	0.0	35	8.3	61	12		
LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	72.7	24	11		
LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0		
STANSTED	JET2.COM LTD	S	A	27	0	0	3.7	25.9	25.9	14.8	18.5	11.1	0.0	0.0	0.0	0.0	0.0	22	56.5	22	23		
STANSTED	JET2.COM LTD	S	D	27	0	0	0.0	18.5	63.0	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	11	77.3	17	22		
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	44.4	43	9		
STANSTED	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	48	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	0.0	52	2		
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	19	1		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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	17	0	0	0.0	29.4	11.8	23.5	11.8	23.5	0.0	0.0	0.0	0.0	0.0	31	26.7	43	15			
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	41.2	23.5	5.9	17.6	0.0	0.0	0.0	0.0	0.0	25	56.3	18	16			
	MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5			
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5			
	MANCHESTER	JET2.COM LTD	S	A	28	0	0	7.1	28.6	21.4	17.9	17.9	7.1	0.0	0.0	0.0	0.0	0.0	19	53.6	22	27			
	MANCHESTER	JET2.COM LTD	S	D	29	0	0	0.0	3.4	27.6	20.7	37.9	10.3	0.0	0.0	0.0	0.0	0.0	30	37.0	26	27			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	15	0	0	0.0	6.7	0.0	33.3	20.0	26.7	6.7	0.0	6.7	0.0	0.0	85	58.8	22	17			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	26.7	13.3	20.0	13.3	13.3	13.3	0.0	0.0	0.0	0.0	42	44.4	22	18			
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	5.9	29.4	23.5	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	19	55.6	35	18			
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	40	18			
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	55.6	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	77.8	7	9			
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	44.4	28	9			
	NEWCASTLE	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	36	75.0	8	4			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	60.0	13	5			
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	5	5			
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.0	19	5			
	SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	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 HERAKLION</b>					<b>856</b>	<b>10</b>	<b>2</b>	<b>3.1</b>	<b>13.8</b>	<b>32.4</b>	<b>19.9</b>	<b>18.0</b>	<b>9.0</b>	<b>1.8</b>	<b>0.5</b>	<b>0.1</b>	<b>1.2</b>	<b>0.2</b>	<b>27</b>	<b>48.6</b>	<b>29</b>	<b>872</b>			
HO CHI MINH CITY																									
	HEATHROW	VIETNAM AIRLINES	S	A	14	0	0	28.6	50.0	0.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	92.3	2	13			
	HEATHROW	VIETNAM AIRLINES	S	D	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	46.2	20	13			
<b>TOTAL HO CHI MINH CITY</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>25.0</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>11</b>	<b>26</b>			
HOLGUIN (FRANK PAIS)																									
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	25.0	36	4			
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	39	40.0	30	5			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	66.7	24	9			
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>59.3</b>	<b>23</b>	<b>27</b>			
HONG KONG (CHEK LAP KOK)																									
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	35.5	38.7	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	96.8	2	31			
	GATWICK	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	0.0	22.6	61.3	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	93.5	15	31			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUL 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	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				
HEATHROW		BRITISH AIRWAYS PLC		S A		62		0		0		40.3		46.8		6.5		0.0		4.8		1.6		0.0		0.0		0.0		0.0		4		90.3	4	62		
HEATHROW		BRITISH AIRWAYS PLC		S D		62		0		0		0.0		8.1		35.5		25.8		24.2		1.6		3.2		1.6		0.0		0.0		29		53.2	26	62		
HEATHROW		CATHAY PACIFIC AIRWAYS		S A		154		0		0		49.4		29.9		9.7		5.8		2.6		2.6		0.0		0.0		0.0		6		91.0	5	155				
HEATHROW		CATHAY PACIFIC AIRWAYS		S D		154		0		0		0.0		26.0		54.5		10.4		5.8		1.9		0.6		0.6		0.0		0.0		12		81.3	10	155		
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31		0		0		87.1		12.9		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0	0	31				
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		31		0		0		0.0		61.3		25.8		3.2		3.2		3.2		0.0		3.2		0.0		0.0		11		93.5	6	31		
MANCHESTER		CATHAY PACIFIC AIRWAYS		S A		31		0		0		48.4		12.9		19.4		12.9		3.2		3.2		0.0		0.0		0.0		7		83.9	12	31				
MANCHESTER		CATHAY PACIFIC AIRWAYS		S D		31		0		2		0.0		60.6		27.3		3.0		3.0		0.0		0.0		0.0		0.0		6.1		3		90.0	3	30		
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>						<b>618</b>		<b>0</b>		<b>2</b>		<b>24.8</b>		<b>30.0</b>		<b>27.4</b>		<b>8.4</b>		<b>6.0</b>		<b>2.1</b>		<b>0.5</b>		<b>0.5</b>		<b>0.0</b>		<b>0.0</b>		<b>0.3</b>		<b>10</b>		<b>85.3</b>	<b>9</b>	<b>619</b>
HOUSTON																																						
HEATHROW		BRITISH AIRWAYS PLC		S A		62		0		0		17.7		25.8		30.6		17.7		1.6		4.8		1.6		0.0		0.0		0.0		13		77.4	10	62		
HEATHROW		BRITISH AIRWAYS PLC		S D		62		0		0		0.0		12.9		46.8		17.7		16.1		6.5		0.0		0.0		0.0		0.0		19		83.9	12	62		
HEATHROW		UNITED AIRLINES		S A		62		0		0		19.4		21.0		32.3		3.2		12.9		8.1		1.6		1.6		0.0		0.0		21		67.7	16	62		
HEATHROW		UNITED AIRLINES		S D		62		0		0		0.0		32.3		45.2		3.2		11.3		6.5		0.0		1.6		0.0		0.0		19		71.0	13	62		
MANCHESTER		SINGAPORE AIRLINES		S A		22		0		0		40.9		27.3		18.2		9.1		0.0		0.0		4.5		0.0		0.0		0.0		9		95.5	2	22		
MANCHESTER		SINGAPORE AIRLINES		S D		22		0		0		0.0		31.8		59.1		9.1		0.0		0.0		0.0		0.0		0.0		0.0		4		72.7	10	22		
<b>TOTAL HOUSTON</b>						<b>292</b>		<b>0</b>		<b>0</b>		<b>11.0</b>		<b>24.0</b>		<b>38.7</b>		<b>10.3</b>		<b>8.9</b>		<b>5.5</b>		<b>1.0</b>		<b>0.7</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>16</b>		<b>76.4</b>	<b>12</b>	<b>292</b>
HUMBERSIDE																																						
ABERDEEN		FLYBE LTD		S A		54		0		12		40.9		24.2		4.5		3.0		4.5		4.5		0.0		0.0		0.0		18.2		8	69.8	20	59			
ABERDEEN		FLYBE LTD		S D		57		0		10		1.5		46.3		20.9		6.0		9.0		1.5		0.0		0.0		0.0		0.0		14.9		9	64.6	17	61	
BELFAST CITY (GEORGE BEST)		NETJETS TRANSPORTES AEREOS		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		35		0.0	0	0		
BELFAST CITY (GEORGE BEST)		NETJETS TRANSPORTES AEREOS		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		61		0.0	0	0		
JERSEY		FLYBE LTD		S A		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		75.0	9	4		
JERSEY		FLYBE LTD		S D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		75.0	22	4		
JERSEY		LOGANAIR 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		3		0.0	0	0		
JERSEY		LOGANAIR LTD		S D		4		0		0		0.0		50.0		50.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		5		0.0	0	0		
LEEDS BRADFORD		EASTERN AIRWAYS		S A		1		0		0		0.0		0.0		0.0		100.0		0.0		0.0		0.0		0.0		0.0		0.0		20		0.0	0	0		
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		100.0	0	1				

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	10	100.0	8	1	
	NEWCASTLE	EASTERN AIRWAYS	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		
	NEWCASTLE	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	100.0	0	1		
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	DURHAM TEES VALLEY	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	4		
	DURHAM TEES VALLEY	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	2	4		
<b>TOTAL HUMBERSIDE</b>					<b>136</b>	<b>0</b>	<b>22</b>	<b>19.0</b>	<b>39.2</b>	<b>13.9</b>	<b>4.4</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>8</b>	<b>69.6</b>	<b>17</b>	<b>139</b>	
HURGHADA																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	13	0	0	46.2	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	50.0	23	14		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	46.2	38.5	0.0	7.7	0.0	0.0	0.0	0.0	17	38.5	32	13		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	19	44.4	21	9		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	20	22.2	22	9		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	75.0	9	4		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	21	80.0	13	5		
	BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	9	5		
	BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	15	5		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS 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	10	0.0	0	0		
	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	26	1		
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	26	50.0	22	8		
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	40	28.6	21	7		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	18	0	0	5.6	16.7	27.8	11.1	33.3	5.6	0.0	0.0	0.0	0.0	26	68.8	15	16		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	0.0	27.8	27.8	33.3	11.1	0.0	0.0	0.0	0.0	31	44.4	31	18		
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	0	21.4	42.9	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	9	84.6	7	13		
	GATWICK	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	50.0	28.6	0.0	21.4	0.0	0.0	0.0	0.0	30	50.0	17	14		
	STANSTED	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	STANSTED	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	THOMAS COOK AIRLINES LTD	S	A	31	0	0	29.0	22.6	32.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	86.4	8	22		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	31	0	0	0.0	6.5	74.2	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	59.1	19	22		
	MANCHESTER	TUI AIRWAYS LTD	S	A	14	0	0	0.0	21.4	35.7	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	9	9		
	MANCHESTER	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	23	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	21	5		
<b>TOTAL HURGHADA</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.4</b>	<b>36.5</b>	<b>19.7</b>	<b>15.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.9</b>	<b>18</b>	<b>213</b>		
HYDERABAD ( RAJIV GHANDI )																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	29.0	22.6	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	87.1	12	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	51.6	25.8	12.9	6.5	3.2	0.0	0.0	0.0	0.0	25	41.9	32	31		
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>14.5</b>	<b>37.1</b>	<b>17.7</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.5</b>	<b>22</b>	<b>62</b>		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	WIZZ AIR	S	A	9	0	0	0.0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	11.1	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	9.1	68.2	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.3	2	22
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	9.1	77.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.6	12	22
	LUTON	TAROM	S	A	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	25	14	
	LUTON	TAROM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	21.4	44	14	
	LUTON	WIZZ AIR	S	A	30	0	1	16.1	51.6	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2	80.0	10	30
	LUTON	WIZZ AIR	S	D	30	0	1	0.0	9.7	61.3	22.6	3.2	0.0	0.0	0.0	0.0	0.0	3.2	10	36.7	35	30
<b>TOTAL IASI</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>29.0</b>	<b>41.1</b>	<b>12.9</b>	<b>4.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>63.4</b>	<b>20</b>	<b>132</b>

IBIZA

ABERDEEN	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	54	4
ABERDEEN	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	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	0.0	0	0.0	39	1
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	50.0	54	8
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	25	57.1	32	7
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	58.8	23.5	0.0	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	94.4	2	18
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	5
BIRMINGHAM	JET2.COM LTD	S	A	36	0	0	13.9	36.1	25.0	13.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	77.4	12	31
BIRMINGHAM	JET2.COM LTD	S	D	35	0	0	0.0	25.7	48.6	14.3	5.7	5.7	0.0	0.0	0.0	0.0	0.0	14	74.2	14	31
BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	77.8	12	9
BIRMINGHAM	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	10	44.4	28	9
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	75.0	5	4
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	100.0	4	4
BIRMINGHAM	TUI AIRWAYS LTD	C	A	24	0	0	4.2	58.3	25.0	4.2	4.2	0.0	0.0	0.0	4.2	0.0	0.0	25	72.0	17	25
BIRMINGHAM	TUI AIRWAYS LTD	C	D	25	0	0	0.0	24.0	56.0	12.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	29	64.0	23	25
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	4
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUL 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		
BRISTOL	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	110	1						
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	36	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	33.3	16	3						
BRISTOL	EASYJET UK LTD	S	A	17	0	1	0.0	22.2	16.7	16.7	16.7	22.2	0.0	0.0	0.0	0.0	5.6	32	66.7	23	15							
BRISTOL	EASYJET UK LTD	S	D	17	0	1	0.0	11.1	44.4	11.1	5.6	16.7	5.6	0.0	0.0	0.0	5.6	28	80.0	14	15							
BRISTOL	RYANAIR	S	A	14	0	0	7.1	50.0	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	23	13							
BRISTOL	RYANAIR	S	D	14	0	0	0.0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	14	13							
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	19	5							
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	21	5							
BRISTOL	TUI AIRWAYS LTD	C	A	17	0	0	23.5	35.3	11.8	11.8	5.9	5.9	0.0	5.9	0.0	0.0	0.0	22	88.2	8	17							
BRISTOL	TUI AIRWAYS LTD	C	D	18	0	0	0.0	44.4	22.2	11.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	24	76.5	10	17							
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	4							
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	4							
CARDIFF WALES	TUI AIRWAYS LTD	C	A	14	0	0	14.3	35.7	28.6	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	31	76.9	14	13							
CARDIFF WALES	TUI AIRWAYS LTD	C	D	14	0	0	0.0	42.9	28.6	7.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	32	69.2	12	13							
DONCASTER SHEFFIELD	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	2	100.0	1	9							
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9							
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	30	0	1	9.7	41.9	22.6	19.4	3.2	0.0	0.0	0.0	0.0	3.2	7	89.7	4	29								
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	31	0	0	0.0	22.6	61.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	82.8	6	29							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	24	88.9	15	9							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	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	29	88.9	6	9							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	55.6	11.1	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	183	100.0	1	9							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	1	0.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4	100.0	3	9							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	75.0	15	8							
EAST MIDLANDS INTERNATIONAL	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	17	87.5	10	8							
EDINBURGH	JET2.COM LTD	S	A	17	0	0	23.5	47.1	23.5	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11	88.9	3	18							
EDINBURGH	JET2.COM LTD	S	D	17	0	0	0.0	41.2	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	3	18							
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	44.4	24	9							
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	20	9							

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					JUL 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			
EXETER	TUI AIRWAYS LTD	C A	0	5	0	0.0	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	100.0	0	4			
EXETER	TUI AIRWAYS LTD	C D	0	5	0	0.0	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	100.0	0	4			
GLASGOW	JET2.COM LTD	S A	21	0	0	9.5	33.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	68.2	9	22			
GLASGOW	JET2.COM LTD	S D	21	0	0	0.0	19.0	57.1	9.5	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	68.2	16	22			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	33.3	22.2	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	8			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	8			
GLASGOW	TUI AIRWAYS LTD	C A	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	0.0	0.0	13	50.0	42	8			
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	38	8			
LEEDS BRADFORD	JET2.COM LTD	S A	39	0	0	20.5	30.8	30.8	5.1	5.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.8	7	41			
LEEDS BRADFORD	JET2.COM LTD	S D	39	0	0	0.0	38.5	38.5	10.3	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.9	8	41			
LEEDS BRADFORD	RYANAIR	S A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	30	9			
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	9	9			
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	0	100.0	0	5			
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	0	0	14.3	28.6	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	18	12			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	84.6	9	13			
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5			
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
GATWICK	BRITISH AIRWAYS PLC	S A	52	0	0	5.8	26.9	19.2	17.3	13.5	9.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	34	73.6	40	53			
GATWICK	BRITISH AIRWAYS PLC	S D	52	0	0	0.0	11.5	50.0	11.5	17.3	3.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	27	71.2	18	51			
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	75.0	8	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	0.0	0.0	0	85.7	17	7			
GATWICK	EASYJET UK LTD	S A	86	0	4	4.4	18.9	16.7	23.3	16.7	10.0	4.4	1.1	0.0	0.0	4.4	32	54.8	25	72	72				
GATWICK	EASYJET UK LTD	S D	86	0	2	0.0	26.1	34.1	10.2	12.5	8.0	5.7	1.1	0.0	0.0	2.3	27	65.3	20	72	72				
GATWICK	EXECUJET SCANDINAVIA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	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	0.0	0.0	0	0.0	21	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	0.0	0.0	0	58.8	26	17			



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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	C D	0	0	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	17	17		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	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	75.0	13	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	0	0	0.0	23.1	38.5	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	23	84.6	9	13		
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0	0.0	23.1	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	13	13		
GATWICK	TUI AIRWAYS LTD	C A	32	0	0	0	3.1	18.8	37.5	9.4	25.0	0.0	3.1	3.1	0.0	0.0	0.0	27	76.5	38	17		
GATWICK	TUI AIRWAYS LTD	C D	33	0	0	0	0.0	12.1	42.4	30.3	6.1	6.1	3.0	0.0	0.0	0.0	0.0	23	77.8	27	18		
HEATHROW	BRITISH AIRWAYS PLC	S A	42	0	1	7.0	34.9	27.9	14.0	9.3	2.3	2.3	0.0	0.0	0.0	0.0	2.3	14	71.0	15	31		
HEATHROW	BRITISH AIRWAYS PLC	S D	42	0	1	0.0	27.9	44.2	16.3	7.0	0.0	2.3	0.0	0.0	0.0	0.0	2.3	13	87.1	10	31		
LONDON CITY	BA CITYFLYER LTD	S A	0	84	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	50.0	22	85		
LONDON CITY	BA CITYFLYER LTD	S D	0	91	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	48.8	21	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	0.0	0.0	0	16.7	61	6		
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	16.7	61	6		
LUTON	EASYJET UK LTD	S A	44	0	1	6.7	15.6	28.9	17.8	15.6	11.1	2.2	0.0	0.0	0.0	0.0	2.2	27	33.3	40	39		
LUTON	EASYJET UK LTD	S D	43	0	1	0.0	6.8	43.2	20.5	13.6	11.4	2.3	0.0	0.0	0.0	0.0	2.3	27	33.3	42	39		
LUTON	TUI AIRWAYS LTD	C A	6	0	0	0.0	16.7	16.7	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	8	9		
LUTON	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	10	9		
STANSTED	BA CITYFLYER LTD	S A	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	53.8	19	12		
STANSTED	BA CITYFLYER 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	0.0	18	69.2	17	13		
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	0.0	54	3		
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	0.0	76	4		
STANSTED	EASYJET UK LTD	S A	38	0	1	5.1	30.8	25.6	12.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	2.6	20	44.4	38	35		
STANSTED	EASYJET UK LTD	S D	39	0	0	0.0	33.3	28.2	12.8	15.4	7.7	2.6	0.0	0.0	0.0	0.0	0.0	23	42.9	42	34		
STANSTED	JET2.COM LTD	S A	35	0	0	20.0	45.7	28.6	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.3	11	30		
STANSTED	JET2.COM LTD	S D	35	0	0	0.0	37.1	57.1	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	17	31		
STANSTED	RYANAIR	S A	53	0	0	17.0	32.1	20.8	18.9	9.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	12	29.6	45	53		
STANSTED	RYANAIR	S D	53	0	0	0.0	22.6	62.3	11.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	18.5	48	53		
STANSTED	TUI AIRWAYS LTD	C A	8	0	0	12.5	25.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	62.5	19	8		
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	38	75.0	12	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE													JUL 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
MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	31	54.5	21	22			
MANCHESTER	BRITISH AIRWAYS PLC	S	D	3	0	1	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	19	63.6	20	21				
MANCHESTER	JET2.COM LTD	S	A	62	0	0	12.9	41.9	25.8	8.1	4.8	4.8	0.0	1.6	0.0	0.0	0.0	13	88.7	6	62				
MANCHESTER	JET2.COM LTD	S	D	62	0	0	0.0	12.9	54.8	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	14	82.3	11	62				
MANCHESTER	RYANAIR	S	A	40	0	0	5.0	42.5	27.5	10.0	7.5	2.5	2.5	0.0	2.5	0.0	0.0	23	77.5	11	40				
MANCHESTER	RYANAIR	S	D	40	0	0	0.0	17.5	47.5	22.5	5.0	5.0	2.5	0.0	0.0	0.0	0.0	17	65.0	20	40				
MANCHESTER	THOMAS COOK AIRLINES 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	3	87.5	4	8				
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8				
MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	0.0	31.8	31.8	9.1	9.1	4.5	4.5	9.1	0.0	0.0	0.0	41	62.5	30	24				
MANCHESTER	TUI AIRWAYS LTD	C	D	23	0	0	0.0	0.0	56.5	26.1	4.3	0.0	4.3	8.7	0.0	0.0	0.0	41	62.5	29	24				
NEWCASTLE	JET2.COM LTD	S	A	31	0	0	51.6	25.8	9.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	9	31				
NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	19.4	67.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	13	31				
NEWCASTLE	THOMAS COOK AIRLINES LTD	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	100.0	4	8				
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	8				
NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	0.0	23.1	61.5	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	17	76.9	12	13				
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	69.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	69.2	15	13				
SOUTHAMPTON	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
SOUTHAMPTON	BRITISH AIRWAYS PLC	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
SOUTHAMPTON	VOLOTEA	C	A	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	31	75.0	9	4				
SOUTHAMPTON	VOLOTEA	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	41	75.0	14	4				
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
SOUTHEND	EASYJET UK LTD	S	A	13	0	1	7.1	35.7	7.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	7.1	14	83.3	4	12				
SOUTHEND	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	7	12				
<b>TOTAL IBIZA</b>				<b>1974</b>	<b>185</b>	<b>22</b>	<b>5.4</b>	<b>26.4</b>	<b>33.0</b>	<b>11.6</b>	<b>7.6</b>	<b>4.1</b>	<b>1.5</b>	<b>0.9</b>	<b>0.2</b>	<b>8.5</b>	<b>1.0</b>	<b>18</b>	<b>67.8</b>	<b>19</b>	<b>2208</b>				
ILHA DO SAL C.VERDE																									
BIRMINGHAM	TUI AIRWAYS LTD	S	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4				
BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	23	5				
BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4				
BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4				
GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	19	5				

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	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	25.0	37	4	
	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	9	100.0	1	9	
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	18	77.8	8	9	
	MANCHESTER	TUI AIRWAYS 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	18	66.7	9	9	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	20	66.7	12	9	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>20.8</b>	<b>39.6</b>	<b>13.2</b>	<b>15.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.6</b>	<b>11</b>	<b>62</b>	
INNSBRUCK																						
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	154	0.0	297	4	
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	82	4	
	BIRMINGHAM	FLYBE 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	
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
	BRISTOL	FLYBE LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	88	4	
	BRISTOL	FLYBE LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	83	0.0	114	4	
	EDINBURGH	FLYBE 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	13	75.0	16	4	
	EDINBURGH	FLYBE LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	4	
	LEEDS BRADFORD	FLYBE LTD	C	A	3	0	1	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	32	25.0	46	4	
	LEEDS BRADFORD	FLYBE LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	66	0.0	79	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	41	2	
	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	50.0	15	2	
	GATWICK	EASYJET UK LTD	S	A	16	0	0	0.0	0.0	6.3	37.5	18.8	31.3	6.3	0.0	0.0	0.0	55	46.7	39	15	
	GATWICK	EASYJET UK LTD	S	D	16	0	0	0.0	0.0	18.8	25.0	31.3	25.0	0.0	0.0	0.0	0.0	42	73.3	25	15	
	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	25.0	31	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	75.0	13	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	46.2	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	11	61.5	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	11	84.6	8	13	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	82	0.0	82	8	
	MANCHESTER	FLYBE 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	10	37.5	38	8	
	MANCHESTER	TYROL AIR AMBULANCE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL INNSBRUCK</b>					<b>97</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>12.2</b>	<b>24.5</b>	<b>24.5</b>	<b>18.4</b>	<b>12.2</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>39</b>	<b>45.7</b>	<b>47</b>	<b>116</b>
INVERNESS																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	30	0	0	0.0	40.0	40.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	13	83.9	13	31	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	30	0	0	0.0	13.3	60.0	10.0	10.0	6.7	0.0	0.0	0.0	0.0	14	90.3	5	31	
	BIRMINGHAM	FLYBE LTD	S	A	28	0	3	0.0	19.4	25.8	12.9	22.6	9.7	0.0	0.0	0.0	9.7	27	48.4	17	31	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	FLYBE LTD	S	D	28	0	3	0.0	9.7	35.5	22.6	9.7	12.9	0.0	0.0	0.0	0.0	9.7	25	77.4	11	31
	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	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	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
	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	19	4
	BRISTOL	EASYJET UK LTD	S	A	29	0	2	0.0	19.4	22.6	16.1	19.4	12.9	3.2	0.0	0.0	0.0	6.5	32	70.4	16	27
	BRISTOL	EASYJET UK LTD	S	D	29	0	1	0.0	23.3	36.7	10.0	20.0	6.7	0.0	0.0	0.0	0.0	3.3	19	88.9	15	27
	JERSEY	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	19	50.0	28	4
	JERSEY	FLYBE 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	26	50.0	44	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	80.0	17	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	0.0	0	70.0	14	10
	GATWICK	EASYJET UK 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	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	69	0	11	0.0	11.3	27.5	21.3	13.8	7.5	3.8	1.3	0.0	0.0	13.8	32	65.7	14	70
	GATWICK	EASYJET UK LTD	S	D	71	0	9	0.0	12.5	37.5	15.0	12.5	7.5	2.5	1.3	0.0	0.0	11.3	28	62.9	20	70
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	6	0.0	26.1	40.6	17.4	2.9	4.3	0.0	0.0	0.0	0.0	8.7	12	88.6	4	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	7	0.0	22.9	45.7	12.9	5.7	2.9	0.0	0.0	0.0	0.0	10.0	11	65.9	10	43
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	65	6
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	74	6
	LUTON	EASYJET UK LTD	S	A	46	0	2	4.2	31.3	20.8	12.5	8.3	16.7	2.1	0.0	0.0	0.0	4.2	24	46.5	31	42
	LUTON	EASYJET UK LTD	S	D	46	0	2	0.0	18.8	37.5	12.5	6.3	18.8	2.1	0.0	0.0	0.0	4.2	25	48.8	32	42
	LUTON	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	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
	MANCHESTER	LOGANAIR LTD	S	A	72	0	0	8.3	40.3	34.7	9.7	2.8	4.2	0.0	0.0	0.0	0.0	0.0	8	98.6	0	70
	MANCHESTER	LOGANAIR LTD	S	D	72	0	0	0.0	23.6	62.5	4.2	8.3	1.4	0.0	0.0	0.0	0.0	0.0	9	94.3	3	70
	SOUTHEND	JOTA AVIATION 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
<b>TOTAL INVERNESS</b>					<b>685</b>	<b>0</b>	<b>48</b>	<b>1.1</b>	<b>22.0</b>	<b>38.2</b>	<b>13.6</b>	<b>9.7</b>	<b>7.5</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>19</b>	<b>73.4</b>	<b>14</b>	<b>680</b>
IRELAND WEST(KNOCK)																						
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	11.5	30.8	26.9	3.8	11.5	15.4	0.0	0.0	0.0	0.0	0.0	19	83.9	16	31
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	11.5	38.5	19.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	28	71.0	21	31
	BRISTOL	RYANAIR	S	A	13	0	0	15.4	23.1	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	16	13
	BRISTOL	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	14	61.5	17	13

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

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PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	4.5	27.3	36.4	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	13	77.3	14	22
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	9.1	50.0	22.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18	45.5	23	22
	EDINBURGH	FLYBE LTD	S	A	25	0	1	15.4	50.0	11.5	7.7	7.7	0.0	3.8	0.0	0.0	0.0	3.8	12	81.5	19	27
	EDINBURGH	FLYBE LTD	S	D	26	0	1	0.0	25.9	37.0	14.8	18.5	0.0	0.0	0.0	0.0	0.0	3.7	16	85.2	8	27
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	13.6	59.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.6	6	23
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	0.0	54.5	40.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.7	3	23
	GATWICK	AER LINGUS	S	A	29	0	2	3.2	32.3	22.6	9.7	6.5	16.1	3.2	0.0	0.0	0.0	6.5	28	51.6	27	31
	GATWICK	AER LINGUS	S	D	30	0	1	0.0	9.7	35.5	19.4	9.7	19.4	0.0	3.2	0.0	0.0	3.2	40	54.8	25	31
	LUTON	RYANAIR	S	A	39	0	0	2.6	35.9	28.2	17.9	10.3	5.1	0.0	0.0	0.0	0.0	0.0	15	72.5	15	39
	LUTON	RYANAIR	S	D	39	0	0	0.0	23.1	59.0	5.1	10.3	2.6	0.0	0.0	0.0	0.0	0.0	12	62.5	17	39
	STANSTED	RYANAIR	S	A	44	0	0	9.1	59.1	25.0	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	46.7	39	45
	STANSTED	RYANAIR	S	D	44	0	0	0.0	50.0	43.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.8	34	45
	MANCHESTER	FLYBE LTD	S	A	30	0	1	0.0	29.0	29.0	16.1	6.5	16.1	0.0	0.0	0.0	0.0	3.2	22	83.9	11	31
	MANCHESTER	FLYBE LTD	S	D	30	0	1	0.0	3.2	41.9	25.8	9.7	16.1	0.0	0.0	0.0	0.0	3.2	30	80.6	13	31
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>502</b>	<b>0</b>	<b>7</b>	<b>3.7</b>	<b>32.0</b>	<b>35.2</b>	<b>12.4</b>	<b>8.1</b>	<b>6.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>68.8</b>	<b>20</b>	<b>524</b>
ISLAMABAD INTERNATIONAL AIRPORT																						
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	30.8	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	28.6	35.7	0.0	21.4	0.0	7.1	0.0	0.0	0.0	0.0	7.1	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	8.3	41.7	25.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	31	0.0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	22	0	0	4.5	27.3	40.9	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	22	0	0	0.0	13.6	54.5	18.2	9.1	0.0	0.0	4.5	0.0	0.0	0.0	21	0.0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	29	0	1	10.0	20.0	40.0	13.3	6.7	3.3	3.3	0.0	0.0	0.0	3.3	19	0.0	0	0
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	29	0	1	0.0	20.0	46.7	16.7	6.7	6.7	0.0	0.0	0.0	0.0	3.3	18	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>					<b>153</b>	<b>0</b>	<b>3</b>	<b>7.7</b>	<b>19.2</b>	<b>41.7</b>	<b>17.9</b>	<b>7.1</b>	<b>2.6</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLAY																						
	EDINBURGH	LOGANAIR LTD	S	A	29	0	1	10.0	36.7	26.7	10.0	10.0	0.0	3.3	0.0	0.0	0.0	3.3	15	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	29	0	0	0.0	44.8	34.5	6.9	10.3	0.0	0.0	3.4	0.0	0.0	0.0	14	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	A	61	0	9	8.6	35.7	18.6	5.7	12.9	2.9	1.4	1.4	0.0	0.0	12.9	17	73.5	24	65

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	58	0	7	0.0	18.5	41.5	13.8	6.2	4.6	3.1	1.5	0.0	0.0	10.8	23	77.6	26	65
<b>TOTAL ISLAY</b>					<b>177</b>	<b>0</b>	<b>17</b>	<b>4.6</b>	<b>31.4</b>	<b>29.9</b>	<b>9.3</b>	<b>9.8</b>	<b>2.6</b>	<b>2.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>18</b>	<b>75.6</b>	<b>25</b>	<b>130</b>
ISLE OF MAN																						
	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	100.0	0	1
	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	6	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	37.5	32	7
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	62.5	34	8
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	22.6	32.3	9.7	19.4	12.9	3.2	0.0	0.0	0.0	0.0	26	83.9	11	31
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	6.5	29.0	25.8	22.6	6.5	6.5	3.2	0.0	0.0	0.0	37	35.5	27	31
	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	16	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	62.5	17	8
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	13	8
	EDINBURGH	LOGANAIR LTD	S	A	19	0	0	26.3	63.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	17	14
	EDINBURGH	LOGANAIR LTD	S	D	19	0	0	0.0	57.9	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	64.3	21	14
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
	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	0	6
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	47	0	2	26.5	40.8	22.4	2.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	6	86.4	9	43
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	47	0	1	0.0	79.2	16.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	2.1	3	90.9	6	43
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	84	0	1	1.2	22.4	50.6	16.5	3.5	2.4	1.2	1.2	0.0	0.0	1.2	14	82.7	9	104
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	84	0	1	0.0	25.9	60.0	3.5	5.9	1.2	1.2	1.2	0.0	0.0	1.2	10	85.6	7	105
	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	3	6
	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	66.7	13	6
	GATWICK	EASYJET UK LTD	S	A	45	0	4	6.1	12.2	22.4	14.3	24.5	10.2	2.0	0.0	0.0	0.0	8.2	29	63.6	22	41
	GATWICK	EASYJET UK LTD	S	D	45	0	4	0.0	14.3	34.7	14.3	16.3	10.2	2.0	0.0	0.0	0.0	8.2	27	53.5	24	41
	HEATHROW	FLYBE LTD	S	A	31	0	0	0.0	32.3	51.6	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	HEATHROW	FLYBE LTD	S	D	31	0	0	0.0	22.6	74.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	0	80	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	63.3	18	69
	LONDON CITY	BA CITYFLYER LTD	S	D	0	80	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	53.8	20	69

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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										
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	67	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	11	1																	
LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	50.0	25	7																	
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	50.0	29	8																	
MANCHESTER	FLYBE LTD	S	A	129	0	0	0.0	30.2	55.8	7.0	5.4	1.6	0.0	0.0	0.0	0.0	0.0	9	84.5	20	137																	
MANCHESTER	FLYBE LTD	S	D	129	0	0	0.0	14.0	58.9	20.2	4.7	2.3	0.0	0.0	0.0	0.0	0.0	12	80.3	11	136																	
MANCHESTER	SUN AIR OF SCANDINAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																	
MANCHESTER	SUN AIR OF SCANDINAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2																	
<b>TOTAL ISLE OF MAN</b>				<b>826</b>	<b>160</b>	<b>15</b>	<b>2.7</b>	<b>23.4</b>	<b>37.5</b>	<b>8.8</b>	<b>5.7</b>	<b>3.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>16.0</b>	<b>1.5</b>	<b>13</b>	<b>74.7</b>	<b>15</b>	<b>958</b>																	
ISLES OF SCILLY (ST.MARYS)																																						
EXETER	ISLES OF SCILLY SKYBUS	S	A	0	98	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.2	7	102																	
EXETER	ISLES OF SCILLY SKYBUS	S	D	0	101	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.2	4	104																	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>				<b>0</b>	<b>199</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>91.3</b>	<b>5</b>	<b>206</b>																	
ISTANBUL																																						
BIRMINGHAM	THY TURKISH AIRLINES	S	A	60	0	0	1.7	15.0	38.3	26.7	16.7	0.0	1.7	0.0	0.0	0.0	0.0	18	0.0	0	0																	
BIRMINGHAM	THY TURKISH AIRLINES	S	D	60	0	0	0.0	0.0	31.7	25.0	33.3	8.3	1.7	0.0	0.0	0.0	0.0	32	0.0	0	0																	
EDINBURGH	THY TURKISH AIRLINES	S	A	31	0	0	0.0	19.4	35.5	22.6	22.6	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																	
EDINBURGH	THY TURKISH AIRLINES	S	D	31	0	0	0.0	3.2	22.6	41.9	32.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0																	
GATWICK	THY TURKISH AIRLINES	S	A	62	0	0	0.0	3.2	35.5	27.4	27.4	6.5	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0																	
GATWICK	THY TURKISH AIRLINES	S	D	62	0	0	0.0	0.0	14.5	27.4	29.0	22.6	6.5	0.0	0.0	0.0	0.0	46	0.0	0	0																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	16.1	40.3	33.9	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	3.2	50.0	29.0	8.1	9.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0																	
HEATHROW	THY TURKISH AIRLINES	S	A	167	0	0	4.2	18.6	37.1	21.0	15.6	3.0	0.0	0.6	0.0	0.0	0.0	18	0.0	0	0																	
HEATHROW	THY TURKISH AIRLINES	S	D	168	0	0	0.0	6.0	34.5	26.2	22.0	8.9	2.4	0.0	0.0	0.0	0.0	28	0.0	0	0																	
STANSTED	ATLASJET INTERNATIONAL	S	A	31	0	0	0.0	3.2	38.7	22.6	29.0	6.5	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0																	
STANSTED	ATLASJET INTERNATIONAL	S	D	31	0	0	0.0	0.0	12.9	22.6	45.2	19.4	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0																	
MANCHESTER	THY TURKISH 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	5	0.0	0	0																	
<b>TOTAL ISTANBUL</b>				<b>828</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.5</b>	<b>33.8</b>	<b>24.3</b>	<b>21.0</b>	<b>6.9</b>	<b>1.2</b>	<b>0.1</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>																	

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

		Origin/Destinations: I																	JUL 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	
ISTANBUL (SABIHA GOKCEN)																							
	GATWICK	THY TURKISH AIRLINES	S	A	31	0	0	0.0	19.4	61.3	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	11	90.3	5	31	
	GATWICK	THY TURKISH AIRLINES	S	D	31	0	0	0.0	3.2	29.0	19.4	41.9	6.5	0.0	0.0	0.0	0.0	0.0	30	58.1	14	31	
	STANSTED	PEGASUS AIRLINES	S	A	126	0	0	3.2	17.5	42.1	20.6	14.3	2.4	0.0	0.0	0.0	0.0	0.0	15	71.8	11	102	
	STANSTED	PEGASUS AIRLINES	S	D	127	0	0	0.0	6.3	40.9	18.1	22.0	11.8	0.0	0.8	0.0	0.0	0.0	27	28.7	33	107	
	MANCHESTER	PEGASUS AIRLINES	S	A	25	0	0	12.0	40.0	44.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	PEGASUS AIRLINES	S	D	25	0	0	0.0	0.0	40.0	40.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>365</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>12.9</b>	<b>42.2</b>	<b>19.2</b>	<b>17.0</b>	<b>6.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>55.3</b>	<b>19</b>	<b>271</b>	
ISTANBUL ATATURK																							
	BIRMINGHAM	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	79.2	9	53	
	BIRMINGHAM	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	45.3	24	53	
	EDINBURGH	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	77.4	9	31	
	EDINBURGH	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	58.1	16	31	
	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	53.2	20	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	20.6	51	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.0	33	61	
	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	59.7	19	61	
	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	62.7	15	169	
	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	40.8	27	169	
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	162	1	
	LUTON	MNG AIRLINES	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	15	1	
	LUTON	MNG AIRLINES	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	
	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	83.3	20	24	
	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	58.3	38	24	
	MANCHESTER	THY TURKISH AIRLINES	S	A	61	0	0	1.6	24.6	27.9	31.1	9.8	4.9	0.0	0.0	0.0	0.0	0.0	17	79.0	10	62	
	MANCHESTER	THY TURKISH AIRLINES	S	D	62	0	0	0.0	1.6	9.7	32.3	46.8	8.1	1.6	0.0	0.0	0.0	0.0	36	22.6	29	62	
<b>TOTAL ISTANBUL ATATURK</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>13.4</b>	<b>19.7</b>	<b>31.5</b>	<b>27.6</b>	<b>6.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>55.2</b>	<b>23</b>	<b>926</b>	



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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
IZMIR (ADNAN MENDERES)	BIRMINGHAM	JET2.COM 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	27	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	60.0	16	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	75.0	12	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	78	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	79	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	GATWICK	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	25.0	23	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	75.0	7	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	0.0	77	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	114	1
	GATWICK	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	7.7	38.5	23.1	7.7	7.7	7.7	0.0	0.0	0.0	51	50.0	47	12
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	15.4	0.0	7.7	0.0	0.0	0.0	0.0	28	50.0	41	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	11.1	22.2	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	31	8
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	35	62.5	31	8
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	50	0.0	54	4
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	11.1	33.3	11.1	11.1	0.0	0.0	0.0	0.0	48	50.0	22	4
	HEATHROW	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	16	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	LUTON	SUNEXPRESS	S	A	13	0	0	0.0	15.4	61.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	53.8	14	13
	LUTON	SUNEXPRESS	S	D	9	0	0	0.0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	34	33.3	24	9
	STANSTED	JET2.COM LTD	S	A	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0
	STANSTED	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	2	0.0	0	0
	STANSTED	PEGASUS AIRLINES	S	A	18	0	0	0.0	0.0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	15	93.3	4	15
	STANSTED	PEGASUS AIRLINES	S	D	18	0	0	0.0	0.0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	24	33.3	34	15
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	0.0	0.0	0.0	60.0	20.0	0.0	10.0	0.0	10.0	0.0	0.0	102	0.0	0	0

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	17	0	0	0.0	17.6	29.4	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	32	58.3	44	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	5.6	33.3	16.7	38.9	0.0	0.0	5.6	0.0	0.0	0.0	33	58.3	51	12	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	67	50.0	36	10	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	41	22.2	36	9	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	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	27	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>267</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>6.7</b>	<b>31.3</b>	<b>27.2</b>	<b>20.5</b>	<b>7.1</b>	<b>3.0</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>34</b>	<b>51.2</b>	<b>31</b>	<b>162</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: J							PERCENTAGE OF FLIGHTS LATE					JUL 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)
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	5	0	1	0.0	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	11	76.9	9	13			
		HEATHROW	GARUDA INDONESIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	22	13				
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>5</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11</b>	<b>61.5</b>	<b>15</b>	<b>26</b>				
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	67.7	9.7	19.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2	93.5	6	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	41.9	22.6	3.2	19.4	0.0	0.0	0.0	0.0	24	71.0	20	31				
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	12.9	35.5	41.9	6.5	3.2	0.0	0.0	0.0	0.0	18	75.0	26	32				
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	29.0	32.3	22.6	9.7	6.5	0.0	0.0	0.0	0.0	17	59.4	21	32				
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	23	0	0	8.7	21.7	47.8	13.0	4.3	4.3	0.0	0.0	0.0	0.0	12	90.9	8	22				
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	23	0	0	0.0	17.4	60.9	17.4	0.0	4.3	0.0	0.0	0.0	0.0	9	36.4	28	22				
<b>TOTAL JEDDAH</b>						<b>170</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>17.1</b>	<b>38.2</b>	<b>20.0</b>	<b>4.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.8</b>	<b>18</b>	<b>170</b>				
JEREZ		GATWICK	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	38.5	23.1	0.0	7.7	0.0	0.0	0.0	0.0	14	0.0	0	0				
		GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	19	0.0	0	0				
		GATWICK	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	9	100.0	4	4				
		GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	4				
		STANSTED	RYANAIR	S	A	18	0	0	11.1	50.0	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	6	72.2	11	18				
		STANSTED	RYANAIR	S	D	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	18				
<b>TOTAL JEREZ</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.6</b>	<b>45.7</b>	<b>14.3</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.2</b>	<b>12</b>	<b>44</b>				
JERSEY		ABERDEEN	FLYBE LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	51	25.0	28	4				
		ABERDEEN	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	36	100.0	0	4				
		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	16	1				
		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	50.0	10	2				
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	16.7	44.4	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	9	53.3	54	15				
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	52	15				
		BELFAST INTERNATIONAL	VISTAJET LUFTFAHRTUNTE RNEHMEN	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	17	0.0	0	0				
		BIRMINGHAM	FLYBE LTD	S	A	73	0	2	17.3	32.0	17.3	13.3	9.3	6.7	1.3	0.0	0.0	0.0	2.7	17	48.5	24	64			

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	50	0	2	0.0	1.9	26.9	28.8	25.0	9.6	1.9	1.9	0.0	0.0	3.8	36	40.9	32	64	
BOURNEMOUTH	LOGANAIR LTD	S A	12	0	0	16.7	41.7	25.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	19	0.0	0	0	
BOURNEMOUTH	LOGANAIR LTD	S D	12	0	0	8.3	50.0	25.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	20	0.0	0	0	
BRISTOL	BLUE ISLANDS LIMITED	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
BRISTOL	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	0.0	40	1	
BRISTOL	FLYBE LTD	S A	42	0	6	4.2	56.3	16.7	6.3	2.1	0.0	2.1	0.0	0.0	0.0	12.5	7	86.5	6	37	
BRISTOL	FLYBE LTD	S D	16	0	3	0.0	52.6	15.8	5.3	5.3	0.0	5.3	0.0	0.0	0.0	15.8	15	75.7	14	37	
CARDIFF WALES	FLYBE LTD	S A	12	0	1	0.0	7.7	53.8	7.7	7.7	7.7	7.7	0.0	0.0	0.0	7.7	32	100.0	0	16	
CARDIFF WALES	FLYBE LTD	S D	12	0	1	0.0	23.1	46.2	0.0	7.7	7.7	7.7	0.0	0.0	0.0	7.7	24	100.0	2	16	
DONCASTER SHEFFIELD	FLYBE LTD	S A	30	0	0	6.7	46.7	26.7	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	67.7	17	31	
DONCASTER SHEFFIELD	FLYBE LTD	S D	31	0	0	0.0	48.4	38.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	71.0	13	31	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	30	0	1	9.7	54.8	16.1	0.0	12.9	3.2	0.0	0.0	0.0	0.0	3.2	10	83.9	7	31	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	31	0	0	0.0	38.7	32.3	16.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	74.2	14	31	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	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 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	21	50.0	14	8	
EDINBURGH	EASYJET UK LTD	S D	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	21	50.0	20	8	
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	87.5	5	8	
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	50.0	18	8	
EXETER	FLYBE LTD	S A	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	10	30	
EXETER	FLYBE LTD	S D	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	84.0	6	25	
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	66.7	14	3	
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	33.3	20	3	
GLASGOW	EASYJET UK LTD	S A	26	0	1	0.0	37.0	40.7	14.8	0.0	3.7	0.0	0.0	0.0	0.0	3.7	11	62.5	19	24	
GLASGOW	EASYJET UK LTD	S D	24	0	1	0.0	36.0	32.0	20.0	4.0	4.0	0.0	0.0	0.0	0.0	4.0	13	58.3	19	24	
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	25.0	52	3	
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	25.0	62	3	
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	0.0	46.2	15.4	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	20	76.9	7	13	
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0.0	38.5	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	100.0	1	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	100.0	1	6	

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	83.3	8	6		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	48	0	0	0	22.9	35.4	27.1	2.1	4.2	4.2	0.0	4.2	0.0	0.0	0.0	18	86.0	7	43		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	48	0	0	0	0.0	68.8	18.8	6.3	0.0	2.1	0.0	4.2	0.0	0.0	0.0	13	81.4	9	43		
GATWICK	BRITISH AIRWAYS PLC	S A	148	0	3	13.2	35.1	23.8	10.6	10.6	3.3	0.7	0.7	0.0	0.0	2.0	14	75.7	13	150			
GATWICK	BRITISH AIRWAYS PLC	S D	148	0	3	0.7	35.8	33.1	16.6	7.9	4.0	0.0	0.0	0.0	0.0	2.0	13	66.4	21	150			
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	83.3	10	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	75.0	15	12			
GATWICK	EASYJET UK LTD	S A	90	0	3	16.1	23.7	24.7	12.9	12.9	5.4	1.1	0.0	0.0	0.0	3.2	16	65.9	19	81			
GATWICK	EASYJET UK LTD	S D	90	0	3	0.0	24.7	38.7	21.5	8.6	1.1	2.2	0.0	0.0	0.0	3.2	15	61.7	22	81			
LONDON CITY	FLYBE LTD	S A	0	50	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.7	16	49			
LONDON CITY	FLYBE LTD	S D	0	50	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	69.4	23	49			
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	75.0	14	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	75.0	10	4			
LUTON	EASYJET UK LTD	S A	31	0	1	12.5	28.1	12.5	31.3	6.3	3.1	3.1	0.0	0.0	0.0	3.1	19	70.4	20	27			
LUTON	EASYJET UK LTD	S D	32	0	0	0.0	18.8	46.9	18.8	12.5	3.1	0.0	0.0	0.0	0.0	0.0	16	59.3	24	27			
MANCHESTER	EASYJET UK LTD	S A	9	0	0	55.6	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
MANCHESTER	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			
MANCHESTER	FLYBE LTD	S A	35	0	0	0.0	8.6	51.4	22.9	0.0	8.6	5.7	2.9	0.0	0.0	0.0	31	65.7	26	35			
MANCHESTER	FLYBE LTD	S D	34	0	1	0.0	17.1	57.1	11.4	0.0	5.7	5.7	0.0	0.0	0.0	2.9	19	65.7	21	35			
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	3			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3			
NEWCASTLE	EASYJET UK LTD	S A	18	0	0	0.0	61.1	11.1	16.7	0.0	5.6	0.0	5.6	0.0	0.0	0.0	18	80.0	20	15			
NEWCASTLE	EASYJET UK LTD	S D	19	0	0	0.0	36.8	57.9	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	14	80.0	21	15			
SOUTHAMPTON	FLYBE LTD	S A	139	0	15	5.2	55.2	18.2	3.2	3.2	5.2	0.0	0.0	0.0	0.0	9.7	8	70.3	16	147			
SOUTHAMPTON	FLYBE LTD	S D	138	0	16	0.6	18.8	55.8	5.2	4.5	4.5	0.0	0.0	0.0	0.0	10.4	11	71.4	14	146			
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	1			
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	1			
SOUTHEND	EASYJET UK LTD	S A	21	0	0	0.0	33.3	28.6	9.5	14.3	9.5	4.8	0.0	0.0	0.0	0.0	23	78.6	8	14			
SOUTHEND	EASYJET UK LTD	S D	21	0	0	0.0	57.1	28.6	4.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	12	92.9	3	14			
DURHAM TEES VALLEY	FLYBE LTD	S A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	25.0	37	4			

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
	DURHAM TEES VALLEY	FLYBE LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	56	75.0	30	4			
<b>TOTAL JERSEY</b>					<b>1576</b>	<b>152</b>	<b>64</b>	<b>5.1</b>	<b>32.0</b>	<b>28.0</b>	<b>10.6</b>	<b>6.8</b>	<b>3.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>8.5</b>	<b>3.6</b>	<b>15</b>	<b>70.3</b>	<b>17</b>	<b>1757</b>			
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	53.2	32.3	3.2	4.8	4.8	1.6	0.0	0.0	0.0	0.0	0.0	4	91.9	7	62			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	12.9	38.7	11.3	16.1	16.1	3.2	1.6	0.0	0.0	0.0	33	37.1	39	62			
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	16.1	67.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	9	31			
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	0.0	22.6	64.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	12	51.6	21	31			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	1	41.3	42.9	9.5	0.0	0.0	3.2	0.0	0.0	1.6	0.0	1.6	26	90.6	24	31			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	53.2	32.3	8.1	1.6	3.2	0.0	1.6	0.0	0.0	0.0	10	67.7	20	31			
<b>TOTAL JOHANNESBURG</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>19.0</b>	<b>32.2</b>	<b>29.9</b>	<b>6.8</b>	<b>5.1</b>	<b>4.8</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>68.7</b>	<b>21</b>	<b>248</b>			

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
KALAMATA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.0	71	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	68	5
	EDINBURGH	KLASJET UAB	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	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 UK LTD	S	A	13	0	0	0.0	30.8	23.1	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	26	50.0	20	12
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	69.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	2	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	40.0	66	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	12	5
	HEATHROW	BRITISH AIRWAYS PLC	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	40.0	33	5
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	0.0	8.3	16.7	50.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	32	12.5	46	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	25.0	41.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	18	8
	STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	STANSTED	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	21	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	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	11	60.0	17	10
<b>TOTAL KALAMATA</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>14.7</b>	<b>40.5</b>	<b>20.7</b>	<b>16.4</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.1</b>	<b>27</b>	<b>93</b>
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	37.5	34	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	43	12.5	42	8
<b>TOTAL KARACHI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>25.0</b>	<b>38</b>	<b>16</b>
KARLSRUHE/BADEN BADEN	EDINBURGH	RYANAIR	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	6	44.4	49	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	43	9
	STANSTED	RYANAIR	S	A	31	0	0	6.5	51.6	16.1	12.9	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	58.1	42	31

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	31	0	0	0.0	6.5	67.7	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	19.4	63	31	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>28.8</b>	<b>46.3</b>	<b>12.5</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>42.5</b>	<b>51</b>	<b>80</b>	
KATOWICE																							
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	31	55.6	28	9	
	BIRMINGHAM	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	11	55.6	25	9	
	BRISTOL	WIZZ AIR	S	A	12	0	0	0.0	33.3	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	11	76.9	11	13	
	BRISTOL	WIZZ AIR	S	D	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	46.2	20	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	22	0	0	18.2	63.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	59.1	28	22	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	27.3	50.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	31.8	42	22	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	22.2	49	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	22.2	47	9	
	GLASGOW	WIZZ AIR	S	A	9	0	0	44.4	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	30.8	29	13	
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	23.1	45	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	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	17	100.0	2	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	100.0	1	13	
	LUTON	WIZZ AIR	S	A	82	0	0	34.1	43.9	9.8	3.7	1.2	1.2	0.0	6.1	0.0	0.0	0.0	17	73.8	14	83	
	LUTON	WIZZ AIR	S	D	82	0	0	0.0	31.7	43.9	9.8	4.9	2.4	0.0	7.3	0.0	0.0	0.0	25	48.8	29	84	
	STANSTED	RYANAIR	S	A	27	0	0	7.4	40.7	29.6	7.4	3.7	7.4	3.7	0.0	0.0	0.0	0.0	16	19.4	59	29	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	18.5	55.6	11.1	3.7	7.4	3.7	0.0	0.0	0.0	0.0	17	12.9	52	30	
<b>TOTAL KATOWICE</b>					<b>364</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>33.5</b>	<b>33.2</b>	<b>9.9</b>	<b>5.2</b>	<b>3.6</b>	<b>0.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.5</b>	<b>29</b>	<b>384</b>	
KAUNAS																							
	BRISTOL	RYANAIR	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	4	13	
	BRISTOL	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	3	57.1	13	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9	
	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	100.0	2	9	
	LUTON	RYANAIR	S	A	27	0	0	29.6	51.9	11.1	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	90.3	3	31	
	LUTON	RYANAIR	S	D	27	0	0	0.0	44.4	48.1	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	87.1	12	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	87.5	11	32	
	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	96.8	4	31	
	LUTON	WIZZ AIR UK LTD	S	A	26	0	0	3.8	38.5	30.8	15.4	0.0	3.8	7.7	0.0	0.0	0.0	0.0	22	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	26	0	0	0.0	7.7	53.8	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	24	0.0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	22.2	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	10	22	



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	9	18.2	39	22	
<b>TOTAL KAUNAS</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>39.9</b>	<b>34.3</b>	<b>11.2</b>	<b>0.6</b>	<b>2.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.9</b>	<b>11</b>	<b>213</b>	
KAVALA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	64	40.0	27	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	67	60.0	16	5	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	3	0	0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	50.0	42	4	
	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	29	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	50.0	41	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	46	0.0	72	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	41	25.0	61	4	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	11.1	0.0	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	20.0	37	5	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	60.0	14	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	25.0	21	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	20.0	25	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	10	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3		
<b>TOTAL KAVALA</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>7.0</b>	<b>42.1</b>	<b>28.1</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.8</b>	<b>27</b>	<b>65</b>	
KEFALLINIA																							
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	168	0.0	81	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	130	0.0	97	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	2	60.0	66	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	40.0	16	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	55.6	14	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	25.0	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	39	22.2	33	9	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	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	0.0	58	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	8	0	0	0.0	25.0	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	30	50.0	33	8		
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	57.1	33	7		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	84	60.0	20	5		
BRISTOL	THOMAS COOK AIRLINES LTD	S D	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	0.0	94	80.0	9	5		
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	20.0	43	5		
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	50	5		
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	19	5		
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	19	5		
DONCASTER SHEFFIELD	TUI AIRWAYS 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	0.0	32	75.0	8	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM 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	2	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4		
EAST MIDLANDS INTERNATIONAL	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	5	4		
EAST MIDLANDS INTERNATIONAL	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	0.0	0	100.0	3	4		
EDINBURGH	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	11	75.0	6	4		
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	4		
GLASGOW	JET2.COM LTD	S A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	10	4		
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	17	4		
LEEDS BRADFORD	JET2.COM LTD	S A	11	0	0	36.4	18.2	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	38	9		
LEEDS BRADFORD	JET2.COM LTD	S D	11	0	0	0.0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	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	0.0	0	66.7	20	3		
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	12	3		
GATWICK	EASYJET UK LTD	S A	33	0	0	0.0	6.1	39.4	18.2	27.3	6.1	3.0	0.0	0.0	0.0	0.0	0.0	27	33.3	52	26		
GATWICK	EASYJET UK LTD	S D	33	0	0	0.0	3.0	45.5	30.3	12.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	23	76.9	12	26		
GATWICK	ENTER AIR	C A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	96	4		
GATWICK	ENTER AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	4		
GATWICK	ENTER AIR	S A	4	0	1	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	57	0.0	0	0		
GATWICK	ENTER AIR	S D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	50	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	0.0	0	44.4	31	9		
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	0.0	0	77.8	10	9		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42	37.5	37	8
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	40	75.0	15	8
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	11.1	0.0	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	33.3	87	9
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	20	9
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	5.6	5.6	16.7	27.8	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	50	63.6	169	10
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	44.4	27.8	0.0	16.7	5.6	5.6	0.0	0.0	0.0	0.0	44	90.0	6	10
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	12	50.0	18	4
HEATHROW	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	11	4
HEATHROW	BRITISH AIRWAYS PLC	S A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	33.3	32	9
HEATHROW	BRITISH AIRWAYS PLC	S D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	14	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	80.0	22	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	0.0	0	80.0	10	5
STANSTED	JET2.COM LTD	S A	9	0	0	0.0	44.4	11.1	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	25.0	47	8
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	31	8
STANSTED	RYANAIR	S A	9	0	0	0.0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	26	33.3	31	9
STANSTED	RYANAIR	S D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	22.2	41	9
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	80.0	9	5
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	5
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	53	5
STANSTED	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	8	80.0	25	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	0.0	0	100.0	0	1
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
MANCHESTER	EASYJET UK LTD	S A	9	0	0	11.1	0.0	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	37.5	61	8
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	37.5	16	8
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	38	5
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	5
MANCHESTER	FLYBE LTD	C 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	0.0	64	100.0	10	4
MANCHESTER	FLYBE LTD	C D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	24	4
MANCHESTER	JET2.COM LTD	S A	14	0	0	0.0	35.7	21.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	10	13
MANCHESTER	JET2.COM LTD	S D	14	0	0	0.0	7.1	42.9	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	69.2	15	13
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	22.2	33.3	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	55.6	24	9

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

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NUMBER OF FLIGHTS

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JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	33.3	32	9
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	0.0	16.7	33.3	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	21	47.4	28	19
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	38.9	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	22	68.4	18	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	25	4
	NEWCASTLE	TUI AIRWAYS 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	13	75.0	12	4
<b>TOTAL KEFALLINIA KEFLAVIK</b>					<b>483</b>	<b>0</b>	<b>3</b>	<b>3.7</b>	<b>14.4</b>	<b>38.1</b>	<b>20.4</b>	<b>13.2</b>	<b>5.3</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>57.0</b>	<b>30</b>	<b>505</b>
	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	54	1
	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	65	1
	EDINBURGH	EASYJET UK LTD	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	15	62.5	31	8
	EDINBURGH	EASYJET UK LTD	S	D	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	26	50.0	30	8
	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	30.8	35	13
	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	69.2	18	13
	GLASGOW	ICELANDAIR	S	A	30	0	0	20.0	56.7	20.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	41.9	53	31
	GLASGOW	ICELANDAIR	S	D	30	0	0	0.0	20.0	50.0	16.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13	65.6	23	30
	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	6	2
	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	50.0	10	2
	GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	63.6	15	11
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	72.7	9	11
	GATWICK	ICELANDAIR	S	A	23	0	3	0.0	7.7	15.4	26.9	30.8	7.7	0.0	0.0	0.0	0.0	11.5	30	51.6	16	31
	GATWICK	ICELANDAIR	S	D	23	0	3	0.0	7.7	30.8	19.2	23.1	7.7	0.0	0.0	0.0	0.0	11.5	28	54.8	18	31
	GATWICK	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	66.1	20	62
	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	54.8	25	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	19.0	23.8	23.8	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	11	87.1	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	61.9	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	6	31
	HEATHROW	ICELANDAIR	S	A	62	0	0	9.7	21.0	41.9	6.5	11.3	4.8	1.6	3.2	0.0	0.0	0.0	26	33.9	24	62
	HEATHROW	ICELANDAIR	S	D	62	0	0	0.0	21.0	59.7	8.1	6.5	1.6	3.2	0.0	0.0	0.0	0.0	13	30.6	31	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	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	4	4
	LUTON	EASYJET UK LTD	S	A	27	0	0	18.5	51.9	18.5	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	65.2	12	23

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 UK LTD	S	D	27	0	0	0.0	25.9	66.7	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	87.0	7	23	
	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	19	18	
	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	83.3	7	18	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	6.7	36.7	16.7	13.3	13.3	3.3	6.7	3.3	0.0	0.0	0.0	30	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	3.2	35.5	19.4	16.1	12.9	9.7	3.2	0.0	0.0	0.0	43	0.0	0	0	
	STANSTED	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	16	31	
	STANSTED	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	35.5	30	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
	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	0	2	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	0.0	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	97	71.4	10	7	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	90	71.4	13	7	
	MANCHESTER	ICELANDAIR	S	A	20	0	0	15.0	30.0	30.0	0.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	15	68.2	12	22	
	MANCHESTER	ICELANDAIR	S	D	20	0	0	0.0	15.0	55.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	13	77.3	11	22	
<b>TOTAL KEFLAVIK</b>					<b>479</b>	<b>0</b>	<b>6</b>	<b>6.4</b>	<b>23.5</b>	<b>39.6</b>	<b>11.1</b>	<b>11.1</b>	<b>4.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>58.8</b>	<b>20</b>	<b>717</b>	
KERRY COUNTY																							
	ABERDEEN	LOGANAIR LTD	C	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	
	ABERDEEN	LOGANAIR LTD	C	D	13	0	0	0.0	30.8	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	LUTON	RYANAIR	S	A	31	0	0	6.5	58.1	19.4	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.0	15	30	
	LUTON	RYANAIR	S	D	31	0	0	0.0	19.4	71.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	12	30	
	STANSTED	RYANAIR	S	A	22	0	0	13.6	18.2	31.8	27.3	4.5	4.5	0.0	0.0	0.0	0.0	0.0	12	22.7	43	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	27.3	36.4	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	22.7	39	22	
<b>TOTAL KERRY COUNTY</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>29.5</b>	<b>37.9</b>	<b>14.4</b>	<b>4.5</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>8</b>	<b>51.9</b>	<b>25</b>	<b>104</b>	
KIEV (BORISPOL)																							
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	61	0	1	0.0	14.5	43.5	21.0	17.7	0.0	0.0	1.6	0.0	0.0	1.6	21	71.0	12	62	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	61	0	1	0.0	3.2	12.9	25.8	29.0	22.6	0.0	4.8	0.0	0.0	1.6	50	41.9	25	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	7.4	44.4	25.9	18.5	0.0	3.7	0.0	0.0	0.0	0.0	0.0	8	83.9	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	33.3	51.9	3.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	9	31	
	STANSTED	RYANAIR	S	A	22	0	0	0.0	13.6	50.0	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	27.3	59.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	0.0	0	0	
	MANCHESTER	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	0.0	6	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>					<b>238</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>18.8</b>	<b>37.5</b>	<b>17.9</b>	<b>15.0</b>	<b>7.1</b>	<b>0.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>65.1</b>	<b>15</b>	<b>186</b>	
KIEV (ZHULYANY)																							
	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	72.2	18	18	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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	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	0.0	0	38.9	40	18																
LUTON	WIZZ AIR UK LTD	S	A	17	0	0	0.0	17.6	41.2	23.5	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	27	0.0	0	0																
LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																	
<b>TOTAL KIEV (ZHULYANY)</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>58.8</b>	<b>17.6</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>29</b>	<b>36</b>																
KIGALI																																						
GATWICK	RWANDAIR EXPRESS	S	A	19	0	0	0.0	5.3	15.8	21.1	21.1	21.1	5.3	5.3	5.3	0.0	0.0	74	76.9	16	13																	
GATWICK	RWANDAIR EXPRESS	S	D	19	0	0	0.0	0.0	15.8	0.0	31.6	26.3	10.5	10.5	5.3	0.0	0.0	108	15.4	37	13																	
<b>TOTAL KIGALI</b>				<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.6</b>	<b>15.8</b>	<b>10.5</b>	<b>26.3</b>	<b>23.7</b>	<b>7.9</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>46.2</b>	<b>27</b>	<b>26</b>																	
KINGSTON																																						
GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	11.1	22.2	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	46.2	32	13																	
GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	0.0	21.1	47.4	15.8	15.8	0.0	0.0	0.0	0.0	0.0	30	30.8	41	13																	
<b>TOTAL KINGSTON</b>				<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>10.8</b>	<b>24.3</b>	<b>35.1</b>	<b>13.5</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>23</b>	<b>38.5</b>	<b>37</b>	<b>26</b>																	
KIRKWALL																																						
ABERDEEN	LOGANAIR 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																	
ABERDEEN	LOGANAIR LTD	S	A	85	0	3	27.3	31.8	15.9	4.5	5.7	9.1	2.3	0.0	0.0	0.0	3.4	15	91.6	5	95																	
ABERDEEN	LOGANAIR LTD	S	D	85	0	4	0.0	43.8	27.0	5.6	10.1	5.6	1.1	2.2	0.0	0.0	4.5	19	87.5	7	96																	
EDINBURGH	LOGANAIR LTD	S	A	85	0	2	14.9	43.7	16.1	8.0	9.2	3.4	1.1	1.1	0.0	0.0	2.3	14	87.5	7	88																	
EDINBURGH	LOGANAIR LTD	S	D	84	0	1	0.0	50.6	27.1	9.4	7.1	3.5	0.0	1.2	0.0	0.0	1.2	13	86.5	8	89																	
GLASGOW	LOGANAIR LTD	S	A	41	0	1	7.1	28.6	23.8	16.7	11.9	4.8	4.8	0.0	0.0	0.0	2.4	22	71.7	9	46																	
GLASGOW	LOGANAIR LTD	S	D	42	0	0	0.0	28.6	47.6	7.1	11.9	2.4	2.4	0.0	0.0	0.0	0.0	16	80.4	8	46																	
MANCHESTER	LOGANAIR LTD	S	A	8	0	0	0.0	12.5	37.5	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	46	0.0	35	9																	
MANCHESTER	LOGANAIR LTD	S	D	8	0	0	0.0	25.0	12.5	25.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	56	77.8	10	9																	
<b>TOTAL KIRKWALL</b>				<b>438</b>	<b>0</b>	<b>12</b>	<b>8.9</b>	<b>38.9</b>	<b>24.2</b>	<b>8.0</b>	<b>8.7</b>	<b>5.8</b>	<b>1.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>84.1</b>	<b>8</b>	<b>478</b>																	
KOS																																						
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	18	9																	
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	31	9																	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	22	55.6	22	9																	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	28	44.4	22	9																	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	31	33.3	45	9																	
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	14	37.5	31	8																	
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	18	5																	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	10	5																	
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	23	10																	
BRISTOL	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	44.4	32	9																	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	5	5		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	37	100.0	3	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	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	20	50.0	43	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	30	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	36	37.5	42	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	33	8		
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	12	4		
EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	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	0.0	36	1		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1		
GLASGOW	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	41	28.6	49	7		
GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	25.0	41	8		
GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
GLASGOW	JET2.COM 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	16	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	7.1	14.3	28.6	28.6	0.0	21.4	0.0	0.0	0.0	0.0	0.0	27	50.0	19	14		
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	7.7	15.4	15.4	7.7	0.0	0.0	0.0	0.0	38	53.8	22	13		
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	21.4	21.4	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	26	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	0.0	42.9	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	32	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	50.0	54	2		
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	11	1		
GATWICK	EASYJET UK LTD	S	A	13	0	0	0.0	0.0	7.7	7.7	69.2	0.0	7.7	7.7	0.0	0.0	0.0	58	41.7	37	12		
GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	32	66.7	22	12		
GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	4		
GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	51	4		
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	33.3	141	9		

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

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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	C	D	0	0	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	40	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	7.1	57.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	50.0	72	14	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	35.7	36	14	
	GATWICK	TUI AIRWAYS LTD	C	A	28	0	0	25.0	14.3	32.1	7.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	19	70.6	17	17	
	GATWICK	TUI AIRWAYS LTD	C	D	28	0	0	0.0	0.0	53.6	25.0	10.7	7.1	3.6	0.0	0.0	0.0	0.0	26	44.4	22	18	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	22	3	
	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	75.0	10	4	
	STANSTED	JET2.COM LTD	S	A	17	0	0	11.8	17.6	35.3	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	17	71.4	37	14	
	STANSTED	JET2.COM LTD	S	D	17	0	0	0.0	23.5	64.7	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	11	71.4	35	14	
	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	25.0	361	4	
	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	50.0	19	4	
	STANSTED	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	7	100.0	4	4	
	STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	40	40.0	23	5	
	MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	5	
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	57.1	23	14	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	19	28.6	24	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	21.4	35.7	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	33	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	14.3	50.0	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	36.8	36	19	
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	0.0	16.7	11.1	27.8	33.3	5.6	0.0	5.6	0.0	0.0	0.0	40	60.0	19	20	
	MANCHESTER	TUI AIRWAYS LTD	C	D	21	0	0	0.0	0.0	47.6	19.0	14.3	9.5	4.8	4.8	0.0	0.0	0.0	42	40.0	30	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	30	55.6	26	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	51	11.1	42	9	
<b>TOTAL KOS</b>					<b>489</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>11.0</b>	<b>39.1</b>	<b>21.7</b>	<b>15.3</b>	<b>7.6</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>52.2</b>	<b>33</b>	<b>485</b>	
KOSICE	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	93.5	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	0.0	0	67.7	21	31	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	25.8	38.7	16.1	9.7	3.2	3.2	0.0	0.0	3.2	0.0	0.0	26	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	22.6	64.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	SOUTHEND	RYANAIR	S	A	13	0	0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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							
	SOUTHEND	RYANAIR	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	
<b>TOTAL KOSICE</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>37.5</b>	<b>31.8</b>	<b>6.8</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.6</b>	<b>13</b>	<b>62</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	50.0	17	2		
	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	100.0	10	2		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	0	15.4	53.8	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	91.7	5	12		
	BELFAST INTERNATIONAL	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	9	83.3	8	12		
	BELFAST INTERNATIONAL	RYANAIR	S	A	13	0	0	15.4	69.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	18	92.9	9	14		
	BELFAST INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	26	71.4	18	14		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	15	88.9	12	9		
	BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	14.3	42.9	14.3	7.1	14.3	0.0	7.1	0.0	0.0	40	44.4	31	9		
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	21.4	35.7	14.3	7.1	14.3	0.0	7.1	0.0	0.0	41	33.3	32	9		
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	10	37.5	21	8		
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	20	37.5	38	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	86	2		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	95	2		
	BRISTOL	EASYJET UK LTD	S	A	17	0	0	0.0	58.8	23.5	5.9	0.0	5.9	5.9	0.0	0.0	0.0	14	68.8	12	16		
	BRISTOL	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	64.7	11.8	0.0	5.9	0.0	0.0	0.0	0.0	10	68.8	12	16		
	BRISTOL	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	3	85.7	7	14		
	BRISTOL	RYANAIR	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	71.4	12	14		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	57.1	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	6	84.6	5	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	50.0	14.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	9	53.8	17	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	100.0	6	3		
	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	6	3		
	EDINBURGH	EASYJET UK LTD	S	A	18	0	0	5.6	72.2	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	73.3	14	15		
	EDINBURGH	EASYJET UK LTD	S	D	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	8	15		
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	11.1	72.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	53.8	16	13		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 D	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	9	13		
GLASGOW	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	6	88.9	4	9			
GLASGOW	RYANAIR	S D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9			
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
LEEDS BRADFORD	JET2.COM 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	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S A	17	0	0	17.6	47.1	23.5	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	12	66.7	22	18			
LEEDS BRADFORD	RYANAIR	S D	17	0	0	0.0	11.8	70.6	0.0	11.8	0.0	5.9	0.0	0.0	0.0	0.0	16	66.7	23	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	0.0	0	100.0	1	2			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	0	7.7	38.5	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	7	11			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	11			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	0	0	0.0	21.4	42.9	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	20	53.8	13	12			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	28.6	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	46.2	20	12			
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	5	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	100.0	7	5			
GATWICK	EASYJET UK LTD	S A	48	0	0	4.2	8.3	29.2	10.4	16.7	25.0	2.1	4.2	0.0	0.0	0.0	47	54.3	29	35			
GATWICK	EASYJET UK LTD	S D	49	0	0	0.0	10.2	44.9	12.2	12.2	20.4	0.0	0.0	0.0	0.0	0.0	29	54.3	20	35			
HEATHROW	BRITISH AIRWAYS PLC	S A	31	0	0	9.7	22.6	35.5	19.4	0.0	3.2	6.5	0.0	3.2	0.0	0.0	55	80.6	10	31			
HEATHROW	BRITISH AIRWAYS PLC	S D	31	0	0	0.0	3.2	45.2	35.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	19	54.8	17	31			
LUTON	EASYJET UK LTD	S A	18	0	0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
LUTON	EASYJET UK LTD	S D	18	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S A	62	0	0	14.5	45.2	16.1	4.8	6.5	12.9	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S D	62	0	0	0.0	21.0	48.4	14.5	6.5	8.1	1.6	0.0	0.0	0.0	0.0	18	0.0	0	0			
STANSTED	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	10	0.0	0	0			
STANSTED	RYANAIR	S A	87	0	1	31.8	40.9	13.6	5.7	3.4	2.3	1.1	0.0	0.0	0.0	1.1	8	51.2	31	81			
STANSTED	RYANAIR	S D	87	0	1	0.0	44.3	37.5	8.0	4.5	3.4	0.0	1.1	0.0	0.0	1.1	10	22.6	46	81			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	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 UK LTD	S A	13	0	0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	30	12			

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	D	13	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	10	66.7	37	12		
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	17.6	64.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	24	9		
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	29.4	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	10	66.7	21	9		
	MANCHESTER	RYANAIR	S	A	17	0	0	23.5	29.4	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	8	52.9	21	16		
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	12	35.3	27	16		
	MANCHESTER	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	2	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	9	0.0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	180	9		
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	77.8	10	9		
<b>TOTAL KRAKOW</b>					<b>1037</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>32.6</b>	<b>34.9</b>	<b>10.9</b>	<b>6.2</b>	<b>5.3</b>	<b>0.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>60.7</b>	<b>23</b>	<b>762</b>	
KRISTIANSAND (KJEVIK)																							
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	31	0	0	12.9	67.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	31	0	0	0.0	25.8	58.1	9.7	6.5	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>46.8</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KUALA LUMPUR (SEPANG)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	34.4	31.3	25.0	3.1	3.1	3.1	0.0	0.0	0.0	0.0	6	90.3	7	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	54.8	6.5	9.7	6.5	6.5	0.0	0.0	0.0	24	71.0	24	31		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	45.2	27.4	16.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	5	85.5	10	62		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	61	0	1	0.0	14.5	58.1	22.6	1.6	0.0	1.6	0.0	0.0	1.6	13	51.6	23	62		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>1</b>	<b>20.9</b>	<b>21.9</b>	<b>38.0</b>	<b>11.8</b>	<b>3.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>72.6</b>	<b>16</b>	<b>186</b>	
KUTAISI																							
	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	77.8	9	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	33.3	41	9		
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	38	0.0	0	0		
<b>TOTAL KUTAISI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>25</b>	<b>18</b>	
KUWAIT																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	29.0	19.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	4	93.5	3	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	45.2	16.1	9.7	3.2	0.0	0.0	0.0	0.0	16	54.8	21	31		

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

Origin/Destinations: K

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JUL 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	KUWAIT AIRWAYS	S	A	56	0	0	16.1	41.1	33.9	7.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0	5	68.2	11	44	
	HEATHROW	KUWAIT AIRWAYS	S	D	56	0	0	0.0	0.0	41.1	26.8	16.1	16.1	0.0	0.0	0.0	0.0	0.0	29	38.6	30	44	
<b>TOTAL KUWAIT</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>23.0</b>	<b>35.6</b>	<b>13.8</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>14</b>	<b>62.0</b>	<b>17</b>	<b>150</b>	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: L			PERCENTAGE OF FLIGHTS LATE							JUL 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
MANCHESTER	PAKISTAN INTL AIRLINES	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	13	87.5	9	8	
MANCHESTER	PAKISTAN INTL AIRLINES	S	D	11	0	0	0.0	9.1	54.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	37.5	17	8	
<b>TOTAL LAHORE</b>				<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>39.6</b>	<b>22.9</b>	<b>14.6</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.7</b>	<b>17</b>	<b>42</b>	
LAMETIA-TERME																						
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	72	25.0	48	4	
HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	26	0.0	22	4	
STANSTED	RYANAIR	S	A	18	0	0	5.6	22.2	38.9	16.7	5.6	5.6	0.0	5.6	0.0	0.0	0.0	22	35.3	48	17	
STANSTED	RYANAIR	S	D	18	0	0	0.0	16.7	55.6	22.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	16	35.3	35	17	
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL LAMETIA-TERME</b>				<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.3</b>	<b>43.3</b>	<b>13.3</b>	<b>11.7</b>	<b>10.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>31.0</b>	<b>40</b>	<b>42</b>	
LARNACA																						
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	4	33.3	185	9	
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	29	8	
BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	31.8	40.9	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	13	18	
BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	4.5	36.4	18.2	36.4	4.5	0.0	0.0	0.0	0.0	0.0	26	0.0	46	18	
BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	7.7	15.4	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	66.7	24	9	
BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	0.0	14.3	50.0	28.6	7.1	0.0	0.0	0.0	0.0	0.0	30	50.0	28	8	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	0.0	44.4	11.1	11.1	11.1	0.0	11.1	0.0	0.0	163	33.3	24	9	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	34	22.2	31	9	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	41.7	25.0	8.3	8.3	8.3	0.0	8.3	0.0	0.0	134	30.8	30	13	
BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	38.5	23.1	23.1	0.0	7.7	0.0	7.7	0.0	0.0	62	7.7	43	13	
BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	11.1	11.1	44.4	0.0	0.0	11.1	0.0	0.0	0.0	43	0.0	0	0	
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	44	0.0	0	0	
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	284	33.3	45	9	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	37.5	36	8	
BRISTOL	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	5	44.4	30	9	
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	0.0	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	26	11.1	55	9	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	1	0	0.0	0.0	0.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	45	60.0	19	5	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	60.0	25	5	
CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	20.0	26	5	
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	20.0	41	5	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	15	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	33	62.5	18	8	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	61	80.0	8	5	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	58	60.0	11	5	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	33	80.0	5	5	
EAST MIDLANDS INTERNATIONAL	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	0.0	40	40.0	22	5	
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
EDINBURGH	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	7	75.0	9	4	
EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	4	
EDINBURGH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	15	4	
EXETER	TUI AIRWAYS LTD	C	A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	4	5		
EXETER	TUI AIRWAYS LTD	C	D	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	20.0	27	5		
GLASGOW	JET2.COM 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	0.0	6	75.0	4	4	
GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	11	4	
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	23	9	
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	22.2	27	9	
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	18	5	
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	43	40.0	24	5	
LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	11.1	44.4	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	56	18	
LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	0.0	61.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	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	0.0	0.0	0	100.0	0	1	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	34	28.6	38	7	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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)
LIVERPOOL (JOHN LENNON)	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	0.0	6	62.5	18	8
GATWICK	BRITISH AIRWAYS PLC	S A	21	0	0	0.0	23.8	19.0	23.8	19.0	9.5	0.0	0.0	4.8	0.0	0.0	71	56.3	23	16	
GATWICK	BRITISH AIRWAYS PLC	S D	21	0	0	0.0	9.5	28.6	19.0	23.8	14.3	0.0	4.8	0.0	0.0	0.0	37	75.0	14	16	
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	60.0	19	35	
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	20.0	36	35	
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	25.0	55	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	25.0	37	4	
GATWICK	EASYJET UK LTD	S A	31	0	1	3.1	3.1	12.5	15.6	40.6	15.6	6.3	0.0	0.0	0.0	3.1	46	25.0	37	27	
GATWICK	EASYJET UK LTD	S D	31	0	0	0.0	0.0	19.4	25.8	41.9	9.7	0.0	3.2	0.0	0.0	0.0	42	29.6	40	27	
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	14	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	4	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	45	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	77.8	13	9	
GATWICK	THOMAS COOK AIRLINES LTD	S A	14	0	0	0.0	0.0	21.4	14.3	28.6	28.6	0.0	7.1	0.0	0.0	0.0	63	30.8	43	13	
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	0.0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	38	15.4	28	13	
GATWICK	TUI AIRWAYS LTD	C A	26	0	0	0.0	11.5	19.2	23.1	19.2	19.2	3.8	3.8	0.0	0.0	0.0	46	54.5	35	22	
GATWICK	TUI AIRWAYS LTD	C D	26	0	0	0.0	3.8	30.8	38.5	11.5	15.4	0.0	0.0	0.0	0.0	0.0	28	54.5	31	22	
HEATHROW	BRITISH AIRWAYS PLC	S A	80	0	1	11.1	24.7	33.3	17.3	8.6	3.7	0.0	0.0	0.0	0.0	1.2	12	51.6	20	62	
HEATHROW	BRITISH AIRWAYS PLC	S D	81	0	1	0.0	9.8	58.5	17.1	9.8	2.4	0.0	1.2	0.0	0.0	1.2	17	69.4	14	62	
HEATHROW	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	80.6	11	31	
HEATHROW	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	54.8	18	31	
LUTON	BLUE AIR TRANSPORT AERIAN	S A	18	0	0	22.2	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	9	17	
LUTON	BLUE AIR TRANSPORT AERIAN	S D	18	0	0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	22	29.4	27	17	
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	100.0	0	4	
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
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	40.0	39	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	38.7	41	31	
LUTON	WIZZ AIR UK LTD	S A	61	0	0	4.9	8.2	13.1	26.2	16.4	23.0	8.2	0.0	0.0	0.0	0.0	44	0.0	0	0	
LUTON	WIZZ AIR UK LTD	S D	62	0	0	0.0	1.6	32.3	19.4	22.6	17.7	4.8	1.6	0.0	0.0	0.0	42	0.0	0	0	



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

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JUL 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	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	71.4	20	14		
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	35.7	39	14		
STANSTED	JET2.COM LTD	S	A	30	0	0	3.3	20.0	23.3	16.7	23.3	13.3	0.0	0.0	0.0	0.0	0.0	26	36.4	34	22		
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	19.4	61.3	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	54.5	24	22		
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	24	5		
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	60.0	14	5		
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	87.5	4	8		
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	37.5	30	8		
MANCHESTER	JET2.COM LTD	S	A	23	0	0	8.7	17.4	39.1	4.3	26.1	4.3	0.0	0.0	0.0	0.0	0.0	18	77.8	11	18		
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	0.0	31.8	40.9	27.3	0.0	0.0	0.0	0.0	0.0	0.0	24	58.8	20	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	61.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	30.8	44	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	24	15.4	61	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	0.0	22.7	22.7	18.2	18.2	13.6	4.5	0.0	0.0	0.0	0.0	34	72.7	19	22		
MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	0.0	27.3	22.7	22.7	22.7	4.5	0.0	0.0	0.0	0.0	44	45.5	29	22		
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	6	9		
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	38	33.3	25	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	14	8		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	16	8		
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9		
NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9		
<b>TOTAL LARNACA</b>				<b>1085</b>	<b>10</b>	<b>3</b>	<b>3.4</b>	<b>12.2</b>	<b>33.0</b>	<b>20.9</b>	<b>17.9</b>	<b>8.5</b>	<b>1.9</b>	<b>0.6</b>	<b>0.5</b>	<b>0.9</b>	<b>0.3</b>	<b>32</b>	<b>51.2</b>	<b>27</b>	<b>1133</b>		
LAS PALMAS																							
ABERDEEN	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
ABERDEEN	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	5		
BELFAST INTERNATIONAL	JET2.COM 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	2	88.9	109	9		
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	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	77.8	118	9		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	43	50.0	24	4		
BELFAST INTERNATIONAL	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	47	50.0	37	4		
BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	50.0	22.2	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	100.0	1	14		
BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	11.8	64.7	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	7	13		
BIRMINGHAM	RYANAIR	S	A	9	0	0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	4	13		
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	61.5	17	13		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	6	9		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	33.3	19	9
BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	46.2	15.4	23.1	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	18	76.9	16	13
BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	38.5	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	27	61.5	24	13
BOURNEMOUTH	RYANAIR	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	6	5	
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	60.0	13	5	
BRISTOL	RYANAIR	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	7	9	
BRISTOL	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	2	77.8	10	9	
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	5	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	24	80.0	6	5	
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	20	55.6	19	9	
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	22	66.7	22	9	
CARDIFF WALES	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	50.0	35	4	
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	13	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	5	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	18	75.0	5	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	7	
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	75.0	17	4	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	4	
EDINBURGH	JET2.COM LTD	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9	
EDINBURGH	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	3	88.9	4	9	
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	25	100.0	0	9	
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	33	77.8	6	9	
EDINBURGH	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	3	5	
EDINBURGH	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	9	5	
EXETER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
EXETER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5	
GLASGOW	JET2.COM LTD	S	A	13	0	0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	3	13	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

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JUL 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	JET2.COM LTD	S D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	14	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	0.0	0	20.0	65	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	0.0	0	20.0	58	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	19	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	40	66.7	11	3		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	58.8	23.5	0.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18		
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	0	5.6	44.4	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	10	18		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	37.5	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	100.0	0	9		
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	88.9	5	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	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	0.0	0	0.0	37	3		
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	33.3	23	3		
GATWICK	EASYJET UK LTD	S A	23	0	0	0.0	17.4	26.1	13.0	30.4	8.7	0.0	4.3	0.0	0.0	0.0	0.0	37	63.2	19	19		
GATWICK	EASYJET UK LTD	S D	23	0	0	0.0	0.0	30.4	21.7	34.8	8.7	0.0	4.3	0.0	0.0	0.0	0.0	36	73.7	16	19		
GATWICK	JET2.COM LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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	0.0	0	0.0	46	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	0.0	0	100.0	1	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	16	69.2	14	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	13	13		
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	71.4	21	14		
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	35.7	38	14		
GATWICK	TUI AIRWAYS LTD	C A	19	0	0	0.0	5.3	31.6	21.1	31.6	10.5	0.0	0.0	0.0	0.0	0.0	0.0	29	66.7	17	18		
GATWICK	TUI AIRWAYS LTD	C D	20	0	0	0.0	0.0	25.0	30.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	36	64.7	17	17		
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	23	100.0	0	4		
HEATHROW	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33	75.0	7	4		

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

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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							
LUTON	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	14	9		
LUTON	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9		
LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	57	60.0	15	5		
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	72	40.0	20	5		
STANSTED	JET2.COM LTD	S	A	21	0	1	18.2	50.0	18.2	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4.5	5	62.5	12	16		
STANSTED	JET2.COM LTD	S	D	21	0	0	0.0	9.5	42.9	33.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	17	64.7	10	17		
STANSTED	RYANAIR	S	A	22	0	0	40.9	45.5	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	36.4	53	22		
STANSTED	RYANAIR	S	D	22	0	0	0.0	31.8	63.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	40.9	38	22		
STANSTED	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	21	50.0	29	2		
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	12	5		
STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	33	80.0	13	5		
MANCHESTER	JET2.COM LTD	S	A	18	0	0	38.9	33.3	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	82.4	8	17		
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	11.8	35.3	17.6	23.5	5.9	5.9	0.0	0.0	0.0	0.0	28	61.1	25	18		
MANCHESTER	RYANAIR	S	A	13	0	0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	7	17		
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	58.8	24	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	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	12	53.8	28	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	46.2	45	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	5.9	29.4	41.2	0.0	5.9	5.9	11.8	0.0	0.0	0.0	0.0	27	61.1	14	18		
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	47.1	11.8	17.6	5.9	11.8	0.0	0.0	0.0	0.0	38	52.9	19	17		
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9		
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5		
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	5		
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	60.0	10	5		
<b>TOTAL LAS PALMAS</b>				<b>781</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>26.0</b>	<b>32.9</b>	<b>11.1</b>	<b>9.6</b>	<b>3.7</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>16</b>	<b>72.5</b>	<b>17</b>	<b>857</b>		
LAS VEGAS																							
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	75	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	71	4		
GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	3.7	18.5	37.0	14.8	7.4	3.7	3.7	7.4	0.0	0.0	3.7	37	23.1	38	13		
GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	1	0.0	3.7	29.6	22.2	22.2	7.4	3.7	7.4	0.0	0.0	3.7	42	57.1	33	14		
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.3	25	30		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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	
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.7	29	30				
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	9.7	19.4	29.0	0.0	22.6	16.1	0.0	0.0	3.2	0.0	0.0	62	54.3	74	46			
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	3.2	25.8	9.7	35.5	16.1	9.7	0.0	0.0	0.0	0.0	47	31.8	44	44			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	32	0	0	28.1	43.8	21.9	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	32	0	0	0.0	46.9	46.9	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
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	99	2				
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	22	0	1	8.7	17.4	21.7	17.4	17.4	4.3	4.3	0.0	4.3	0.0	4.3	49	78.3	29	23			
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	21	0	0	0.0	4.8	47.6	19.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	52.2	39	23			
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S	A	18	0	0	16.7	11.1	33.3	11.1	16.7	5.6	0.0	5.6	0.0	0.0	0.0	28	88.9	7	9			
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S	D	17	0	0	0.0	17.6	52.9	11.8	5.9	0.0	5.9	5.9	0.0	0.0	0.0	29	88.9	10	9			
<b>TOTAL LAS VEGAS</b>						<b>256</b>	<b>0</b>	<b>3</b>	<b>6.9</b>	<b>20.1</b>	<b>33.6</b>	<b>10.0</b>	<b>16.2</b>	<b>6.2</b>	<b>2.7</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>1.2</b>	<b>32</b>	<b>50.4</b>	<b>42</b>	<b>252</b>			
LEEDS BRADFORD																										
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	110	0	2	1.8	36.6	25.0	8.9	17.0	5.4	2.7	0.9	0.0	0.0	1.8	22	90.4	6	123			
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	110	0	2	0.0	19.6	43.8	9.8	15.2	5.4	3.6	0.9	0.0	0.0	1.8	22	91.9	5	123			
BELFAST CITY (GEORGE BEST)		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	100.0	5	1				
BIRMINGHAM		FLYBE LTD		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0			
BIRMINGHAM		FLYBE 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	10	0.0	0	0			
BIRMINGHAM		JET2.COM LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
EDINBURGH		2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2		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				
JERSEY		JET2.COM LTD		S	A	13	0	0	7.7	53.8	7.7	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	92.3	3	13			
JERSEY		JET2.COM LTD		S	D	13	0	0	0.0	53.8	15.4	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	76.9	6	13			
HEATHROW		BRITISH AIRWAYS PLC		S	A	43	0	1	22.7	38.6	13.6	6.8	11.4	2.3	2.3	0.0	0.0	0.0	2.3	13	79.5	7	41			
HEATHROW		BRITISH AIRWAYS PLC		S	D	44	0	0	0.0	29.5	47.7	11.4	4.5	4.5	2.3	0.0	0.0	0.0	0.0	12	72.7	11	41			
MANCHESTER		JET2.COM LTD		S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0			
SOUTHAMPTON		FLYBE LTD		S	A	48	0	2	0.0	0.0	54.0	16.0	12.0	12.0	2.0	0.0	0.0	0.0	4.0	24	78.0	11	44			
SOUTHAMPTON		FLYBE LTD		S	D	47	0	3	0.0	4.0	60.0	10.0	12.0	6.0	2.0	0.0	0.0	0.0	6.0	19	79.2	12	44			
<b>TOTAL LEEDS BRADFORD</b>						<b>433</b>	<b>0</b>	<b>11</b>	<b>2.9</b>	<b>24.8</b>	<b>36.9</b>	<b>11.0</b>	<b>12.8</b>	<b>5.9</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>20</b>	<b>85.3</b>	<b>7</b>	<b>444</b>			

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

		Origin/Destinations: L																	JUL 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
LEIPZIG		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	104	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	101	12
<b>TOTAL LEIPZIG</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>103</b>	<b>24</b>
LEMNOS		GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	4
		GATWICK	ENTER AIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	C	A	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	20	55.6	19	9
		HEATHROW	BRITISH AIRWAYS PLC	C	D	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	20	77.8	17	9
<b>TOTAL LEMNOS</b>						<b>20</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>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.7</b>	<b>16</b>	<b>22</b>
LIBERIA		GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	24	60.0	24	5
		GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	37	80.0	10	5
<b>TOTAL LIBERIA</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>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>70.0</b>	<b>17</b>	<b>10</b>
LIEGE		GLASGOW	AERO4M	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
		GLASGOW	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 LIEGE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
LIMA		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	15.4	7.7	7.7	53.8	0.0	7.7	0.0	0.0	0.0	35	46.2	37	13
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	16	38.5	42	13
<b>TOTAL LIMA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>26.9</b>	<b>11.5</b>	<b>34.6</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>42.3</b>	<b>40</b>	<b>26</b>
LIMOGES		BRISTOL	RYANAIR	S	A	9	0	0	33.3	22.2	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	15	44.4	16	9
		BRISTOL	RYANAIR	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	10	44.4	17	9
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	13	13
		EAST MIDLANDS INTERNATIONAL	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	2	76.9	13	13
		LEEDS BRADFORD	RYANAIR	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	57.1	16	14
		LEEDS BRADFORD	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	3	64.3	18	14
		GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	1	40.0	13.3	26.7	0.0	0.0	6.7	6.7	0.0	0.0	6.7	17	75.0	18	16
		GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	1	0.0	46.7	26.7	13.3	6.7	0.0	0.0	0.0	0.0	6.7	8	68.8	25	16
		STANSTED	RYANAIR	S	A	31	0	0	16.1	35.5	22.6	16.1	6.5	3.2	0.0	0.0	0.0	0.0	10	45.2	37	31
		STANSTED	RYANAIR	S	D	31	0	0	0.0	32.3	51.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	6	48.4	28	31

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	13	0	0	0.0	7.7	23.1	23.1	38.5	7.7	0.0	0.0	0.0	0.0	0.0	31	7.1	38	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	19	71.4	15	14	
	SOUTHAMPTON	FLYBE LTD	S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	53.8	16	13	
	SOUTHAMPTON	FLYBE LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	46.2	19	13	
<b>TOTAL LIMOGES</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>34.7</b>	<b>32.7</b>	<b>11.2</b>	<b>8.2</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.6</b>	<b>23</b>	<b>220</b>	
LINZ																							
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	GLASGOW	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	
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	55.6	72	9	
	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	66.7	30	9	
<b>TOTAL LINZ</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.9</b>	<b>44</b>	<b>21</b>	
LISBON																							
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	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	33.3	31	3	
	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	12	3	
	BRISTOL	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	4.5	0.0	27.3	31.8	27.3	9.1	0.0	0.0	0.0	0.0	0.0	27	47.4	20	19	
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	4.5	59.1	13.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	16	63.2	12	19	
	EAST MIDLANDS INTERNATIONAL	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	73	0.0	0	0	
	EDINBURGH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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	
	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	50.0	36	2	
	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	1	2	
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	15.4	7.7	38.5	15.4	0.0	0.0	0.0	0.0	0.0	29	41.7	21	12	
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	84.6	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	83.3	7	12	
	EDINBURGH	RYANAIR	S	A	9	0	0	33.3	22.2	11.1	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	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	22.2	51	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	33	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	20	3	
	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	2	3	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	0	0	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	15	15	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	0	0	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	AIR PORTUGAL	S	A	50	0	0	2.0	20.0	44.0	20.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	15	72.9	9	47	
	GATWICK	AIR PORTUGAL	S	D	50	0	0	0.0	2.0	18.0	30.0	30.0	18.0	2.0	0.0	0.0	0.0	0.0	38	54.2	21	47	
	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	25	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	62.5	23	8	
	GATWICK	EASYJET UK LTD	S	A	62	0	0	1.6	27.4	17.7	21.0	14.5	14.5	1.6	1.6	0.0	0.0	0.0	31	45.3	32	52	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	4.8	27.4	24.2	24.2	14.5	3.2	1.6	0.0	0.0	0.0	38	50.0	25	52	
	HEATHROW	AIR PORTUGAL	S	A	194	0	0	2.6	21.6	30.9	17.5	20.6	6.7	0.0	0.0	0.0	0.0	0.0	20	46.7	26	195	
	HEATHROW	AIR PORTUGAL	S	D	194	0	0	0.0	14.9	38.1	21.6	18.0	7.2	0.0	0.0	0.0	0.0	0.0	21	56.4	24	195	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	12.9	26.9	39.8	10.8	5.4	3.2	0.0	0.0	0.0	0.0	1.1	10	75.3	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	0.0	31.2	45.2	7.5	7.5	7.5	0.0	0.0	0.0	0.0	1.1	14	72.0	14	93	
	LONDON CITY	AIR PORTUGAL	S	A	0	52	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.7	13	51	
	LONDON CITY	AIR PORTUGAL	S	D	0	51	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	30.2	30	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	0.0	0	66.7	25	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	72.7	16	11	
	LUTON	EASYJET UK LTD	S	A	85	0	1	2.3	25.6	27.9	17.4	15.1	9.3	0.0	1.2	0.0	0.0	1.2	24	50.7	34	73	
	LUTON	EASYJET UK LTD	S	D	85	0	0	0.0	20.0	52.9	9.4	10.6	5.9	0.0	1.2	0.0	0.0	0.0	20	61.6	21	73	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	9.7	19.4	16.1	22.6	29.0	3.2	0.0	0.0	0.0	0.0	42	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	3.2	25.8	16.1	32.3	22.6	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	STANSTED	RYANAIR	S	A	120	0	0	9.2	30.8	20.0	10.0	18.3	8.3	1.7	0.8	0.8	0.0	0.0	25	46.8	41	91	
	STANSTED	RYANAIR	S	D	120	0	0	0.0	23.3	44.2	11.7	15.8	3.3	1.7	0.0	0.0	0.0	0.0	17	18.1	45	91	
	MANCHESTER	AIR PORTUGAL	S	A	57	0	0	0.0	17.5	29.8	21.1	24.6	7.0	0.0	0.0	0.0	0.0	0.0	23	68.4	18	57	
	MANCHESTER	AIR PORTUGAL	S	D	57	0	0	0.0	1.8	22.8	28.1	31.6	15.8	0.0	0.0	0.0	0.0	0.0	36	49.1	30	57	
	MANCHESTER	EASYJET UK LTD	S	A	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	21	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	38.9	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	26	0	0	0.0	15.4	42.3	23.1	7.7	11.5	0.0	0.0	0.0	0.0	0.0	22	48.1	24	27	
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	0.0	15.4	34.6	38.5	11.5	0.0	0.0	0.0	0.0	0.0	37	15.4	47	26	
<b>TOTAL LISBON</b>					<b>1560</b>	<b>103</b>	<b>4</b>	<b>2.2</b>	<b>17.7</b>	<b>31.7</b>	<b>16.0</b>	<b>16.7</b>	<b>8.5</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>6.2</b>	<b>0.2</b>	<b>23</b>	<b>53.5</b>	<b>25</b>	<b>1536</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	74.1	14	26	
	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	74.1	12	25	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
	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	100.0	0	18
	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	94.4	3	18
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	137	0	0	8.0	67.2	12.4	5.1	2.2	4.4	0.7	0.0	0.0	0.0	0.0	8	88.8	6	114
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	137	0	0	0.7	61.3	23.4	5.1	2.9	5.1	0.7	0.7	0.0	0.0	0.0	10	84.6	11	115
	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	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	5	0.0	0	0
	BRISTOL	EASYJET UK 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	29	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	100.0	0	6
	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	100.0	1	6
	ISLE OF MAN	EASYJET UK LTD	S	A	46	0	2	37.5	43.8	10.4	0.0	2.1	2.1	0.0	0.0	0.0	0.0	4.2	3	88.6	38	43
	ISLE OF MAN	EASYJET UK LTD	S	D	46	0	2	12.5	50.0	22.9	6.3	0.0	2.1	2.1	0.0	0.0	0.0	4.2	7	84.1	47	43
	ISLE OF MAN	FLYBE LTD	S	A	84	0	1	1.2	60.0	21.2	7.1	4.7	2.4	1.2	1.2	0.0	0.0	1.2	11	82.1	8	104
	ISLE OF MAN	FLYBE LTD	S	D	84	0	1	1.2	18.8	65.9	7.1	1.2	2.4	1.2	1.2	0.0	0.0	1.2	11	81.1	9	104
	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	100.0	4	6
	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	100.0	3	6
	JERSEY	EASYJET UK LTD	S	A	48	0	0	16.7	64.6	10.4	2.1	0.0	2.1	0.0	4.2	0.0	0.0	0.0	12	83.7	8	43
	JERSEY	EASYJET UK LTD	S	D	48	0	0	12.5	41.7	31.3	2.1	4.2	4.2	0.0	4.2	0.0	0.0	0.0	19	83.7	8	43
	LUTON	EASYJET UK 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	110	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	MANCHESTER	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	11	0.0	0	0
	MANCHESTER	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	27	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	0.0	19	1
	NEWCASTLE	SUN AIR OF SCANDINAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>637</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>52.7</b>	<b>25.0</b>	<b>5.1</b>	<b>2.5</b>	<b>3.6</b>	<b>0.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>84.7</b>	<b>12</b>	<b>723</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	33.3	60	3
	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	66.7	16	3
	GATWICK	EASYJET UK LTD	S	A	17	0	1	0.0	5.6	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	5.6	31	26.7	39	15
	GATWICK	EASYJET UK LTD	S	D	17	0	1	0.0	5.6	50.0	11.1	22.2	5.6	0.0	0.0	0.0	0.0	5.6	22	66.7	15	15
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					JUL 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		
HEATHROW		BRITISH AIRWAYS PLC		S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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	58.8	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	44.4	47	18					
LUTON		WIZZ AIR UK LTD		S	A	18	0	0	0.0	11.1	16.7	11.1	27.8	16.7	11.1	5.6	0.0	0.0	0.0	61	0.0	0	0				
LUTON		WIZZ AIR UK LTD		S	D	18	0	0	0.0	0.0	27.8	27.8	22.2	16.7	0.0	5.6	0.0	0.0	0.0	49	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	40.0	42	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	40.0	22	5					
STANSTED		EASYJET UK LTD		S	A	38	0	2	0.0	10.0	17.5	20.0	20.0	25.0	2.5	0.0	0.0	0.0	5.0	41	25.0	62	35				
STANSTED		EASYJET UK LTD		S	D	37	0	2	0.0	17.9	46.2	17.9	5.1	7.7	0.0	0.0	0.0	0.0	5.1	15	42.9	40	35				
MANCHESTER		ADRIA AIRWAYS		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	13	0.0	75	1					
MANCHESTER		ADRIA AIRWAYS		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	20	0.0	80	1					
MANCHESTER		ADRIA AIRWAYS		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	3	100.0	5	5					
MANCHESTER		ADRIA AIRWAYS		S	D	3	0	0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	98	60.0	11	5				
<b>TOTAL LJUBLJANA</b>						<b>165</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>10.5</b>	<b>32.7</b>	<b>18.1</b>	<b>17.5</b>	<b>14.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>34</b>	<b>43.3</b>	<b>39</b>	<b>163</b>				
LODZ LUBLINEK																											
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	8	0	0	0.0	12.5	37.5	0.0	37.5	0.0	12.5	0.0	0.0	0.0	36	75.0	10	8					
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	35	33.3	37	9					
STANSTED		RYANAIR		S	A	27	0	0	11.1	59.3	14.8	7.4	3.7	3.7	0.0	0.0	0.0	0.0	6	44.4	33	26					
STANSTED		RYANAIR		S	D	27	0	0	0.0	29.6	59.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	29.6	35	26					
<b>TOTAL LODZ LUBLINEK</b>						<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>35.2</b>	<b>39.4</b>	<b>8.5</b>	<b>8.5</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>40.8</b>	<b>32</b>	<b>69</b>					
LONDON CITY																											
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	50.0	22	46					
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	75.5	10	47					
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	153	0	2	8.4	34.2	23.2	14.8	11.6	6.5	0.0	0.0	0.0	1.3	15	71.1	13	147					
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	153	0	1	0.0	20.1	50.6	11.7	9.1	7.1	0.6	0.0	0.0	0.6	16	82.4	9	148					
BIRMINGHAM		BRITISH AIRWAYS PLC		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1					
EDINBURGH		BA CITYFLYER LTD		S	A	185	0	6	14.7	36.6	21.5	11.0	8.9	3.1	1.0	0.0	0.0	3.1	12	67.9	16	181					
EDINBURGH		BA CITYFLYER LTD		S	D	186	0	7	0.5	44.0	28.0	14.0	6.2	1.6	1.6	0.5	0.0	3.6	13	75.7	12	179					
EDINBURGH		FLYBE LTD		S	A	103	0	5	1.9	38.9	21.3	20.4	5.6	4.6	2.8	0.0	0.0	4.6	17	69.2	19	105					
EDINBURGH		FLYBE LTD		S	D	106	0	3	0.0	15.6	54.1	9.2	12.8	3.7	1.8	0.0	0.0	2.8	17	74.8	17	107					
EXETER		FLYBE LTD		S	A	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	70.0	21	30					
EXETER		FLYBE LTD		S	D	0	29	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.6	13	31					

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BA CITYFLYER LTD	S	A	136	0	5	7.8	41.1	24.1	6.4	10.6	6.4	0.0	0.0	0.0	0.0	3.5	13	66.1	17	124	
	GLASGOW	BA CITYFLYER LTD	S	D	139	0	2	0.7	50.4	29.1	8.5	6.4	2.8	0.7	0.0	0.0	0.0	1.4	9	83.7	8	129	
	ISLE OF MAN	BA CITYFLYER LTD	S	A	80	0	1	11.1	38.3	34.6	7.4	4.9	2.5	0.0	0.0	0.0	0.0	1.2	8	65.4	16	69	
	ISLE OF MAN	BA CITYFLYER LTD	S	D	80	0	1	1.2	29.6	59.3	3.7	3.7	0.0	0.0	1.2	0.0	0.0	1.2	7	68.8	17	69	
	JERSEY	BLUE ISLANDS LIMITED	S	A	50	0	0	2.0	32.0	40.0	8.0	10.0	8.0	0.0	0.0	0.0	0.0	0.0	16	73.5	22	49	
	JERSEY	BLUE ISLANDS LIMITED	S	D	50	0	0	0.0	38.0	42.0	2.0	8.0	10.0	0.0	0.0	0.0	0.0	0.0	15	83.7	19	49	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	9	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	40.0	43	10	
<b>TOTAL LONDON CITY</b>					<b>1429</b>	<b>57</b>	<b>33</b>	<b>4.4</b>	<b>34.3</b>	<b>31.9</b>	<b>10.3</b>	<b>8.0</b>	<b>4.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>3.8</b>	<b>2.2</b>	<b>13</b>	<b>72.0</b>	<b>15</b>	<b>1525</b>	
LOS ANGELES INTERNATIONAL																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	35	0	0	2.9	40.0	31.4	20.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	9	70.5	15	44	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	35	0	0	0.0	22.9	42.9	17.1	14.3	2.9	0.0	0.0	0.0	0.0	0.0	16	77.3	16	44	
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	50.0	24.2	11.3	3.2	8.1	1.6	1.6	0.0	0.0	0.0	0.0	9	87.1	11	62	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	24.2	51.6	9.7	8.1	4.8	1.6	0.0	0.0	0.0	0.0	15	82.3	18	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	23.9	26.1	18.5	4.3	13.0	9.8	1.1	2.2	0.0	0.0	1.1	23	73.6	17	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	0.0	14.0	33.3	20.4	15.1	11.8	3.2	1.1	0.0	0.0	1.1	31	46.6	27	88	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	38.7	29.0	19.4	6.5	3.2	0.0	0.0	3.2	0.0	0.0	0.0	12	93.5	5	31	
	HEATHROW	UNITED AIRLINES	S	D	30	0	1	0.0	22.6	54.8	3.2	3.2	6.5	0.0	3.2	3.2	0.0	3.2	69	80.6	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	35.5	21.0	25.8	4.8	4.8	6.5	1.6	0.0	0.0	0.0	0.0	12	97.8	1	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	24.2	56.5	12.9	3.2	0.0	0.0	3.2	0.0	0.0	0.0	14	83.1	10	89	
	MANCHESTER	ATLAS AIR INC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	76	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	50	23.1	39	13	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	28.6	14.3	42.9	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	21	0.0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	30.8	38.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>607</b>	<b>0</b>	<b>3</b>	<b>15.1</b>	<b>22.8</b>	<b>33.4</b>	<b>10.5</b>	<b>8.9</b>	<b>5.9</b>	<b>1.5</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>75.3</b>	<b>15</b>	<b>654</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
LUBLIN (PORT LOTNICZY)		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	71.0	25	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	51.6	33	30					
		LUTON	WIZZ AIR UK LTD	S	A	38	0	1	33.3	20.5	12.8	10.3	2.6	10.3	7.7	0.0	0.0	0.0	2.6	25	0.0	0	0				
		LUTON	WIZZ AIR UK LTD	S	D	38	0	1	0.0	17.9	30.8	12.8	17.9	5.1	12.8	0.0	0.0	0.0	2.6	36	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	50.0	47	18					
		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	50.0	33	18					
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>						<b>76</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>19.2</b>	<b>21.8</b>	<b>11.5</b>	<b>10.3</b>	<b>7.7</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>31</b>	<b>57.1</b>	<b>33</b>	<b>96</b>				
LUTON		ABERDEEN	AVANTI AIR BEDARFSFLUGGES	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				
		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	66.7	0	2					
		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	66.7	1	2					
		ABERDEEN	EASYJET UK LTD	S	A	22	0	0	4.5	27.3	50.0	4.5	13.6	0.0	0.0	0.0	0.0	0.0	10	68.4	20	19					
		ABERDEEN	EASYJET UK LTD	S	D	22	0	0	0.0	9.1	54.5	22.7	9.1	4.5	0.0	0.0	0.0	0.0	15	50.0	20	18					
		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	64.3	19	12					
		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	71.4	18	12					
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	105	0	0	7.6	33.3	36.2	8.6	5.7	7.6	0.0	1.0	0.0	0.0	15	64.1	22	90					
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	105	0	0	1.0	40.0	33.3	11.4	5.7	6.7	1.0	1.0	0.0	0.0	17	55.9	27	91					
		BIRMINGHAM	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	2					
		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	38.5	30	12					
		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	38.5	38	12					
		EDINBURGH	EASYJET UK LTD	S	A	98	0	0	11.2	34.7	24.5	12.2	8.2	7.1	0.0	2.0	0.0	0.0	18	58.8	22	84					
		EDINBURGH	EASYJET UK LTD	S	D	98	0	0	0.0	29.6	34.7	14.3	10.2	9.2	0.0	2.0	0.0	0.0	22	45.9	28	84					
		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	37.5	44	8					
		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	37.5	41	8					
		GLASGOW	EASYJET UK LTD	S	A	66	0	0	9.1	31.8	27.3	15.2	9.1	4.5	3.0	0.0	0.0	0.0	17	65.5	19	57					
		GLASGOW	EASYJET UK LTD	S	D	66	0	0	0.0	36.4	27.3	13.6	15.2	4.5	3.0	0.0	0.0	0.0	20	55.2	23	57					
		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	71	1					
		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	80	1					
		ISLE OF MAN	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	24	50.0	22	7					

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
	ISLE OF MAN	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	0.0	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	30	37.5	31	7
	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	75.0	8	4	
	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	50.0	23	4	
	JERSEY	EASYJET UK LTD	S	A	31	0	0	3.2	25.8	41.9	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	59.3	20	27
	JERSEY	EASYJET UK LTD	S	D	31	0	0	3.2	19.4	32.3	19.4	16.1	9.7	0.0	0.0	0.0	0.0	0.0	21	66.7	24	27
	HEATHROW	EL AL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LUTON</b>					<b>664</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>32.7</b>	<b>32.5</b>	<b>12.5</b>	<b>9.2</b>	<b>6.5</b>	<b>0.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>56.7</b>	<b>24</b>	<b>648</b>	
LUXEMBOURG																						
	BOURNEMOUTH	DUCAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GLASGOW	LUXAIR	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	3	0.0	0	0	
	GLASGOW	LUXAIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GLASGOW	MALETH AERO	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	50.0	27	2	
	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	50.0	19	2	
	GATWICK	EASYJET UK LTD	S	A	16	0	1	0.0	5.9	29.4	5.9	11.8	29.4	11.8	0.0	0.0	0.0	5.9	55	18.8	38	16
	GATWICK	EASYJET UK LTD	S	D	16	0	1	0.0	5.9	41.2	17.6	11.8	17.6	0.0	0.0	0.0	0.0	5.9	29	62.5	27	16
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	17.2	44.8	25.9	3.4	3.4	3.4	0.0	0.0	0.0	0.0	1.7	7	80.3	12	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	0.0	19.0	58.6	8.6	8.6	1.7	1.7	0.0	0.0	0.0	1.7	13	68.9	19	60
	LONDON CITY	LUXAIR	S	A	0	140	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	89.9	6	137	
	LONDON CITY	LUXAIR	S	D	0	139	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	79.1	11	138
	STANSTED	RYANAIR	S	A	22	0	0	0.0	36.4	31.8	22.7	9.1	0.0	0.0	0.0	0.0	0.0	11	9.7	71	27	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	40.9	40.9	13.6	4.5	0.0	0.0	0.0	0.0	0.0	8	10.0	66	26	
	STANSTED	SATA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	139	1	
	MANCHESTER	DUCAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	0.0	41.2	29.4	5.9	11.8	5.9	0.0	5.9	0.0	0.0	21	55.6	16	18	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	0.0	47.1	29.4	11.8	5.9	0.0	5.9	0.0	0.0	33	44.4	24	18	
<b>TOTAL LUXEMBOURG</b>					<b>255</b>	<b>279</b>	<b>6</b>	<b>1.9</b>	<b>13.1</b>	<b>20.6</b>	<b>5.0</b>	<b>3.3</b>	<b>2.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>51.7</b>	<b>1.1</b>	<b>16</b>	<b>68.4</b>	<b>19</b>	<b>523</b>
LVOV																						
	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	16.7	82	12	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	15.4	106	13	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	15.4	53.8	15.4	0.0	7.7	0.0	0.0	7.7	0.0	75	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	10	0.0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL LVOV</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.4</b>	<b>44.2</b>	<b>7.7</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>16.0</b>	<b>94</b>	<b>25</b>	
LYON																							
	BELFAST CITY (GEORGE BEST)	AIR CONTRACTORS	S	D	0	0	0	0.0	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	30	0	1	0.0	19.4	29.0	3.2	25.8	3.2	9.7	6.5	0.0	0.0	3.2	45	41.9	38	31	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	1	0.0	3.2	29.0	29.0	12.9	12.9	6.5	3.2	0.0	0.0	3.2	43	41.9	38	31	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	20.0	40.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EASYJET EUROPE	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EDINBURGH	EASYJET EUROPE	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	60	8	
	EDINBURGH	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	36	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	75.0	12	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	50.0	25	8	
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	57	0	0	0.0	15.8	28.1	24.6	7.0	19.3	3.5	1.8	0.0	0.0	0.0	36	68.0	32	50	
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	0.0	17.2	27.6	27.6	17.2	8.6	1.7	0.0	0.0	0.0	52	27.5	30	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	1	12.1	38.5	26.4	11.0	4.4	3.3	2.2	1.1	0.0	0.0	1.1	14	78.5	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	2	0.0	33.3	37.6	8.6	12.9	3.2	1.1	1.1	0.0	0.0	2.2	18	76.3	14	93	
	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	14	3	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	3	
	LUTON	EASYJET UK LTD	S	A	29	0	0	3.4	17.2	34.5	20.7	17.2	3.4	3.4	0.0	0.0	0.0	0.0	24	30.4	33	23	
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	29.6	40.7	14.8	11.1	0.0	3.7	0.0	0.0	0.0	0.0	15	65.2	16	23	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	0.0	25.8	22.6	6.5	19.4	19.4	3.2	3.2	0.0	0.0	0.0	44	68.2	23	22	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	6.5	45.2	9.7	16.1	16.1	3.2	3.2	0.0	0.0	0.0	38	63.6	21	22	
	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	40.0	80	25	
	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	53.8	58	25	
<b>TOTAL LYON</b>					<b>511</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>22.4</b>	<b>31.1</b>	<b>14.7</b>	<b>13.5</b>	<b>8.7</b>	<b>3.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>29</b>	<b>59.7</b>	<b>28</b>	<b>527</b>	

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

		Origin/Destinations: M																	JUL 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	
MAASTRICHT	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0
<b>TOTAL MAASTRICHT</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	BIRMINGHAM	IBERIA EXPRESS	S	A	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	2	18	
	BIRMINGHAM	IBERIA EXPRESS	S	D	17	0	1	0.0	0.0	50.0	16.7	16.7	11.1	0.0	0.0	0.0	0.0	5.6	25	61.1	17	18	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	5.6	11.1	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	21	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	0.0	22.2	16.7	50.0	11.1	0.0	0.0	0.0	0.0	0.0	34	27.8	39	17	
	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	50.0	24	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	50.0	17	4	
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	19.4	25.8	19.4	6.5	12.9	9.7	6.5	0.0	0.0	0.0	0.0	25	77.8	8	26	
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	9.7	51.6	12.9	12.9	6.5	3.2	3.2	0.0	0.0	0.0	27	74.1	12	26	
	CARDIFF WALES	IBERIA EXPRESS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9	
	CARDIFF WALES	IBERIA EXPRESS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	9	
	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	40.0	51	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	20.0	46	5	
	EDINBURGH	EASYJET UK LTD	S	A	39	0	0	10.3	33.3	23.1	15.4	12.8	2.6	2.6	0.0	0.0	0.0	0.0	16	85.7	5	35	
	EDINBURGH	EASYJET UK LTD	S	D	39	0	0	0.0	25.6	48.7	10.3	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	82.9	9	35	
	EDINBURGH	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	ENTER AIR	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	28	0.0	0	0	
	EDINBURGH	IBERIA EXPRESS	S	A	26	0	0	15.4	46.2	26.9	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	23	
	EDINBURGH	IBERIA EXPRESS	S	D	26	0	0	3.8	23.1	46.2	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	69.6	14	23	
	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	1	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	88.2	8	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	100.0	3	3	
	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	2	3	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	17	0	1	0.0	50.0	27.8	0.0	5.6	0.0	5.6	5.6	0.0	0.0	5.6	33	78.6	10	14	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	17	0	1	0.0	38.9	38.9	0.0	5.6	0.0	5.6	5.6	0.0	0.0	5.6	33	100.0	1	15	
	GATWICK	AIR EUROPA	S	A	62	0	0	0.0	19.4	38.7	17.7	14.5	3.2	4.8	1.6	0.0	0.0	0.0	28	69.8	14	62	
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	0.0	30.6	16.1	30.6	12.9	8.1	1.6	0.0	0.0	0.0	46	53.2	24	62	
	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	53.3	22	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	46.7	26	15	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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
GATWICK	EASYJET UK LTD	S	A	100	0	2	15.7	22.5	28.4	8.8	9.8	8.8	2.0	2.0	0.0	0.0	2.0	23	73.1	16	92	
GATWICK	EASYJET UK LTD	S	D	101	0	1	0.0	4.9	34.3	15.7	25.5	12.7	3.9	2.0	0.0	0.0	1.0	40	51.1	23	92	
GATWICK	IBERIA EXPRESS	S	A	62	0	0	8.1	43.5	22.6	17.7	4.8	1.6	1.6	0.0	0.0	0.0	0.0	11	93.5	2	62	
GATWICK	IBERIA EXPRESS	S	D	62	0	0	0.0	6.5	38.7	25.8	21.0	4.8	1.6	1.6	0.0	0.0	0.0	26	74.2	12	62	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	39	0	0	5.1	25.6	23.1	15.4	23.1	2.6	2.6	0.0	2.6	0.0	0.0	35	84.9	13	53	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	39	0	0	0.0	0.0	38.5	28.2	23.1	5.1	0.0	2.6	2.6	0.0	0.0	45	56.6	16	53	
HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	1	12.8	37.6	27.7	12.1	7.1	1.4	0.7	0.0	0.0	0.0	0.7	10	74.0	19	144	
HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	1	0.0	13.5	53.9	19.9	9.9	2.1	0.0	0.0	0.0	0.0	0.7	14	67.1	16	144	
HEATHROW	IBERIA	S	A	245	0	3	10.1	43.5	32.7	8.1	2.0	2.4	0.0	0.0	0.0	0.0	1.2	6	90.5	6	241	
HEATHROW	IBERIA	S	D	245	0	3	0.0	13.7	57.7	14.9	9.3	3.2	0.0	0.0	0.0	0.0	1.2	14	67.9	16	240	
LUTON	AIR NOSTRUM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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	69	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	25.0	41	4	
LUTON	EASYJET UK LTD	S	A	32	0	0	6.3	15.6	21.9	31.3	21.9	3.1	0.0	0.0	0.0	0.0	0.0	21	48.1	41	27	
LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	45.2	16.1	16.1	9.7	0.0	0.0	0.0	0.0	0.0	20	44.4	42	27	
STANSTED	RYANAIR	S	A	116	0	0	8.6	37.1	13.8	18.1	12.9	6.0	2.6	0.9	0.0	0.0	0.0	22	59.5	32	121	
STANSTED	RYANAIR	S	D	116	0	0	0.0	28.4	47.4	10.3	8.6	2.6	1.7	0.9	0.0	0.0	0.0	15	30.6	48	121	
MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
MANCHESTER	IBERIA EXPRESS	S	A	18	0	0	11.1	50.0	22.2	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	11	100.0	0	14	
MANCHESTER	IBERIA EXPRESS	S	D	17	0	1	0.0	11.1	33.3	22.2	16.7	11.1	0.0	0.0	0.0	0.0	5.6	24	92.9	7	14	
MANCHESTER	RYANAIR	S	A	31	0	0	25.8	64.5	6.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2	38.7	24	31	
MANCHESTER	RYANAIR	S	D	31	0	0	0.0	22.6	61.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	96.8	6	31	
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	44.4	48	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	22.2	61	9	
<b>TOTAL MADRID</b>				<b>1988</b>	<b>0</b>	<b>15</b>	<b>5.2</b>	<b>24.8</b>	<b>37.2</b>	<b>13.8</b>	<b>11.5</b>	<b>4.6</b>	<b>1.4</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>69.1</b>	<b>18</b>	<b>2094</b>	
MAHON																						
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	11.1	44.4	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	44.4	22	9	
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	9	
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	58	75.0	9	4	
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	67	75.0	14	4	
BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	10.5	26.3	47.4	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	18	86.7	6	15	
BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	21.1	68.4	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	12	15	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUL 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				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	22.2	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	44.4	24	9							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	55.6	27	9							
BIRMINGHAM	TUI AIRWAYS LTD	C	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	52.9	29	17							
BIRMINGHAM	TUI AIRWAYS LTD	C	D	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	10	58.8	17	17							
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	20.0	36	5							
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	0.0	74	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	25	1							
BRISTOL	EASYJET UK LTD	S	A	17	0	1	0.0	22.2	27.8	11.1	11.1	16.7	0.0	5.6	0.0	0.0	5.6	36	43.8	35	16							
BRISTOL	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	35.3	17.6	5.9	5.9	0.0	5.9	0.0	0.0	0.0	23	56.3	21	16							
BRISTOL	THOMAS COOK AIRLINES 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	4	66.7	17	9							
BRISTOL	THOMAS COOK AIRLINES 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	88.9	12	9							
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	91	77.8	11	9							
BRISTOL	TUI AIRWAYS LTD	C	D	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	90	100.0	4	9							
CARDIFF WALES	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	18	9							
CARDIFF WALES	TUI AIRWAYS LTD	C	D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9							
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8							
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	8							
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	16.7	38.9	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	66.7	36	18							
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	66.7	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	9	100.0	2	18							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	43	9							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	44.4	34	9							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	7	55.6	22	9							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	9							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	5	66.7	13	9							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	8	9							
EDINBURGH	BA CITYFLYER 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	69	25.0	27	4							
EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	66	50.0	29	4							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	JET2.COM LTD	S A	8	0	0	0	62.5	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	16	66.7	11	9		
EDINBURGH	JET2.COM LTD	S D	8	0	0	0	0.0	25.0	50.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	88.9	4	9		
EXETER	TUI AIRWAYS LTD	C A	0	9	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.8	5	9		
EXETER	TUI AIRWAYS LTD	C D	0	9	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	3	9		
GLASGOW	BA CITYFLYER LTD	C A	4	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	52	4		
GLASGOW	BA CITYFLYER LTD	C D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	52	4		
GLASGOW	JET2.COM LTD	S A	8	0	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	10	9		
GLASGOW	JET2.COM LTD	S D	8	0	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	88.9	3	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	22.2	11.1	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	17	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	7	0	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	13	7		
LEEDS BRADFORD	JET2.COM LTD	S A	27	0	0	0	14.8	48.1	22.2	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	8	87.0	9	23		
LEEDS BRADFORD	JET2.COM LTD	S D	27	0	0	0	0.0	48.1	29.6	18.5	0.0	3.7	0.0	0.0	0.0	0.0	0.0	9	87.0	5	23		
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	50.0	58	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	4		
GATWICK	BRITISH AIRWAYS PLC	S A	27	0	0	0	11.1	3.7	22.2	25.9	29.6	7.4	0.0	0.0	0.0	0.0	0.0	24	50.0	21	20		
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0	0.0	7.4	59.3	14.8	7.4	11.1	0.0	0.0	0.0	0.0	0.0	19	85.0	11	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	0	28.6	28	7		
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	71.4	20	7		
GATWICK	EASYJET UK LTD	S A	64	0	2	0	0.0	7.6	28.8	13.6	19.7	18.2	6.1	3.0	0.0	0.0	3.0	48	42.6	45	61		
GATWICK	EASYJET UK LTD	S D	64	0	2	0	0.0	13.6	37.9	22.7	13.6	6.1	1.5	1.5	0.0	0.0	3.0	25	63.9	20	61		
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	0	18.8	53	16		
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	0	56.3	35	16		
GATWICK	THOMAS COOK AIRLINES LTD	S A	17	0	0	0	5.9	29.4	23.5	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	70.6	14	17		
GATWICK	THOMAS COOK AIRLINES LTD	S D	17	0	0	0	0.0	11.8	64.7	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	16	72.2	12	18		
GATWICK	TUI AIRWAYS LTD	C A	29	0	1	0	0.0	13.3	20.0	16.7	23.3	20.0	3.3	0.0	0.0	0.0	3.3	40	50.0	28	24		
GATWICK	TUI AIRWAYS LTD	C D	32	0	0	0	0.0	21.9	34.4	15.6	12.5	12.5	0.0	0.0	3.1	0.0	0.0	39	91.7	13	24		
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	9		
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	88.9	20	9		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
LONDON CITY	BA CITYFLYER LTD	S	A	0	8	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0	55.6	28	9						
LONDON CITY	BA CITYFLYER LTD	S	D	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	4	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	0.0	0	0.0	46	5							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5							
LUTON	EASYJET UK LTD	S	A	44	0	1	0.0	26.7	20.0	17.8	24.4	4.4	2.2	2.2	0.0	0.0	2.2	29	36.6	34	40							
LUTON	EASYJET UK LTD	S	D	44	0	0	0.0	15.9	52.3	15.9	13.6	0.0	2.3	0.0	0.0	0.0	0.0	16	51.3	31	38							
LUTON	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	75.0	21	8							
LUTON	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	50.0	22	8							
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	31	1							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1							
STANSTED	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	14.3	35	7							
STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	50.0	24	8							
STANSTED	JET2.COM LTD	S	A	31	0	0	3.2	29.0	48.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	54.2	16	24							
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	45.2	45.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.8	4	24							
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	11.1	0.0	22.2	0.0	22.2	0.0	0.0	0.0	0.0	44	55.6	156	9							
STANSTED	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	18.2	36.4	9.1	18.2	9.1	9.1	0.0	0.0	0.0	0.0	34	63.6	11	10							
STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1							
STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1							
STANSTED	TUI AIRWAYS LTD	C	A	8	0	1	0.0	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	21	66.7	44	9							
STANSTED	TUI AIRWAYS LTD	C	D	9	0	1	0.0	20.0	20.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	10.0	31	100.0	6	9							
MANCHESTER	JET2.COM LTD	S	A	21	0	1	18.2	31.8	18.2	9.1	4.5	9.1	4.5	0.0	0.0	0.0	4.5	21	77.3	8	22							
MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	4.8	52.4	23.8	9.5	4.8	4.8	0.0	0.0	0.0	0.0	24	90.9	4	22							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	17	0	0	0.0	29.4	41.2	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	17	53.8	33	13							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	11.8	64.7	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	11	46.2	25	13							
MANCHESTER	TUI AIRWAYS LTD	C	A	30	0	0	0.0	26.7	36.7	10.0	6.7	10.0	6.7	3.3	0.0	0.0	0.0	32	53.3	32	30							
MANCHESTER	TUI AIRWAYS LTD	C	D	30	0	0	0.0	6.7	46.7	16.7	16.7	6.7	3.3	3.3	0.0	0.0	0.0	34	66.7	15	30							
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	23.1	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	14	13							
NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	16	13							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	17	9							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	19	9							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	100.0	7	5	
	SOUTHAMPTON	FLYBE LTD	C	A	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4	
	SOUTHAMPTON	FLYBE 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	100.0	3	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	0	100.0	7	1	
	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	13	1	
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	44	50.0	35	8	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	11.1	11.1	22.2	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	25	62.5	19	8	
<b>TOTAL MAHON</b>					<b>1133</b>	<b>35</b>	<b>11</b>	<b>3.1</b>	<b>24.8</b>	<b>37.7</b>	<b>12.3</b>	<b>9.4</b>	<b>5.8</b>	<b>1.8</b>	<b>1.0</b>	<b>0.3</b>	<b>3.0</b>	<b>0.9</b>	<b>21</b>	<b>65.7</b>	<b>22</b>	<b>1197</b>	
MALAGA																							
	ABERDEEN	RYANAIR	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	28	9	
	ABERDEEN	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	34	9	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	31	0	0	29.0	32.3	32.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	7	31	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	30	0	1	0.0	51.6	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3	90.3	4	31	
	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	10	6	
	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	60.0	40	5	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	44	0	0	15.9	36.4	22.7	9.1	6.8	4.5	2.3	2.3	0.0	0.0	0.0	17	76.3	10	38	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	44	0	0	0.0	38.6	47.7	6.8	2.3	4.5	0.0	0.0	0.0	0.0	0.0	9	61.5	18	39	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	46.2	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	14	
	BELFAST INTERNATIONAL	RYANAIR	S	A	18	0	0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.6	23	23	
	BELFAST INTERNATIONAL	RYANAIR	S	D	18	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	65.2	29	23	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	5	
	BELFAST 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	7	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	110	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	4	
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	50	0	0	16.0	40.0	28.0	14.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	6	70.0	13	40	
	BIRMINGHAM	JET2.COM LTD	S	D	50	0	0	0.0	14.0	56.0	20.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	14	52.5	20	40	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.4	112	31				
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.3	110	31				
BIRMINGHAM	RYANAIR	S	A	58	0	0	15.5	37.9	17.2	13.8	13.8	1.7	0.0	0.0	0.0	0.0	0.0	10	78.9	13	38					
BIRMINGHAM	RYANAIR	S	D	58	0	0	0.0	8.6	63.8	12.1	12.1	1.7	0.0	0.0	1.7	0.0	0.0	20	71.1	18	38					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	0.0	7.1	64.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	55.6	24	18					
BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	53.8	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	19	61.1	18	18					
BOURNEMOUTH	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1					
BOURNEMOUTH	RYANAIR	S	A	26	0	0	30.8	50.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.2	3	26					
BOURNEMOUTH	RYANAIR	S	D	26	0	0	0.0	57.7	38.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	3	26					
BRISTOL	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	37.5	47	8					
BRISTOL	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	34	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	55.6	27	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	25	9					
BRISTOL	EASYJET UK LTD	S	A	71	0	0	7.0	36.6	23.9	15.5	9.9	7.0	0.0	0.0	0.0	0.0	0.0	15	77.0	12	59					
BRISTOL	EASYJET UK LTD	S	D	71	0	0	0.0	28.2	39.4	14.1	14.1	2.8	1.4	0.0	0.0	0.0	0.0	16	70.5	13	59					
BRISTOL	RYANAIR	S	A	35	0	0	2.9	54.3	22.9	14.3	2.9	0.0	0.0	2.9	0.0	0.0	0.0	11	55.6	18	34					
BRISTOL	RYANAIR	S	D	35	0	0	0.0	42.9	34.3	11.4	5.7	0.0	2.9	2.9	0.0	0.0	0.0	16	69.4	18	34					
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	32	9					
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	28	9					
CARDIFF WALES	RYANAIR	S	A	14	0	0	7.1	7.1	35.7	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
CARDIFF WALES	RYANAIR	S	D	14	0	0	0.0	7.1	42.9	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	13	9					
CARDIFF WALES	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	3	88.9	6	9					
CARDIFF WALES	VUELING AIRLINES	S	A	23	0	0	4.3	52.2	39.1	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	16	22					
CARDIFF WALES	VUELING AIRLINES	S	D	23	0	0	0.0	13.0	69.6	8.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	7	68.2	35	22					
DONCASTER SHEFFIELD	FLYBE LTD	S	A	9	0	0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	69.2	12	13					
DONCASTER SHEFFIELD	FLYBE 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	5	61.5	12	13					
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	98	44.4	23	9					
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	4	9					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	32	0	0	12.5	46.9	25.0	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	80.6	19	31					

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 D	32	0	0	0.0	43.8	46.9	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	12	31			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	57	0	0	36.8	31.6	19.3	7.0	3.5	1.8	0.0	0.0	0.0	0.0	0.0	6	70.2	15	56			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	57	0	0	0.0	40.4	49.1	3.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.1	8	56			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	77.8	6	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	9			
EDINBURGH	BA CITYFLYER 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	9	100.0	2	5			
EDINBURGH	BA CITYFLYER 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	80.0	18	5			
EDINBURGH	JET2.COM LTD	S A	25	0	0	12.0	56.0	16.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	12	27			
EDINBURGH	JET2.COM LTD	S D	25	0	0	0.0	24.0	56.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.2	11	27			
EDINBURGH	RYANAIR	S A	31	0	0	9.7	51.6	25.8	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	65.6	24	32			
EDINBURGH	RYANAIR	S D	31	0	0	0.0	32.3	54.8	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.4	13	31			
EXETER	FLYBE LTD	S A	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	61.1	28	18			
EXETER	FLYBE LTD	S D	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.2	22	18			
EXETER	RYANAIR	S A	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
EXETER	RYANAIR	S D	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	3			
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	21	4			
GLASGOW	EASYJET UK LTD	S A	26	0	0	3.8	23.1	42.3	7.7	11.5	3.8	3.8	3.8	0.0	0.0	0.0	25	71.4	23	28			
GLASGOW	EASYJET UK LTD	S D	26	0	0	0.0	15.4	53.8	19.2	7.7	0.0	0.0	3.8	0.0	0.0	0.0	18	81.5	18	27			
GLASGOW	JET2.COM LTD	S A	25	0	0	28.0	40.0	24.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	6	22			
GLASGOW	JET2.COM LTD	S D	25	0	0	0.0	24.0	64.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	8	95.5	4	22			
GLASGOW	RYANAIR	S A	17	0	0	0.0	47.1	35.3	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	50.0	34	18			
GLASGOW	RYANAIR	S D	17	0	0	0.0	0.0	47.1	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	23	72.2	26	18			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	60.0	15	5			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	60.0	25	5			
LEEDS BRADFORD	JET2.COM LTD	S A	62	0	1	17.5	42.9	23.8	4.8	4.8	3.2	1.6	0.0	0.0	0.0	1.6	10	85.5	6	62			
LEEDS BRADFORD	JET2.COM LTD	S D	63	0	0	0.0	20.6	58.7	7.9	6.3	3.2	1.6	1.6	0.0	0.0	0.0	15	85.5	7	62			
LEEDS BRADFORD	RYANAIR	S A	36	0	0	2.8	27.8	44.4	5.6	13.9	2.8	2.8	0.0	0.0	0.0	0.0	17	68.6	19	35			
LEEDS BRADFORD	RYANAIR	S D	36	0	0	0.0	22.2	58.3	2.8	13.9	0.0	2.8	0.0	0.0	0.0	0.0	12	74.3	24	35			
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	80.0	8	5			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5									
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	77.8	7	9									
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	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	100.0	0	5									
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	0	5									
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	40	0	2	14.3	52.4	11.9	4.8	7.1	2.4	0.0	0.0	2.4	0.0	4.8	19	83.9	11	31										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	40	0	0	2.5	57.5	27.5	2.5	7.5	0.0	0.0	2.5	0.0	0.0	0.0	13	87.5	6	32										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	52	0	0	17.3	40.4	34.6	1.9	3.8	1.9	0.0	0.0	0.0	0.0	0.0	6	85.4	6	48										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	53	0	0	0.0	20.8	71.7	5.7	0.0	0.0	1.9	0.0	0.0	0.0	0.0	5	97.9	2	48										
GATWICK	BRITISH AIRWAYS PLC	S	A	150	0	0	21.3	26.7	20.7	16.0	9.3	4.0	1.3	0.7	0.0	0.0	0.0	16	82.2	19	162										
GATWICK	BRITISH AIRWAYS PLC	S	D	149	0	0	0.0	22.1	45.0	14.1	9.4	6.7	2.0	0.7	0.0	0.0	0.0	21	70.6	19	162										
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	20	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	73.9	20	23										
GATWICK	EASYJET UK LTD	S	A	180	0	2	6.6	19.2	27.5	13.7	13.2	12.1	4.9	1.6	0.0	0.0	1.1	32	64.6	24	158										
GATWICK	EASYJET UK LTD	S	D	180	0	0	0.0	9.4	43.3	17.8	15.6	9.4	3.3	1.1	0.0	0.0	0.0	28	60.1	27	158										
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	69.2	10	13										
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	4	13										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	66	0	0	1.5	22.7	34.8	18.2	15.2	7.6	0.0	0.0	0.0	0.0	0.0	19	83.3	8	36										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	66	0	0	0.0	12.1	50.0	12.1	16.7	9.1	0.0	0.0	0.0	0.0	0.0	21	54.3	20	35										
GATWICK	TUI AIRWAYS LTD	C	A	14	0	1	0.0	6.7	33.3	33.3	20.0	0.0	0.0	0.0	0.0	0.0	6.7	20	66.7	23	9										
GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	66.7	13.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	21	55.6	15	9										
HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	1	4.7	27.9	34.9	7.0	16.3	4.7	2.3	0.0	0.0	0.0	2.3	18	41.7	81	36										
HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	1	0.0	11.6	44.2	23.3	7.0	9.3	2.3	0.0	0.0	0.0	2.3	21	52.8	32	36										
LONDON CITY	BA CITYFLYER LTD	S	A	0	52	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.6	11	47										
LONDON CITY	BA CITYFLYER LTD	S	D	0	49	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	56.3	21	48										

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												JUL 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		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	45	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	50.0	24	12						
LUTON	EASYJET UK LTD	S	A	94	0	0	5.3	27.7	28.7	10.6	14.9	9.6	1.1	2.1	0.0	0.0	0.0	25	40.2	33	81						
LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	23.7	49.5	9.7	6.5	8.6	1.1	1.1	0.0	0.0	0.0	19	53.1	29	81						
LUTON	RYANAIR	S	A	31	0	0	6.5	25.8	35.5	6.5	19.4	3.2	0.0	3.2	0.0	0.0	0.0	21	0.0	0	0						
LUTON	RYANAIR	S	D	31	0	0	0.0	0.0	74.2	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	22.2	47	9						
LUTON	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	17	37.5	18	8						
STANSTED	BA CITYFLYER LTD	S	A	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	21	4						
STANSTED	BA CITYFLYER LTD	S	D	8	0	0	0.0	12.5	12.5	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	44	0.0	38	4						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	33	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	50.0	24	6						
STANSTED	EASYJET UK LTD	S	A	40	0	0	10.0	27.5	25.0	7.5	15.0	7.5	2.5	5.0	0.0	0.0	0.0	27	71.4	27	35						
STANSTED	EASYJET UK LTD	S	D	41	0	0	0.0	39.0	26.8	9.8	17.1	2.4	2.4	2.4	0.0	0.0	0.0	22	71.4	27	34						
STANSTED	JET2.COM LTD	S	A	31	0	0	32.3	35.5	19.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	9	31						
STANSTED	JET2.COM 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	0.0	4	80.6	8	31						
STANSTED	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	133	33						
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	39.4	132	33						
STANSTED	RYANAIR	S	A	70	0	0	15.7	28.6	18.6	12.9	15.7	2.9	4.3	0.0	1.4	0.0	0.0	26	27.1	43	69						
STANSTED	RYANAIR	S	D	70	0	0	0.0	21.4	57.1	14.3	2.9	1.4	2.9	0.0	0.0	0.0	0.0	12	22.9	38	69						
MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	20.0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	39	62.5	16	8						
MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	44.4	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	55	50.0	18	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	0.0	0	25.0	18	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	75.0	10	4						
MANCHESTER	EASYJET UK LTD	S	A	35	0	0	2.9	42.9	28.6	17.1	2.9	5.7	0.0	0.0	0.0	0.0	0.0	12	81.5	15	27						
MANCHESTER	EASYJET UK LTD	S	D	35	0	0	0.0	20.0	60.0	8.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	11	85.2	9	27						
MANCHESTER	JET2.COM LTD	S	A	54	0	0	29.6	33.3	22.2	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	8	83.0	9	53						
MANCHESTER	JET2.COM LTD	S	D	53	0	0	0.0	17.0	62.3	9.4	9.4	1.9	0.0	0.0	0.0	0.0	0.0	12	64.2	15	53						
MANCHESTER	RYANAIR	S	A	62	0	0	3.2	56.5	30.6	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	80.3	12	61						
MANCHESTER	RYANAIR	S	D	62	0	0	0.0	11.3	66.1	8.1	12.9	1.6	0.0	0.0	0.0	0.0	0.0	13	54.1	31	61						
MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	7.7	7.7	30.8	15.4	15.4	7.7	7.7	7.7	0.0	0.0	0.0	42	50.0	23	18						



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	13	0	0	0.0	0.0	69.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	61.1	20	18	
	NEWCASTLE	AIR EUROPA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4		
	NEWCASTLE	AIR EUROPA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4		
	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	66.7	13	3		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	3		
	NEWCASTLE	EASYJET UK LTD	S	A	27	0	0	11.1	29.6	37.0	11.1	0.0	3.7	3.7	3.7	0.0	0.0	0.0	19	65.2	15	23	
	NEWCASTLE	EASYJET UK LTD	S	D	27	0	0	0.0	7.4	74.1	3.7	0.0	3.7	7.4	3.7	0.0	0.0	0.0	28	65.2	14	23	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	51.6	25.8	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	3	31		
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	22.6	71.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	74.2	13	31		
	NEWCASTLE	RYANAIR	S	A	17	0	0	0.0	47.1	41.2	5.9	0.0	5.9	0.0	0.0	0.0	0.0	7	100.0	0	20		
	NEWCASTLE	RYANAIR	S	D	17	0	0	0.0	11.8	70.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	12	95.0	4	20		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	41	40.0	27	5		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	27	80.0	12	5		
	SOUTHAMPTON	BRITISH AIRWAYS PLC	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		
	SOUTHAMPTON	FLYBE LTD	S	A	16	0	0	0.0	50.0	25.0	0.0	18.8	0.0	6.3	0.0	0.0	0.0	17	76.5	19	17		
	SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	0.0	55.6	27.8	0.0	0.0	5.6	11.1	0.0	0.0	52	76.5	20	17		
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	120	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	50.0	19	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	7	4		
	SOUTHEND	EASYJET UK LTD	S	A	31	0	0	6.5	16.1	22.6	16.1	16.1	16.1	0.0	0.0	6.5	0.0	0.0	124	63.0	20	26	
	SOUTHEND	EASYJET UK LTD	S	D	31	0	0	0.0	22.6	29.0	22.6	19.4	6.5	0.0	0.0	0.0	0.0	22	59.3	16	27		
	SOUTHEND	RYANAIR	S	A	22	0	0	4.5	4.5	13.6	36.4	27.3	13.6	0.0	0.0	0.0	0.0	32	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	22	0	0	0.0	13.6	50.0	13.6	18.2	4.5	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL MALAGA</b>					<b>3833</b>	<b>153</b>	<b>10</b>	<b>6.4</b>	<b>26.4</b>	<b>37.4</b>	<b>10.9</b>	<b>8.7</b>	<b>4.2</b>	<b>1.2</b>	<b>0.7</b>	<b>0.2</b>	<b>3.8</b>	<b>0.3</b>	<b>17</b>	<b>68.6</b>	<b>22</b>	<b>3944</b>	
MALMO																							
	BELFAST INTERNATIONAL	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	36	0.0	0	0		
	BELFAST INTERNATIONAL	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	4	0.0	0	0		
	BELFAST INTERNATIONAL	REGIONAL JET OU	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	BELFAST INTERNATIONAL	REGIONAL JET OU	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	44	0.0	0	0		
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
<b>TOTAL MALMO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>18</b>	<b>1</b>		

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

		Origin/Destinations: M																JUL 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
MALTA	ABERDEEN	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	66.7	10	9
	ABERDEEN	RYANAIR	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	33.3	31	9
	BELFAST INTERNATIONAL	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	19	50.0	18	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	4
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	9	9
	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	55.6	21	9
	BIRMINGHAM	AIR MALTA	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	27	0.0	72	5
	BIRMINGHAM	AIR MALTA	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	0.0	82	5
	BIRMINGHAM	JET2.COM 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	2	60.0	26	5
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	5
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	23.1	38.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	19	42.9	25	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	24	57.1	24	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	50.0	19	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	50.0	12	4
	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	0.0	7	75.0	14	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	9	4
	BOURNEMOUTH	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	0.0	20	66.7	12	8
	BOURNEMOUTH	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	4	88.9	0	8
	BRISTOL	AIR MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	29	5
	BRISTOL	AIR MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	5
	BRISTOL	AIR MALTA	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	AIR MALTA	S	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	BRISTOL	RYANAIR	S	A	13	0	0	30.8	30.8	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	92.9	5	14
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	30.8	46.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15	92.9	10	14
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	60	4
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
	CARDIFF WALES	RYANAIR	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	CARDIFF WALES	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	9	75.0	13	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	2	100.0	1	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	14.3	21.4	21.4	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	23.1	35	13

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 2018				
					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
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	35.7	42.9	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	20	13
	EDINBURGH	RYANAIR	S	A	18	0	0	5.6	38.9	16.7	16.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	21	55.6	21	18
	EDINBURGH	RYANAIR	S	D	18	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	33.3	27	18
	EXETER	FLYBE 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	
	EXETER	RYANAIR	S	A	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	EXETER	RYANAIR	S	D	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	12	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9
	LEEDS BRADFORD	JET2.COM LTD	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	75.0	12	8
	LEEDS BRADFORD	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	7	100.0	2	8
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	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	0.0	6	77.8	13	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	26	9
	LIVERPOOL (JOHN LENNON)	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	4	88.9	5	9
	GATWICK	AIR MALTA	S	A	31	0	0	3.2	9.7	32.3	22.6	25.8	3.2	3.2	0.0	0.0	0.0	0.0	26	77.4	11	31
	GATWICK	AIR MALTA	S	D	31	0	0	0.0	3.2	22.6	22.6	41.9	6.5	3.2	0.0	0.0	0.0	0.0	35	41.9	22	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	3.6	17.9	21.4	28.6	10.7	10.7	3.6	0.0	3.6	0.0	0.0	76	54.8	16	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	3.6	57.1	17.9	10.7	10.7	0.0	0.0	0.0	0.0	0.0	19	66.7	14	30
	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	66.7	23	6
	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	80.0	9	5
	GATWICK	EASYJET UK LTD	S	A	43	0	1	2.3	6.8	18.2	27.3	29.5	9.1	2.3	2.3	0.0	0.0	2.3	35	52.6	31	38
	GATWICK	EASYJET UK LTD	S	D	43	0	1	0.0	6.8	61.4	13.6	11.4	4.5	0.0	0.0	0.0	0.0	2.3	16	76.9	10	39
	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	100.0	0	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	22.2	59	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	22.2	57	9
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	54	0.0	39	4
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	40	100.0	4	4
	HEATHROW	AIR MALTA	S	A	70	0	0	0.0	17.1	31.4	21.4	22.9	5.7	1.4	0.0	0.0	0.0	0.0	22	53.0	26	66
	HEATHROW	AIR MALTA	S	D	70	0	0	0.0	18.6	41.4	11.4	20.0	5.7	2.9	0.0	0.0	0.0	0.0	23	47.0	32	66

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	RYANAIR	S A	35	0	0	0.0	8.6	25.7	34.3	22.9	8.6	0.0	0.0	0.0	0.0	0.0	0.0	28	34.3	28	35		
LUTON	RYANAIR	S D	35	0	0	0.0	2.9	31.4	14.3	31.4	20.0	0.0	0.0	0.0	0.0	0.0	33	31.4	35	35			
STANSTED	JET2.COM LTD	S A	9	0	0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	16	8			
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8			
STANSTED	RYANAIR	S A	26	0	0	3.8	15.4	19.2	42.3	3.8	11.5	0.0	3.8	0.0	0.0	0.0	31	30.4	53	23			
STANSTED	RYANAIR	S D	26	0	0	0.0	15.4	61.5	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	8.7	51	23			
MANCHESTER	AIR MALTA	S A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	5			
MANCHESTER	AIR MALTA	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	10	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	50.0	30	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	75.0	6	4			
MANCHESTER	EASYJET UK LTD	S A	31	0	0	3.2	16.1	32.3	25.8	12.9	9.7	0.0	0.0	0.0	0.0	0.0	22	40.7	30	27			
MANCHESTER	EASYJET UK LTD	S D	31	0	0	0.0	32.3	54.8	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	88.9	13	27			
MANCHESTER	JET2.COM LTD	S A	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	44.4	31	9			
MANCHESTER	JET2.COM LTD	S D	9	0	0	0.0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	28	55.6	28	9			
MANCHESTER	RYANAIR	S A	14	0	0	14.3	21.4	42.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	25	13			
MANCHESTER	RYANAIR	S D	14	0	0	0.0	21.4	42.9	7.1	7.1	14.3	7.1	0.0	0.0	0.0	0.0	30	0.0	76	13			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	75.0	45	4			
MANCHESTER	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	0	75.0	42	4			
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	12.5	0.0	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	45	12.5	45	8			
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	62.5	19	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	100.0	9	1			
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	0.0	29	1			
NEWCASTLE	EASYJET UK LTD	S A	9	0	0	0.0	33.3	11.1	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	33	75.0	16	8			
NEWCASTLE	EASYJET UK LTD	S D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	14	8			
NEWCASTLE	JET2.COM LTD	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	20	4			
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4			
SOUTHEND	AIR MALTA	S A	13	0	0	46.2	15.4	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	84.6	9	13			
SOUTHEND	AIR MALTA	S D	13	0	0	7.7	15.4	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	38.5	27	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	0.0	42	1			
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	0	1			
SOUTHEND	EASYJET UK LTD	S A	13	0	0	15.4	30.8	23.1	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	66.7	11	9			
SOUTHEND	EASYJET UK 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	100.0	5	8			

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

		Origin/Destinations: M																	JUL 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
	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	0.0	70	1
<b>TOTAL MALTA</b>					<b>1068</b>	<b>19</b>	<b>2</b>	<b>3.7</b>	<b>19.1</b>	<b>37.3</b>	<b>16.9</b>	<b>13.6</b>	<b>6.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.1</b>	<b>1.7</b>	<b>0.2</b>	<b>21</b>	<b>55.9</b>	<b>24</b>	<b>1033</b>
MANCHESTER																						
	ABERDEEN	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	198	1
	ABERDEEN	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	30	1
	ABERDEEN	FLYBE LTD	S	A	155	0	2	4.5	43.3	31.2	8.3	8.3	1.9	0.6	0.6	0.0	0.0	1.3	11	85.4	10	163
	ABERDEEN	FLYBE LTD	S	D	155	0	2	0.0	40.8	43.9	5.7	6.4	1.3	0.6	0.0	0.0	0.0	1.3	8	87.2	9	163
	ABERDEEN	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	9	1
	ABERDEEN	LOGANAIR 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	38	1
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	199	0	7	0.5	29.6	31.6	14.1	10.7	8.7	1.0	0.5	0.0	0.0	3.4	20	78.5	12	198
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	199	0	6	0.0	24.4	44.9	8.8	11.2	5.9	1.0	1.0	0.0	0.0	2.9	17	83.5	9	198
	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	50.0	28	10
	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	50.0	35	10
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	92	0	0	7.6	43.5	22.8	7.6	9.8	5.4	2.2	1.1	0.0	0.0	0.0	18	62.9	25	61
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	92	0	0	1.1	50.0	20.7	7.6	7.6	8.7	3.3	1.1	0.0	0.0	0.0	21	54.8	30	61
	BELFAST INTERNATIONAL	RYANAIR	S	A	48	0	0	12.5	70.8	14.6	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.0	20	31
	BELFAST INTERNATIONAL	RYANAIR	S	D	48	0	0	0.0	56.3	39.6	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	17	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	92	1
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	55	2
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	2
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	100.0	0	1
	BIRMINGHAM	OMAN 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	38	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	3
	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	50.0	16	2
	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	12	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET 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	68	0.0	0	0
	BRISTOL	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	0.0	71	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1					
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1					
EDINBURGH	FLYBE LTD	S	A	101	0	3	1.9	37.5	29.8	13.5	8.7	3.8	1.9	0.0	0.0	0.0	2.9	14	72.5	17	101						
EDINBURGH	FLYBE LTD	S	D	101	0	3	0.0	22.1	45.2	12.5	11.5	3.8	1.9	0.0	0.0	0.0	2.9	17	65.7	20	101						
EXETER	FLYBE LTD	S	A	0	98	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	84.2	10	95						
EXETER	FLYBE LTD	S	D	0	98	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.2	12	96						
GLASGOW	FLYBE LTD	S	A	58	0	0	1.7	32.8	44.8	12.1	3.4	5.2	0.0	0.0	0.0	0.0	0.0	11	85.5	7	61						
GLASGOW	FLYBE LTD	S	D	58	0	0	0.0	29.3	48.3	10.3	6.9	5.2	0.0	0.0	0.0	0.0	0.0	11	79.0	10	61						
ISLE OF MAN	FLYBE LTD	S	A	129	0	0	6.2	44.2	27.1	15.5	5.4	1.6	0.0	0.0	0.0	0.0	0.0	8	76.1	12	136						
ISLE OF MAN	FLYBE LTD	S	D	129	0	0	0.0	25.6	64.3	3.9	3.9	1.6	0.0	0.8	0.0	0.0	0.0	7	83.8	9	137						
JERSEY	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	2	0.0	0	0						
JERSEY	EASYJET UK LTD	S	D	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
JERSEY	FLYBE LTD	S	A	35	0	0	0.0	42.9	31.4	11.4	0.0	8.6	5.7	0.0	0.0	0.0	0.0	20	77.1	17	35						
JERSEY	FLYBE LTD	S	D	35	0	0	0.0	22.9	45.7	11.4	5.7	5.7	5.7	2.9	0.0	0.0	0.0	27	60.0	29	35						
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						
LIVERPOOL (JOHN LENNON)	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0						
LIVERPOOL (JOHN LENNON)	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	34	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
LIVERPOOL (JOHN LENNON)	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	125	1						
GATWICK	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	36	0.0	0	0						
GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
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	1	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						
HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	4	19.5	35.6	23.6	8.6	6.3	2.3	1.7	0.0	0.0	0.0	2.3	10	83.3	11	219						
HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	4	0.0	31.0	43.7	12.1	8.0	2.9	0.0	0.0	0.0	0.0	2.3	11	78.7	11	219						
LONDON CITY	BA CITYFLYER LTD	S	A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	30.0	39	10						
LONDON CITY	BA CITYFLYER LTD	S	D	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	13	4						
LUTON	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1						
LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	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	BH 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	10	0.0	0	0						

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
	NEWCASTLE	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	60	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	133	0	6	4.3	30.2	42.4	10.1	4.3	2.9	1.4	0.0	0.0	0.0	4.3	12	75.4	13	134
	SOUTHAMPTON	FLYBE LTD	S	D	134	0	5	0.0	18.0	58.3	8.6	5.8	3.6	2.2	0.0	0.0	0.0	3.6	14	70.3	15	134
	SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1
	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	75.9	13	77
	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	77.5	15	78
<b>TOTAL MANCHESTER</b>					<b>2281</b>	<b>204</b>	<b>45</b>	<b>3.2</b>	<b>31.3</b>	<b>35.0</b>	<b>8.7</b>	<b>6.8</b>	<b>3.6</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>8.1</b>	<b>1.8</b>	<b>13</b>	<b>77.3</b>	<b>13</b>	<b>2684</b>
MANILA																						
	HEATHROW	PHILIPPINE AIRLINES	S	A	21	0	0	90.5	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.6	7	31
	HEATHROW	PHILIPPINE AIRLINES	S	D	21	0	0	4.8	61.9	23.8	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	11	67.7	13	31
<b>TOTAL MANILA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>47.6</b>	<b>33.3</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.2</b>	<b>10</b>	<b>62</b>
MARRAKESH																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	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	40	75.0	7	4
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	38	100.0	7	4
	BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	9
	GATWICK	AIR ARABIA MAROC	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	13	4
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	75.0	16	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	28.0	20.0	28.0	16.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	20	95.5	3	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	8.0	60.0	20.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	17	72.7	14	22
	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	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	100.0	5	4
	GATWICK	EASYJET UK LTD	S	A	40	0	0	2.5	22.5	25.0	15.0	22.5	7.5	2.5	2.5	0.0	0.0	0.0	30	77.4	9	31
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	7.5	47.5	15.0	12.5	12.5	2.5	2.5	0.0	0.0	0.0	32	67.7	11	31
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	95	88.9	6	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	9	9
	LUTON	RYANAIR	S	A	18	0	0	0.0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	72.2	10	18
	LUTON	RYANAIR	S	D	18	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	6	18
	STANSTED	RYANAIR	S	A	31	0	0	0.0	29.0	58.1	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	61.3	20	31

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
MARRAKESH		STANSTED	RYANAIR	S	D	31	0	0	0.0	29.0	67.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	21	31						
MARRAKESH		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	27	1							
MARRAKESH		MANCHESTER	EASYJET UK LTD	S	A	13	0	0	15.4	30.8	15.4	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	44.4	32	8							
MARRAKESH		MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	35.7	7.1	28.6	21.4	7.1	0.0	0.0	0.0	0.0	42	12.5	55	7							
MARRAKESH		MANCHESTER	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
MARRAKESH		MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
MARRAKESH		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
MARRAKESH		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0							
MARRAKESH		MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	26	9							
MARRAKESH		MANCHESTER	TUI AIRWAYS 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	9	77.8	9	9							
<b>TOTAL MARRAKESH</b>						<b>379</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>20.1</b>	<b>45.9</b>	<b>10.8</b>	<b>10.6</b>	<b>4.7</b>	<b>1.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>74.8</b>	<b>13</b>	<b>300</b>							
MARRAKESH		MARSA ALAM																												
MARRAKESH		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5							
MARRAKESH		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	22	5							
MARRAKESH		GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	33.3	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	39	4							
MARRAKESH		GATWICK	TUI AIRWAYS LTD	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	0.0	29	75.0	30	4							
<b>TOTAL MARRAKESH</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>33.3</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>23</b>	<b>18</b>							
MARRAKESH		MARSA ALAM																												
MARRAKESH		MARSEILLE																												
MARRAKESH		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	38	1							
MARRAKESH		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	31	1							
MARRAKESH		BRISTOL	EASYJET UK LTD	S	A	12	0	1	0.0	7.7	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	7.7	20	41.7	30	12							
MARRAKESH		BRISTOL	EASYJET UK LTD	S	D	12	0	1	0.0	15.4	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7.7	9	66.7	16	12							
MARRAKESH		EDINBURGH	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	1	9								
MARRAKESH		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	14	9							
MARRAKESH		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	100.0	0	1								
MARRAKESH		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	19	1								
MARRAKESH		GLASGOW	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	11.1	0.0	33.3	11.1	0.0	11.1	0.0	0.0	0.0	47	42.9	39	7							
MARRAKESH		GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	42.9	27	7							
MARRAKESH		GLASGOW	HOP - R C A E	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0							
MARRAKESH		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	33.3	30	6								
MARRAKESH		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	14	6								
MARRAKESH		GATWICK	EASYJET UK LTD	S	A	58	0	1	0.0	3.4	25.4	22.0	22.0	18.6	3.4	3.4	0.0	0.0	1.7	45	27.6	35	57							



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
	GATWICK	EASYJET UK LTD	S	D	58	0	1	0.0	5.1	52.5	8.5	15.3	16.9	0.0	0.0	0.0	0.0	1.7	25	63.8	20	57									
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	3	8.9	29.0	41.1	10.5	4.0	2.4	1.6	0.0	0.0	0.0	2.4	11	49.5	34	93									
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	3	0.0	33.1	46.8	8.9	2.4	5.6	0.8	0.0	0.0	0.0	2.4	13	72.0	15	93									
	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	91	2									
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	17	2									
	LUTON	EASYJET UK LTD	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	0.0	11	66.7	16	15									
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	21	15									
	STANSTED	RYANAIR	S	A	53	0	0	9.4	45.3	24.5	11.3	3.8	5.7	0.0	0.0	0.0	0.0	0.0	10	15.7	66	47									
	STANSTED	RYANAIR	S	D	53	0	0	0.0	1.9	71.7	11.3	9.4	1.9	1.9	1.9	0.0	0.0	0.0	19	56.9	31	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	0.0	29	1									
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	11.1	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	58	25.0	48	8									
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	22.2	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	47	37.5	41	8									
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	47	0.0	0	0									
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0									
<b>TOTAL MARSEILLE</b>					<b>597</b>	<b>0</b>	<b>10</b>	<b>2.6</b>	<b>21.6</b>	<b>43.0</b>	<b>12.9</b>	<b>9.4</b>	<b>6.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>50.4</b>	<b>29</b>	<b>518</b>									
MAURITIUS																															
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	0.0	92.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13									
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	23.1	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	92.3	6	13									
	GATWICK	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	100.0	0	5									
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	42	0.0	21	5									
	HEATHROW	AIR MAURITIUS LTD	S	A	13	0	0	69.2	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	13	16									
	HEATHROW	AIR MAURITIUS LTD	S	D	13	0	0	0.0	7.7	69.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	31.3	34	16									
<b>TOTAL MAURITIUS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>35.5</b>	<b>29.0</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>0.0</b>	<b>10</b>	<b>72.1</b>	<b>14</b>	<b>68</b>									
MELBOURNE																															
	HEATHROW	QANTAS	S	A	31	0	0	51.6	22.6	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	93.5	5	31									
	HEATHROW	QANTAS	S	D	31	0	0	0.0	22.6	64.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	15	31									
<b>TOTAL MELBOURNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>22.6</b>	<b>37.1</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>10</b>	<b>62</b>									
MEMMINGEN ALLGAU																															
	EDINBURGH	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	12	0.0	0	0									
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0									
	STANSTED	RYANAIR	S	A	22	0	0	4.5	18.2	36.4	13.6	9.1	13.6	0.0	4.5	0.0	0.0	0.0	34	45.5	37	22									
	STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	68.2	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	59.1	32	22									

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										JUL 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		
NEWCASTLE	ALK Airlines/Air Lubo	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0							
NEWCASTLE	ALK Airlines/Air Lubo	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							
<b>TOTAL MEMMINGEN ALLGAU</b>				<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.2</b>	<b>51.6</b>	<b>14.1</b>	<b>7.8</b>	<b>6.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>52.3</b>	<b>35</b>	<b>44</b>							
MEMPHIS																													
BELFAST INTERNATIONAL	ATLAS AIR INC	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0							
<b>TOTAL MEMPHIS</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
MEXICO CITY																													
HEATHROW	AEROMEXICO	S	A	31	0	0	25.8	29.0	9.7	9.7	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	17	90.3	16	31							
HEATHROW	AEROMEXICO	S	D	31	0	0	0.0	48.4	45.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	6	31							
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	19.4	29.0	6.5	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	16	77.4	16	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	67.7	9.7	16.1	0.0	0.0	3.2	0.0	0.0	0.0	0.0	22	61.3	32	31							
<b>TOTAL MEXICO CITY</b>				<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>25.0</b>	<b>37.9</b>	<b>7.3</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>0.0</b>	<b>15</b>	<b>79.8</b>	<b>18</b>	<b>124</b>							
MIAMI INTERNATIONAL																													
GATWICK	NORWEGIAN AIR UK LTD	S	A	29	0	4	15.2	15.2	15.2	24.2	6.1	6.1	3.0	3.0	0.0	0.0	12.1	35	0.0	0	0								
GATWICK	NORWEGIAN AIR UK LTD	S	D	29	0	2	0.0	0.0	45.2	22.6	22.6	0.0	0.0	0.0	3.2	0.0	6.5	37	0.0	0	0								
HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	22.6	32.3	12.9	9.7	9.7	3.2	6.5	3.2	0.0	0.0	0.0	28	41.9	28	62								
HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	29.0	58.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	8	62								
HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	18.3	26.9	25.8	9.7	10.8	5.4	1.1	2.2	0.0	0.0	0.0	19	59.7	28	61								
HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	4.3	33.3	30.1	16.1	8.6	6.5	1.1	0.0	0.0	0.0	37	59.7	22	62								
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	54.8	19.4	16.1	3.2	3.2	0.0	0.0	3.2	0.0	0.0	0.0	9	48.4	26	31								
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	32.3	51.6	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	11	31								
MANCHESTER	AERONEXUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1								
<b>TOTAL MIAMI INTERNATIONAL</b>				<b>368</b>	<b>0</b>	<b>6</b>	<b>12.3</b>	<b>18.4</b>	<b>31.3</b>	<b>17.1</b>	<b>10.4</b>	<b>4.3</b>	<b>2.7</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>61.1</b>	<b>21</b>	<b>310</b>								
MIKONOS																													
BRISTOL	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	0.0	21	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	42	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	50.0	20	6								
GATWICK	EASYJET UK LTD	S	A	49	0	1	0.0	2.0	10.0	14.0	28.0	36.0	4.0	4.0	0.0	0.0	2.0	66	4.7	70	43								
GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	2.0	38.8	14.3	20.4	22.4	0.0	2.0	0.0	0.0	0.0	37	57.1	26	42								

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M										JUL 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	
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	19.4	22.6	22.6	22.6	12.9	0.0	0.0	0.0	0.0	0.0	29	32.3	41	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	58.1	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	71.0	13	31							
LONDON CITY	BA CITYFLYER LTD	S	A	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	10.5	57	19							
LONDON CITY	BA CITYFLYER LTD	S	D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	9.1	45	22							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	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	0.0	16	1							
LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	128	8							
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	37.5	97	8							
STANSTED	BA CITYFLYER 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	60	0.0	0	0							
STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0							
MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	1	0.0	0.0	33.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	16.7	64	0.0	129	4							
MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	125	0.0	129	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	0.0	49	1							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
MANCHESTER	EASYJET UK LTD	S	A	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	58	0.0	77	7							
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	14.3	60	7							
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	70	40.0	70	5							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	57	5							
SOUTHEND	BA CITYFLYER LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	17	3							
<b>TOTAL MIKONOS MILAN (LINATE)</b>				<b>223</b>	<b>59</b>	<b>2</b>	<b>0.0</b>	<b>6.0</b>	<b>23.9</b>	<b>13.4</b>	<b>15.8</b>	<b>16.2</b>	<b>1.8</b>	<b>1.4</b>	<b>0.0</b>	<b>20.8</b>	<b>0.7</b>	<b>40</b>	<b>29.1</b>	<b>50</b>	<b>254</b>							
EDINBURGH	ALITALIA (CAI)	S	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0							
EDINBURGH	ALITALIA (CAI)	S	D	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	38	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	58.3	28	12							
GATWICK	EASYJET UK LTD	S	A	77	0	1	0.0	25.6	35.9	14.1	10.3	7.7	3.8	1.3	0.0	0.0	1.3	25	72.5	15	80							
GATWICK	EASYJET UK LTD	S	D	76	0	1	0.0	13.0	39.0	16.9	14.3	13.0	0.0	2.6	0.0	0.0	1.3	29	62.5	26	80							
HEATHROW	ALITALIA (CAI)	S	A	51	0	1	5.8	19.2	34.6	21.2	13.5	3.8	0.0	0.0	0.0	0.0	1.9	17	58.1	18	62							
HEATHROW	ALITALIA (CAI)	S	D	50	0	1	0.0	45.1	33.3	13.7	3.9	0.0	2.0	0.0	0.0	0.0	2.0	9	71.0	13	62							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	161	0	1	4.3	25.3	40.1	14.8	8.0	5.6	1.2	0.0	0.0	0.0	0.0	0.6	16	67.0	20	191
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	1	0.0	32.3	49.1	9.3	5.0	2.5	1.2	0.0	0.0	0.0	0.6	12	75.8	13	193	
	LONDON CITY	ALITALIA (CAI)	S	A	0	134	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	85.5	7	156	
	LONDON CITY	ALITALIA (CAI)	S	D	0	135	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	69.8	16	155	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	86	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	78.0	12	97	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	84	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	56.9	26	99	
	LUTON	ALITALIA (CAI)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	LUTON	ALITALIA (CAI)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	37	9	
	STANSTED	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	26	9	
	SOUTHEND	ALITALIA (CAI)	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	6	1	
	SOUTHEND	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MILAN (LINATE)</b>					<b>583</b>	<b>439</b>	<b>17</b>	<b>1.0</b>	<b>15.3</b>	<b>23.0</b>	<b>7.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>42.3</b>	<b>1.6</b>	<b>17</b>	<b>70.9</b>	<b>16</b>	<b>1220</b>	
MILAN (MALPENSA)																							
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	9.7	12.9	9.7	35.5	19.4	9.7	3.2	0.0	0.0	0.0	56	62.5	22	32	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	0.0	25.8	25.8	22.6	19.4	3.2	3.2	0.0	0.0	0.0	46	50.0	23	32	
	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	131	9	
	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	11.1	94	9	
	BRISTOL	EASYJET UK LTD	S	A	16	0	1	35.3	11.8	23.5	5.9	11.8	0.0	5.9	0.0	0.0	0.0	5.9	17	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	16	0	1	0.0	35.3	52.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	5.9	11	0.0	0	0	
	BRISTOL	RYANAIR	S	A	13	0	0	38.5	46.2	0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	61.5	15.4	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	27	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	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	42	50.0	38	14	
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	78.6	23	14	
	EDINBURGH	ALITALIA (CAI)	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
	EDINBURGH	ALITALIA (CAI)	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	94	0.0	0	0	
	EDINBURGH	CARPATAIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0	
	EDINBURGH	CARPATAIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0	37.5	49	8	
	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	85	8	
	EDINBURGH	EASYJET EUROPE	S	A	54	0	0	0.0	27.8	29.6	18.5	16.7	3.7	3.7	0.0	0.0	0.0	0.0	22	0.0	0	0	
	EDINBURGH	EASYJET EUROPE	S	D	54	0	0	0.0	3.7	38.9	24.1	16.7	13.0	3.7	0.0	0.0	0.0	0.0	31	0.0	0	0	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.5	34	46		
EDINBURGH	EASYJET UK LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	21.7	52	46		
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	39	4		
GLASGOW	BA CITYFLYER LTD	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4		
GLASGOW	CARPATAIR	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	41	0.0	0	0		
GLASGOW	CARPATAIR	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	3	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	100.0	0	1		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
GLASGOW	EASYJET UK LTD	S A	0	0	0	0	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	12		
GLASGOW	EASYJET UK LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	42	12		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	13	0	0	0	0	0.0	0.0	30.8	23.1	23.1	23.1	0.0	0.0	0.0	0.0	36	30.8	75	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	13	0	0	0	0	0.0	0.0	15.4	23.1	30.8	30.8	0.0	0.0	0.0	0.0	46	15.4	101	13		
GATWICK	BA CITYFLYER LTD	S A	1	0	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	1	0	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	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	33.3	58	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	45.5	39	20		
GATWICK	EASYJET UK LTD	S A	163	0	3	0	0	0.0	6.6	24.7	22.3	22.3	19.3	1.8	1.2	0.0	0.0	1.8	39	42.3	33	139	
GATWICK	EASYJET UK LTD	S D	164	0	2	0	0	0.0	1.2	21.1	25.3	21.1	24.7	4.2	0.6	0.6	0.0	1.2	48	31.9	40	140	
HEATHROW	ALITALIA (CAI)	S A	10	0	0	0	0	0.0	0.0	10.0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	69	0.0	0	0		
HEATHROW	ALITALIA (CAI)	S D	11	0	0	0	0	0.0	18.2	36.4	9.1	27.3	0.0	9.1	0.0	0.0	0.0	33	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	124	0	2	2	2	2.4	16.7	30.2	22.2	15.1	9.5	0.8	0.8	0.8	0.0	1.6	32	59.4	19	104	
HEATHROW	BRITISH AIRWAYS PLC	S D	125	0	2	0	2	0.0	25.2	52.8	11.8	5.5	1.6	1.6	0.0	0.0	0.0	1.6	13	70.8	14	105	
LONDON CITY	ALITALIA (CAI)	S A	0	24	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		
LONDON CITY	ALITALIA (CAI)	S D	0	25	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		
LONDON CITY	BA CITYFLYER LTD	S A	0	5	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		
LONDON CITY	BA CITYFLYER LTD	S D	0	7	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	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	50.0	31	6		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	41	6		
LUTON	EASYJET EUROPE	S A	31	0	0	0	0	0.0	19.4	38.7	32.3	3.2	6.5	0.0	0.0	0.0	0.0	16	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
LUTON	EASYJET EUROPE	S	D	31	0	0	0.0	3.2	25.8	29.0	35.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0									
LUTON	EASYJET UK LTD	S	A	12	0	3	0.0	0.0	20.0	13.3	33.3	13.3	0.0	0.0	0.0	0.0	20.0	40	37.5	44	40										
LUTON	EASYJET UK LTD	S	D	12	0	1	0.0	7.7	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	7.7	26	28.6	67	41										
LUTON	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	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	36	0.0	0	0										
STANSTED	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1										
STANSTED	RYANAIR	S	A	58	0	0	0.0	24.1	48.3	6.9	12.1	5.2	1.7	0.0	1.7	0.0	0.0	25	31.7	67	60										
STANSTED	RYANAIR	S	D	58	0	0	0.0	15.5	43.1	19.0	20.7	0.0	1.7	0.0	0.0	0.0	0.0	20	1.6	78	60										
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	25.0	35	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	0.0	86	4										
MANCHESTER	EASYJET EUROPE	S	A	27	0	0	0.0	3.7	22.2	40.7	25.9	3.7	3.7	0.0	0.0	0.0	0.0	30	0.0	0	0										
MANCHESTER	EASYJET EUROPE	S	D	27	0	0	0.0	0.0	18.5	22.2	44.4	11.1	0.0	3.7	0.0	0.0	0.0	41	0.0	0	0										
MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.9	18	23										
MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	21.7	39	23										
MANCHESTER	FLYBE LTD	S	A	36	0	0	0.0	2.8	16.7	30.6	13.9	30.6	5.6	0.0	0.0	0.0	0.0	51	38.7	34	31										
MANCHESTER	FLYBE LTD	S	D	36	0	0	0.0	8.3	41.7	19.4	13.9	16.7	0.0	0.0	0.0	0.0	0.0	28	61.3	20	31										
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
SOUTHEND	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	40.9	107	22										
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	50.0	80	22										
<b>TOTAL MILAN (MALPENSA)</b>				<b>1207</b>	<b>61</b>	<b>15</b>	<b>1.1</b>	<b>11.8</b>	<b>29.4</b>	<b>19.2</b>	<b>17.4</b>	<b>11.9</b>	<b>2.4</b>	<b>0.7</b>	<b>0.2</b>	<b>4.8</b>	<b>1.2</b>	<b>33</b>	<b>41.2</b>	<b>42</b>	<b>1180</b>										
MINNEAPOLIS-ST PAUL																															
HEATHROW	DELTA AIRLINES	S	A	31	0	0	16.1	25.8	32.3	9.7	6.5	0.0	9.7	0.0	0.0	0.0	0.0	21	87.1	42	31										
HEATHROW	DELTA AIRLINES	S	D	31	0	1	0.0	53.1	21.9	12.5	3.1	3.1	3.1	0.0	0.0	0.0	3.1	15	74.2	14	31										
<b>TOTAL MINNEAPOLIS-ST PAUL</b>				<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>39.7</b>	<b>27.0</b>	<b>11.1</b>	<b>4.8</b>	<b>1.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>80.6</b>	<b>28</b>	<b>62</b>										
MINSK INT'L																															
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18										
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	18	0	0	0.0	0.0	38.9	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	23	72.2	16	18										
MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1										
MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1										

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE													JUL 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
MANCHESTER		BELAVIA (BELARUSSIAN AIRLINES)		S	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	4
MANCHESTER		BELAVIA (BELARUSSIAN AIRLINES)		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	50.0	26	4
<b>TOTAL MINSK INT'L</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>43.2</b>	<b>20.5</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>18</b>	<b>78.3</b>	<b>11</b>	<b>46</b>
MOLINE (QUAD CITY)		BELFAST INTERNATIONAL		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MOLINE (QUAD CITY)</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MONTEGO BAY		BIRMINGHAM		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	10	40.0	24	5
BIRMINGHAM		TUI AIRWAYS LTD		C	D	7	0	0	0.0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	24	6
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	11	0.0	38	4
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	19	0.0	19	3
GATWICK		TUI AIRWAYS LTD		C	A	13	0	0	0.0	30.8	23.1	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	53.8	24	13
GATWICK		TUI AIRWAYS LTD		C	D	13	0	0	0.0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	24	84.6	10	13
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	A	9	0	0	11.1	0.0	11.1	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	37	70.0	21	10
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	41	40.0	24	10
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
MANCHESTER		TUI AIRWAYS LTD		C	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	17	9
MANCHESTER		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	23	9
<b>TOTAL MONTEGO BAY</b>						<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>7.8</b>	<b>40.0</b>	<b>27.8</b>	<b>14.4</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>51.2</b>	<b>21</b>	<b>82</b>
MONTPELLIER		BRISTOL		EASYJET UK LTD	S	A	9	0	0	11.1	33.3	11.1	11.1	11.1	22.2	0.0	0.0	0.0	0.0	23	0.0	0	0
BRISTOL		EASYJET UK LTD		S	D	9	0	0	0.0	33.3	22.2	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25	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	28.6	35	7
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	57.1	15	7
GATWICK		EASYJET UK LTD		S	A	57	0	3	0.0	8.3	21.7	20.0	13.3	28.3	1.7	1.7	0.0	0.0	5.0	43	50.0	36	53
GATWICK		EASYJET UK LTD		S	D	57	0	3	0.0	5.0	40.0	13.3	28.3	8.3	0.0	0.0	0.0	0.0	5.0	26	60.4	24	53
HEATHROW		BRITISH AIRWAYS PLC		S	A	12	0	0	8.3	33.3	25.0	8.3	8.3	8.3	0.0	8.3	0.0	0.0	0.0	38	0.0	0	0
HEATHROW		BRITISH AIRWAYS PLC		S	D	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	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	0.0	0	0.0	54	1

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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	D	0	0	0	0.0	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															
		LUTON	EASYJET UK LTD	S	A	17	0	1	0.0	11.1	38.9	22.2	22.2	0.0	0.0	0.0	0.0	5.6	14	52.9	43	16																
		LUTON	EASYJET UK LTD	S	D	16	0	1	0.0	17.6	47.1	17.6	11.8	0.0	0.0	0.0	0.0	5.9	12	50.0	33	16																
		MANCHESTER	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	1470	1																
		MANCHESTER	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	1																
<b>TOTAL MONTPELLIER</b>						<b>189</b>	<b>0</b>	<b>8</b>	<b>1.0</b>	<b>13.2</b>	<b>32.5</b>	<b>16.2</b>	<b>17.3</b>	<b>14.2</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>29</b>	<b>51.9</b>	<b>41</b>	<b>156</b>															
MONTREAL (DORVAL)																																						
		GATWICK	AIR TRANSAT	S	A	13	0	0	0.0	30.8	7.7	15.4	23.1	23.1	0.0	0.0	0.0	0.0	0.0	34	69.2	16	13															
		GATWICK	AIR TRANSAT	S	D	13	0	0	0.0	7.7	30.8	38.5	7.7	7.7	0.0	7.7	0.0	0.0	0.0	34	76.9	14	13															
		HEATHROW	AIR CANADA	S	A	31	0	0	9.7	29.0	16.1	9.7	9.7	16.1	9.7	0.0	0.0	0.0	0.0	33	29.0	49	31															
		HEATHROW	AIR CANADA	S	D	30	0	2	0.0	15.6	56.3	9.4	6.3	3.1	0.0	3.1	0.0	0.0	6.3	19	51.6	23	31															
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	25.8	38.7	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	64.5	47	31															
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	54.8	16.1	22.6	3.2	0.0	0.0	0.0	0.0	0.0	21	45.2	30	31															
<b>TOTAL MONTREAL (DORVAL)</b>						<b>149</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>18.5</b>	<b>37.7</b>	<b>15.2</b>	<b>12.6</b>	<b>7.9</b>	<b>2.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>24</b>	<b>52.0</b>	<b>33</b>	<b>150</b>															
MOSCOW (DOMODEDOVO)																																						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	2	32.3	33.9	22.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	3.2	3	89.2	4	92															
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	2	0.0	35.5	50.0	6.5	4.8	0.0	0.0	0.0	0.0	0.0	3.2	7	80.6	10	93															
<b>TOTAL MOSCOW (DOMODEDOVO)</b>						<b>120</b>	<b>0</b>	<b>4</b>	<b>16.1</b>	<b>34.7</b>	<b>36.3</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>3.2</b>	<b>5</b>	<b>84.9</b>	<b>7</b>	<b>185</b>															
MOSCOW (SHEREMETYEVO)																																						
		HEATHROW	AEROFLOT	S	A	145	0	0	48.3	28.3	15.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	96.0	2	149																
		HEATHROW	AEROFLOT	S	D	145	0	0	0.7	38.6	51.0	8.3	0.7	0.0	0.7	0.0	0.0	0.0	6	89.1	12	147																
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	9.7	38.7	22.6	9.7	16.1	0.0	0.0	0.0	0.0	3.2	10	0.0	0	0																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	16.1	58.1	12.9	3.2	6.5	0.0	0.0	0.0	0.0	3.2	15	0.0	0	0															
		STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1																
		STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1																
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>350</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>32.4</b>	<b>34.4</b>	<b>8.8</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>0.6</b>	<b>6</b>	<b>92.6</b>	<b>7</b>	<b>298</b>															
MOUNT PLEASANT																																						
		BIRMINGHAM	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	100.0	6	1																
<b>TOTAL MOUNT PLEASANT</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																
MUMBAI																																						
		BIRMINGHAM	AIR INDIA	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	38	0.0	0	0																
		HEATHROW	AIR INDIA	S	A	31	0	0	6.5	16.1	12.9	16.1	19.4	12.9	3.2	6.5	6.5	0.0	0.0	80	71.0	23	31															



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	AIR INDIA	S	D	31	0	0	0.0	0.0	6.5	29.0	19.4	16.1	9.7	12.9	6.5	0.0	0.0	114	38.7	43	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	3	26.6	27.8	19.0	11.4	3.8	2.5	2.5	1.3	1.3	0.0	3.8	27	93.5	5	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	1	0.0	11.3	52.5	17.5	11.3	3.8	1.3	1.3	0.0	0.0	1.3	21	71.0	15	62	
	HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	10	93	
	HEATHROW	JET 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	55.9	24	93	
<b>TOTAL MUMBAI</b>					<b>218</b>	<b>0</b>	<b>4</b>	<b>10.4</b>	<b>16.2</b>	<b>28.4</b>	<b>16.7</b>	<b>11.3</b>	<b>6.3</b>	<b>3.2</b>	<b>3.6</b>	<b>2.3</b>	<b>0.0</b>	<b>1.8</b>	<b>45</b>	<b>73.1</b>	<b>17</b>	<b>371</b>	
MUNICH	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
	BIRMINGHAM	LUFTHANSA	S	A	84	0	1	0.0	20.0	38.8	22.4	12.9	4.7	0.0	0.0	0.0	0.0	1.2	17	75.0	14	84	
	BIRMINGHAM	LUFTHANSA	S	D	84	0	1	0.0	10.6	44.7	31.8	9.4	2.4	0.0	0.0	0.0	0.0	1.2	16	70.2	19	84	
	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	17.5	56	56	
	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	39.0	39	57	
	BRISTOL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	548	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	0.0	57	1	
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	34	55.6	17	9	
	CARDIFF WALES	FLYBE LTD	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	66.7	16	9	
	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	25.0	46	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	0.0	50	4	
	EDINBURGH	EASYJET UK LTD	S	A	31	0	0	0.0	22.6	12.9	19.4	12.9	29.0	3.2	0.0	0.0	0.0	0.0	39	29.6	37	27	
	EDINBURGH	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	32.3	29.0	16.1	16.1	3.2	0.0	0.0	0.0	0.0	33	37.0	27	27	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	22	0	0	4.5	31.8	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	81.5	7	27	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	22	0	0	0.0	9.1	27.3	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	23	59.3	14	27	
	EDINBURGH	LUFTHANSA	S	A	13	0	0	0.0	15.4	46.2	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	EDINBURGH	LUFTHANSA	S	D	13	0	0	0.0	0.0	46.2	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	GLASGOW	LUFTHANSA	S	A	22	0	0	0.0	9.1	81.8	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	68.2	14	21	
	GLASGOW	LUFTHANSA	S	D	22	0	0	0.0	4.5	63.6	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	23	21	
	JERSEY	LUFTHANSA	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	35	50.0	61	4	
	JERSEY	LUFTHANSA	S	D	5	0	0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	63	25.0	82	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	33.3	37	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	30.0	29	9	
	GATWICK	EASYJET UK LTD	S	A	54	0	4	0.0	15.5	15.5	19.0	22.4	15.5	5.2	0.0	0.0	0.0	6.9	38	58.8	22	49	
	GATWICK	EASYJET UK LTD	S	D	54	0	4	0.0	5.2	43.1	15.5	13.8	15.5	0.0	0.0	0.0	0.0	6.9	27	68.6	17	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	7	8.7	30.6	32.1	12.2	8.2	3.1	0.0	0.5	1.0	0.0	3.6	25	60.8	18	185	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	189	0	7	0.0	25.5	49.0	12.2	7.7	2.0	0.0	0.0	0.0	0.0	3.6	11	69.3	14	185
	HEATHROW	LUFTHANSA	S	A	241	0	3	0.4	20.5	44.7	19.7	11.1	2.0	0.4	0.0	0.0	0.0	1.2	14	71.1	13	235
	HEATHROW	LUFTHANSA	S	D	241	0	3	0.0	9.8	54.1	11.5	18.4	4.1	0.8	0.0	0.0	0.0	1.2	18	60.5	23	235
	LONDON CITY	BA CITYFLYER LTD	S	A	0	72	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.5	6.5	0	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	0	71	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.2	7.8	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	40.0	9	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	20.0	23	4
	LUTON	EASYJET UK LTD	S	A	27	0	1	21.4	17.9	25.0	7.1	21.4	3.6	0.0	0.0	0.0	0.0	3.6	17	30.4	34	21
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	25.9	33.3	11.1	22.2	7.4	0.0	0.0	0.0	0.0	0.0	19	13.0	33	21
	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	51	4
	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	25.0	39	4
	STANSTED	EASYJET UK LTD	S	A	31	0	0	0.0	25.8	22.6	19.4	16.1	12.9	3.2	0.0	0.0	0.0	0.0	29	18.5	38	23
	STANSTED	EASYJET UK LTD	S	D	31	0	0	0.0	32.3	38.7	16.1	0.0	12.9	0.0	0.0	0.0	0.0	0.0	17	55.6	19	24
	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	29.6	41	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	14.8	135	27
	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	22	2
	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	27	2
	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	0.0	19.0	33.3	19.0	19.0	9.5	0.0	0.0	0.0	0.0	0.0	24	45.0	28	20
	MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	23.8	42.9	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	16	75.0	12	20
	MANCHESTER	LUFTHANSA	S	A	89	0	0	1.1	27.0	47.2	14.6	6.7	3.4	0.0	0.0	0.0	0.0	0.0	12	66.3	16	84
	MANCHESTER	LUFTHANSA	S	D	89	0	0	0.0	10.1	58.4	13.5	15.7	0.0	2.2	0.0	0.0	0.0	0.0	16	60.0	18	83
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL MUNICH</b>					<b>1679</b>	<b>143</b>	<b>42</b>	<b>1.4</b>	<b>17.0</b>	<b>39.2</b>	<b>15.3</b>	<b>11.6</b>	<b>4.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.2</b>	<b>7.7</b>	<b>2.3</b>	<b>19</b>	<b>57.9</b>	<b>23</b>	<b>1792</b>
MURCIA INTERNATIONAL																						
	BIRMINGHAM	RYANAIR	S	A	18	0	0	16.7	44.4	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	5.6	83.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	19	0	0	10.5	63.2	15.8	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	14	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	19	0	0	0.0	73.7	21.1	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	12	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	9.7	25.8	45.2	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	12	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	22.6	61.3	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	15	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	31	0	0	3.2	58.1	16.1	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	31	0	0	0.0	22.6	74.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	57.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	42.9	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	LEEDS BRADFORD	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	5	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	60	0	3	1.6	9.5	22.2	19.0	28.6	11.1	3.2	0.0	0.0	0.0	4.8	34	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	61	0	1	0.0	8.1	37.1	21.0	17.7	12.9	1.6	0.0	0.0	0.0	1.6	28	0.0	0	0
	LUTON	RYANAIR	S	A	31	0	0	12.9	41.9	19.4	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LUTON	RYANAIR	S	D	31	0	0	0.0	9.7	41.9	29.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	STANSTED	RYANAIR	S	A	45	0	0	13.3	53.3	15.6	6.7	6.7	4.4	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	STANSTED	RYANAIR	S	D	45	0	0	0.0	33.3	57.8	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	2	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	2	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	50.0	33.3	11.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	5.6	61.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	RYANAIR	S	A	26	0	0	7.7	26.9	38.5	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	15.4	53.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>627</b>	<b>0</b>	<b>8</b>	<b>7.9</b>	<b>28.5</b>	<b>36.5</b>	<b>11.8</b>	<b>8.5</b>	<b>4.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER																						
	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	83.3	7	18
	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	83.3	13	18
	BOURNEMOUTH	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
	BOURNEMOUTH	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	83.3	14	18
	BOURNEMOUTH	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	94.4	5	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	100.0	2	4
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	4
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	2	27
	BRISTOL	EASYJET UK LTD	S	D	0	0	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	6	27
	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	87.1	5	31

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	83.9	8	31	
	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	2	9	
	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	77.8	5	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13	
	LEEDS BRADFORD	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	19	9	
	LEEDS BRADFORD	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	17	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	57.1	12	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.1	17	54	
	GATWICK	EASYJET UK LTD	S	D	0	0	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	18	53	
	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	77.8	20	9	
	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	22.2	29	9	
	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	58.1	49	30	
	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	35.5	30	30	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	32.5	37	38	
	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	35.0	36	38	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	11	22	
	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	81.8	14	22	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	26	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.4	15	26	
	NEWCASTLE	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	66.7	10	9	
	NEWCASTLE	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	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	0.0	34	1	
	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	9	1	
	SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
	SOUTHEND	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	7	
<b>TOTAL 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>70.1</b>	<b>17</b>	<b>665</b>	
MUSCAT																							
	BIRMINGHAM	OMAN AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	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	4.5	51	22	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	38	21			
	HEATHROW	OMAN AIR	S	A	62	0	0	0.0	8.1	58.1	21.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	16	80.6	11	62			
	HEATHROW	OMAN AIR	S	D	62	0	0	0.0	29.0	48.4	14.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	10	51.6	22	62			
	MANCHESTER	OMAN AIR	S	A	31	0	0	0.0	29.0	29.0	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	83.9	13	31			
	MANCHESTER	OMAN AIR	S	D	31	0	0	0.0	6.5	54.8	25.8	6.5	6.5	0.0	0.0	0.0	0.0	0.0	17	74.2	22	31			
<b>TOTAL MUSCAT</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.3</b>	<b>49.5</b>	<b>21.0</b>	<b>8.6</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>14</b>	<b>60.4</b>	<b>22</b>	<b>230</b>			
MYTILINI																									
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	52	25.0	52	4			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	37	50.0	25	4			
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	49	25.0	33	4			
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	21	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	31	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	13	4			
<b>TOTAL MYTILINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>29.2</b>	<b>29.2</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>31</b>	<b>33.3</b>	<b>29</b>	<b>24</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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 200 m late	200 m to 215 m late	215 m to 230 m late	230 m to 245 m late	245 m to 260 m late	260 m to 275 m late	275 m to 290 m late	290 m to 305 m late	305 m to 320 m late	320 m to 335 m late	335 m to 350 m late
NAIROBI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	48.4	41.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	7	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	64.5	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	67.7	16	31				
		HEATHROW	KENYA AIRWAYS	S	A	31	0	0	3.2	48.4	32.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	9	31					
		HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	9.7	58.1	12.9	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	51.6	28	31				
		MANCHESTER	AIR X CHARTER	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
		MANCHESTER	AIR X CHARTER	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0				
<b>TOTAL NAIROBI</b>						<b>126</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.8</b>	<b>48.4</b>	<b>11.1</b>	<b>8.7</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.6</b>	<b>15</b>	<b>124</b>						
NANTES		BIRMINGHAM	FLYBE LTD	S	A	18	0	0	5.6	5.6	33.3	27.8	11.1	5.6	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	53	61.1	20	18					
		BIRMINGHAM	FLYBE LTD	S	D	18	0	0	0.0	22.2	33.3	27.8	0.0	5.6	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	46	55.6	19	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1						
		BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	27	12					
		BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	46.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	33	12					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					
		EDINBURGH	RYANAIR	S	A	14	0	0	0.0	0.0	64.3	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	22.2	52	9					
		EDINBURGH	RYANAIR	S	D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	29	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	2						
		LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 UK LTD	S	A	13	0	0	7.7	46.2	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	18	12					
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	14	12					
		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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	10	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	8	8						
		GATWICK	EASYJET UK LTD	S	A	56	0	1	0.0	12.3	29.8	19.3	24.6	7.0	3.5	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33	51.9	27	54					
		GATWICK	EASYJET UK LTD	S	D	56	0	1	0.0	17.5	40.4	17.5	17.5	5.3	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	68.5	16	54					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	47.6	33.3	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	9	16					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	33.3	14.3	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	76.5	7	17					
		LUTON	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1						

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	27	3	
	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	66.7	32	3	
	LUTON	EASYJET UK LTD	S	A	18	0	0	16.7	27.8	22.2	11.1	16.7	5.6	0.0	0.0	0.0	0.0	14	56.3	29	16	
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	5.6	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	18	46.7	39	15	
	STANSTED	RYANAIR	S	A	18	0	0	0.0	0.0	50.0	22.2	22.2	5.6	0.0	0.0	0.0	0.0	23	0.0	0	0	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	38.9	50.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	8	0	1	11.1	33.3	11.1	11.1	0.0	22.2	0.0	0.0	0.0	11.1	32	57.1	22	14	
	MANCHESTER	FLYBE LTD	S	D	8	0	1	0.0	22.2	33.3	11.1	0.0	11.1	11.1	0.0	0.0	11.1	37	100.0	3	14	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	34	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	0.0	22.2	50.0	5.6	5.6	11.1	0.0	5.6	0.0	0.0	30	77.8	19	18	
	SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	38.9	38.9	0.0	5.6	11.1	0.0	5.6	0.0	0.0	25	88.9	16	18	
<b>TOTAL NANTES</b>					<b>430</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>21.7</b>	<b>38.9</b>	<b>13.1</b>	<b>12.9</b>	<b>6.0</b>	<b>0.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>64.6</b>	<b>21</b>	<b>367</b>
NAPLES																						
	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	100.0	0	1	
	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	100.0	1	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	16	87.5	2	7	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	19	75.0	9	7	
	BELFAST 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	3	75.0	16	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	4	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	34	33.3	32	9	
	BIRMINGHAM	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	6	55.6	12	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	0.0	0.0	14.3	42.9	28.6	7.1	0.0	7.1	0.0	0.0	44	0.0	56	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	69.2	7.7	7.7	0.0	0.0	7.7	0.0	0.0	27	55.6	17	9	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	22	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	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	100.0	13	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	100.0	15	1	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	30.8	15.4	15.4	23.1	0.0	0.0	0.0	0.0	29	50.0	29	12	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	75.0	13	12	
	BRISTOL	TUI AIRWAYS LTD	C	A	14	0	0	0.0	21.4	35.7	21.4	7.1	7.1	7.1	0.0	0.0	0.0	27	44.4	24	9	
	BRISTOL	TUI AIRWAYS LTD	C	D	14	0	0	0.0	64.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	4	77.8	9	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0						
CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	47	40.0	33	5						
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5						
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	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	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	46.2	32	12						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	25	15.4	57	13						
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	4	9						
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	9						
EDINBURGH	CARPATAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	70	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	50.0	49	2						
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	50.0	15	2						
EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	0.0	30.8	23.1	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	32	66.7	16	12						
EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	58.3	17	12						
EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	41	22.2	36	9						
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	100.0	2	9						
EXETER	RYANAIR	S	A	0	9	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	0						
EXETER	RYANAIR	S	D	0	9	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	0						
GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0						
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
GLASGOW	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	0.0	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	53	50.0	57	4						
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	13	4						
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	34	44.4	28	9						
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	14	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	100.0	0	1						
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	0.0	38.5	30.8	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	22	62.5	23	8						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	30.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	13	8						



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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BRITISH AIRWAYS PLC	S A	86	0	1	5.7	11.5	24.1	19.5	20.7	8.0	4.6	3.4	1.1	0.0	1.1	48	52.9	27	87	
GATWICK	BRITISH AIRWAYS PLC	S D	86	0	1	0.0	18.4	44.8	17.2	11.5	2.3	2.3	2.3	0.0	0.0	1.1	21	74.7	15	87	
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	25.0	57	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	50.0	31	8	
GATWICK	EASYJET UK LTD	S A	61	0	0	0.0	0.0	24.6	27.9	32.8	11.5	1.6	1.6	0.0	0.0	0.0	38	32.1	34	53	
GATWICK	EASYJET UK LTD	S D	61	0	0	0.0	13.1	31.1	14.8	19.7	16.4	3.3	1.6	0.0	0.0	0.0	37	47.2	32	53	
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	0.0	51	12	
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	76.9	14	13	
GATWICK	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	70	0.0	36	4	
GATWICK	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	9	4	
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	0.0	0.0	5.6	11.1	27.8	27.8	22.2	5.6	0.0	0.0	0.0	98	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0.0	5.6	50.0	5.6	22.2	5.6	5.6	5.6	0.0	0.0	0.0	45	0.0	0	0	
GATWICK	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	
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	20.0	59	5	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	5	
LUTON	EASYJET UK LTD	S A	38	0	2	5.0	7.5	32.5	22.5	25.0	2.5	0.0	0.0	0.0	0.0	5.0	22	42.9	44	35	
LUTON	EASYJET UK LTD	S D	38	0	2	0.0	17.5	65.0	10.0	0.0	2.5	0.0	0.0	0.0	0.0	5.0	8	60.0	24	35	
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	75.0	17	4	
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	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	37.5	51	8	
STANSTED	EASYJET UK LTD	S A	62	0	0	0.0	9.7	27.4	24.2	17.7	16.1	0.0	4.8	0.0	0.0	0.0	42	35.2	33	53	
STANSTED	EASYJET UK LTD	S D	62	0	0	0.0	30.6	37.1	14.5	8.1	6.5	1.6	1.6	0.0	0.0	0.0	22	70.4	21	54	
STANSTED	JET2.COM LTD	S A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	63	14	
STANSTED	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	6	78.6	15	14	
STANSTED	RYANAIR	S A	31	0	0	0.0	19.4	29.0	29.0	16.1	3.2	0.0	3.2	0.0	0.0	0.0	25	19.4	52	30	
STANSTED	RYANAIR	S D	31	0	0	0.0	19.4	71.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	38.7	26	30	
MANCHESTER	JET2.COM LTD	S A	13	0	1	0.0	0.0	42.9	21.4	14.3	0.0	7.1	0.0	7.1	0.0	7.1	56	69.2	16	13	
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	61.5	21	13	
MANCHESTER	RYANAIR	S A	17	0	0	5.9	17.6	35.3	17.6	23.5	0.0	0.0	0.0	0.0	0.0	0.0	17	72.2	18	18	
MANCHESTER	RYANAIR	S D	17	0	0	0.0	11.8	58.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	33.3	23	18	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUL 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)
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	17	4			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	14	4			
MANCHESTER	TUI AIRWAYS LTD	C	A	19	0	0	5.3	15.8	15.8	15.8	26.3	10.5	5.3	5.3	0.0	0.0	0.0	46	38.5	22	13			
MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	5.3	78.9	5.3	0.0	5.3	0.0	5.3	0.0	0.0	0.0	21	69.2	9	13			
NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	0.0	21.4	28.6	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	88.9	5	9			
NEWCASTLE	TUI AIRWAYS LTD	S	D	14	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	9			
<b>TOTAL NAPLES</b>				<b>1048</b>	<b>18</b>	<b>7</b>	<b>1.5</b>	<b>16.6</b>	<b>36.3</b>	<b>16.8</b>	<b>14.5</b>	<b>7.8</b>	<b>2.3</b>	<b>1.7</b>	<b>0.2</b>	<b>1.7</b>	<b>0.7</b>	<b>28</b>	<b>53.1</b>	<b>26</b>	<b>1001</b>			
NASHVILLE METROPOLITAN																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	32.3	12.9	6.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	12	68.2	20	22			
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	51.6	25.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	18	68.2	24	22			
<b>TOTAL NASHVILLE METROPOLITAN</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>21.0</b>	<b>32.3</b>	<b>16.1</b>	<b>9.7</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>68.2</b>	<b>22</b>	<b>44</b>			
NEW ORLEANS																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	2	23.8	38.1	9.5	14.3	0.0	4.8	0.0	0.0	0.0	0.0	9.5	8	72.7	17	22			
HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	2	0.0	9.1	45.5	13.6	13.6	9.1	0.0	0.0	0.0	0.0	9.1	22	61.9	25	21			
<b>TOTAL NEW ORLEANS</b>				<b>39</b>	<b>0</b>	<b>4</b>	<b>11.6</b>	<b>23.3</b>	<b>27.9</b>	<b>14.0</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>15</b>	<b>67.4</b>	<b>21</b>	<b>43</b>			
NEW YORK (JF KENNEDY)																								
EDINBURGH	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	64.5	54	30			
EDINBURGH	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	62.5	35	30			
EDINBURGH	DELTA AIRLINES	S	A	31	0	0	22.6	29.0	9.7	12.9	6.5	12.9	3.2	3.2	0.0	0.0	0.0	31	74.2	21	31			
EDINBURGH	DELTA AIRLINES	S	D	31	0	0	0.0	38.7	29.0	9.7	16.1	0.0	3.2	3.2	0.0	0.0	0.0	23	51.6	28	31			
GLASGOW	DELTA AIRLINES	S	A	31	0	0	22.6	38.7	12.9	6.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	12	67.7	34	31			
GLASGOW	DELTA AIRLINES	S	D	31	0	0	3.2	58.1	22.6	6.5	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	71.0	30	31			
GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	9.7	22.6	32.3	9.7	3.2	12.9	3.2	3.2	0.0	0.0	3.2	29	64.5	23	30			
GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	45.2	12.9	16.1	9.7	3.2	0.0	0.0	0.0	0.0	24	51.6	29	30			
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
GATWICK	NORWEGIAN AIR UK LTD	S	A	78	0	3	22.2	25.9	13.6	7.4	16.0	7.4	1.2	2.5	0.0	0.0	3.7	25	68.5	17	54			
GATWICK	NORWEGIAN AIR UK LTD	S	D	77	0	1	0.0	29.5	34.6	19.2	11.5	1.3	0.0	1.3	1.3	0.0	1.3	26	65.5	20	55			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUL 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	AMERICAN AIRLINES	S	A	125	0	0	34.4	36.8	16.8	3.2	3.2	4.8	0.8	0.0	0.0	0.0	0.0	8	71.8	17	123			
HEATHROW	AMERICAN AIRLINES	S	D	125	0	1	0.0	46.8	34.9	9.5	4.8	1.6	1.6	0.0	0.0	0.0	0.8	10	89.6	5	124			
HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	5	30.9	29.2	17.7	4.9	7.8	4.9	1.2	1.2	0.0	0.0	2.1	15	79.0	13	246			
HEATHROW	BRITISH AIRWAYS PLC	S	D	240	0	2	0.0	13.6	43.0	20.2	13.2	7.4	0.4	1.2	0.0	0.0	0.8	23	57.3	21	247			
HEATHROW	DELTA AIRLINES	S	A	61	0	1	25.8	17.7	11.3	14.5	14.5	8.1	1.6	3.2	1.6	0.0	1.6	37	59.7	33	62			
HEATHROW	DELTA AIRLINES	S	D	61	0	1	0.0	38.7	37.1	12.9	3.2	4.8	1.6	0.0	0.0	0.0	1.6	13	91.9	9	62			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	183	0	2	33.0	28.1	21.6	4.9	7.0	3.2	0.5	0.5	0.0	0.0	1.1	11	85.5	14	186			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	185	0	1	0.0	32.8	53.2	4.3	4.8	3.8	0.5	0.0	0.0	0.0	0.5	9	85.5	10	186			
LONDON CITY	BRITISH AIRWAYS PLC	S	A	0	22	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	92.3	3	26			
LONDON CITY	BRITISH AIRWAYS PLC	S	D	0	22	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	1	27			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	30	0	1	16.1	32.3	16.1	12.9	6.5	3.2	3.2	0.0	6.5	0.0	3.2	103	64.5	14	31			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	30	0	3	0.0	0.0	42.4	21.2	15.2	6.1	3.0	0.0	3.0	0.0	9.1	45	71.0	20	31			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	9.7	16.1	32.3	22.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	22	67.7	17	31			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	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	8	67.7	14	31			
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1681</b>	<b>44</b>	<b>32</b>	<b>13.6</b>	<b>27.8</b>	<b>29.0</b>	<b>9.8</b>	<b>8.4</b>	<b>4.8</b>	<b>1.1</b>	<b>0.9</b>	<b>0.3</b>	<b>2.5</b>	<b>1.8</b>	<b>19</b>	<b>74.2</b>	<b>17</b>	<b>1766</b>			
NEW YORK (NEWARK)																								
BIRMINGHAM	AIR INDIA	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	UNITED AIRLINES	S	A	30	0	1	12.9	16.1	19.4	16.1	16.1	3.2	9.7	3.2	0.0	0.0	3.2	36	65.6	35	30			
EDINBURGH	UNITED AIRLINES	S	D	31	0	0	3.2	54.8	25.8	6.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	12	71.9	11	29			
GLASGOW	UNITED AIRLINES	S	A	31	0	0	19.4	22.6	19.4	12.9	6.5	6.5	9.7	3.2	0.0	0.0	0.0	34	58.1	29	31			
GLASGOW	UNITED AIRLINES	S	D	31	0	0	3.2	54.8	16.1	3.2	3.2	9.7	9.7	0.0	0.0	0.0	0.0	28	69.7	31	31			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
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	76.9	10	13			
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	69.2	15	13			
HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	11.7	35.0	30.0	11.7	1.7	6.7	1.7	0.0	0.0	0.0	1.7	13	74.2	19	62			
HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	0.0	15.0	48.3	15.0	11.7	6.7	1.7	0.0	0.0	0.0	1.7	19	74.2	13	61			
HEATHROW	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
HEATHROW	UNITED AIRLINES	S	A	152	0	3	15.5	18.7	23.9	9.7	10.3	8.4	5.8	4.5	1.3	0.0	1.9	41	62.2	27	154			
HEATHROW	UNITED AIRLINES	S	D	153	0	5	0.6	41.8	39.2	4.4	4.4	3.2	1.3	1.9	0.0	0.0	3.2	14	85.8	13	154			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
												29.0	35.5	19.4	9.7	0.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31 0		0 0																		
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		32 0		0 0																		
STANSTED		NATIONAL AIR CARGO		S A		0 0		0 0																		
STANSTED		PRIMERA AIR SCANDINAVIA		S A		0 0		0 0																		
STANSTED		PRIMERA AIR SCANDINAVIA		S D		0 0		0 0																		
MANCHESTER		UNITED AIRLINES		S A		31 0		1 6.3																		
MANCHESTER		UNITED AIRLINES		S D		31 0		1 3.1																		
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		C A		1 0		0 0																		
<b>TOTAL NEW YORK (NEWARK)</b>						<b>673</b>	<b>0</b>	<b>14</b>	<b>8.3</b>	<b>28.8</b>	<b>30.1</b>	<b>10.3</b>	<b>7.4</b>	<b>6.7</b>	<b>3.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>25</b>	<b>69.7</b>	<b>23</b>	<b>760</b>			
NEWBURGH/USA																										
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S A		0 0		0 0.0																		
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S D		0 0		0 0.0																		
EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S A		0 0		0 0.0																		
EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S D		0 0		0 0.0																		
<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>71.7</b>	<b>23</b>	<b>51</b>			
NEWCASTLE																										
ABERDEEN		FLYBE LTD		S A		60 0		5 6.2																		
ABERDEEN		FLYBE LTD		S D		59 0		4 1.6																		
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S A		0 0		0 0.0																		
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S D		0 0		0 0.0																		
BELFAST INTERNATIONAL		EASYJET UK LTD		S A		83 0		0 3.6																		
BELFAST INTERNATIONAL		EASYJET UK LTD		S D		83 0		0 0.0																		
BIRMINGHAM		FLYBE LTD		S A		0 0		0 0.0																		
BIRMINGHAM		FLYBE LTD		S D		0 0		0 0.0																		
BIRMINGHAM		JET2.COM LTD		S A		1 0		0 0.0																		
BIRMINGHAM		TUI AIRWAYS LTD		S D		1 0		0 0.0																		
BRISTOL		EASYJET AIRLINE COMPANY LTD		S A		0 0		0 0.0																		
BRISTOL		EASYJET AIRLINE COMPANY LTD		S D		0 0		0 0.0																		
BRISTOL		EASYJET UK LTD		S A		61 0		0 16.4																		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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								
BRISTOL	EASYJET UK LTD	S	D	61	0	0	0	1.6	32.8	37.7	13.1	11.5	1.6	1.6	0.0	0.0	0.0	0.0	14	61.1	21	54																
CARDIFF WALES	EASTERN AIRWAYS	S	A	5	16	1	4.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.7	4.5	1	70.7	19	41																
CARDIFF WALES	EASTERN AIRWAYS	S	D	5	16	1	4.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.7	4.5	0	77.3	23	22																
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	6	1																	
EXETER	FLYBE LTD	S	A	0	30	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.8	3.2	0	76.7	19	30																
EXETER	FLYBE LTD	S	D	0	29	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	74.2	26	31																
GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																	
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	100.0	1	3																	
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	100.0	2	3																	
JERSEY	EASYJET UK LTD	S	A	19	0	0	10.5	68.4	15.8	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	11	93.3	17	15																	
JERSEY	EASYJET UK LTD	S	D	18	0	1	0.0	47.4	21.1	15.8	0.0	5.3	0.0	5.3	0.0	0.0	5.3	20	80.0	21	15																	
LEEDS BRADFORD	JET2.COM LTD	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																	
GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	2	13.3	50.3	23.1	6.3	3.5	0.7	1.4	0.0	0.0	0.0	1.4	7	83.9	12	147																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	2	0.0	26.6	47.6	12.6	7.7	3.5	0.7	0.0	0.0	0.0	1.4	13	67.1	16	147																	
LUTON	EASYJET UK 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	45	0.0	0	0																	
SOUTHAMPTON	FLYBE LTD	S	A	78	0	3	4.9	43.2	37.0	4.9	2.5	3.7	0.0	0.0	0.0	0.0	3.7	7	68.8	19	75																	
SOUTHAMPTON	FLYBE LTD	S	D	78	0	3	0.0	43.2	39.5	7.4	3.7	2.5	0.0	0.0	0.0	0.0	3.7	6	66.3	17	75																	
<b>TOTAL NEWCASTLE</b>				<b>899</b>	<b>91</b>	<b>25</b>	<b>4.5</b>	<b>38.4</b>	<b>28.2</b>	<b>8.0</b>	<b>5.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>9.0</b>	<b>2.5</b>	<b>11</b>	<b>69.5</b>	<b>21</b>	<b>978</b>																	
NEWQUAY																																						
ABERDEEN	FLYBE LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	25.0	20	4																	
ABERDEEN	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	100.0	6	4																	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	75.0	7	8																	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	9	0	0	0.0	33.3	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	32	87.5	8	8																	
BIRMINGHAM	FLYBE LTD	S	A	26	0	4	3.3	30.0	23.3	13.3	10.0	0.0	6.7	0.0	0.0	0.0	13.3	23	54.8	28	30																	
BIRMINGHAM	FLYBE LTD	S	D	26	0	4	0.0	6.7	36.7	20.0	10.0	6.7	6.7	0.0	0.0	0.0	13.3	31	61.3	25	30																	
DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	11	13																	
DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	14	13																	
EDINBURGH	FLYBE LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	38	62.5	26	8																	
EDINBURGH	FLYBE LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	36	87.5	8	8																	
EXETER	ISLES OF SCILLY SKYBUS	S	A	0	0	0	0.0	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																	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUL 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		
GLASGOW	FLYBE 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	39	50.0	57	4							
GLASGOW	FLYBE LTD	S	D	9	0	0	0.0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	41	75.0	29	4							
JERSEY	BLUE ISLANDS LIMITED	S	A	14	0	0	78.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0							
JERSEY	BLUE ISLANDS LIMITED	S	D	14	0	0	7.1	71.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
LEEDS BRADFORD	FLYBE LTD	S	A	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.9	15	19							
LEEDS BRADFORD	FLYBE LTD	S	D	13	0	0	0.0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.7	16	19							
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	64	4							
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	51	4							
GATWICK	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	16	78							
GATWICK	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.8	19	78							
HEATHROW	FLYBE LTD	S	A	124	0	0	0.0	33.1	50.8	6.5	6.5	2.4	0.8	0.0	0.0	0.0	0.0	11	0.0	0	0							
HEATHROW	FLYBE LTD	S	D	124	0	0	0.0	28.2	54.0	6.5	4.8	6.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0							
STANSTED	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	12	13							
STANSTED	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	23	13							
MANCHESTER	FLYBE LTD	S	A	58	0	0	0.0	25.9	37.9	10.3	6.9	15.5	1.7	1.7	0.0	0.0	0.0	30	52.6	22	57							
MANCHESTER	FLYBE LTD	S	D	58	0	0	0.0	1.7	46.6	24.1	10.3	12.1	5.2	0.0	0.0	0.0	0.0	32	42.1	27	57							
NEWCASTLE	FLYBE LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	47	100.0	6	4							
NEWCASTLE	FLYBE 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	43	0.0	44	4							
SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1							
SOUTHEND	LOGANAIR 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							
SOUTHEND	STOBART AIR	S	A	30	0	0	0.0	10.0	46.7	26.7	3.3	13.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0							
SOUTHEND	STOBART AIR	S	D	31	0	0	0.0	35.5	51.6	0.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
<b>TOTAL NEWQUAY</b>				<b>646</b>	<b>0</b>	<b>8</b>	<b>2.0</b>	<b>25.8</b>	<b>43.6</b>	<b>10.9</b>	<b>7.2</b>	<b>6.9</b>	<b>2.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>62.7</b>	<b>21</b>	<b>486</b>							
NICE	BELFAST CITY (GEORGE BEST)	LUXAVIATION	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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							
	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	100.0	4	1							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	30.8	23.1	15.4	15.4	7.7	0.0	0.0	0.0	34	33.3	35	12							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	75.0	15	12							
	BIRMINGHAM	GAINJET 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	10	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	50.0	23	6							

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 AIRLINE COMPANY LTD	S D	0	0	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	6		
BRISTOL	EASYJET UK LTD	S A	44	0	0	0	0.0	11.4	22.7	9.1	38.6	6.8	11.4	0.0	0.0	0.0	0.0	41	34.2	54	38		
BRISTOL	EASYJET UK LTD	S D	44	0	0	0	0.0	31.8	38.6	9.1	11.4	6.8	2.3	0.0	0.0	0.0	0.0	19	57.9	34	38		
CARDIFF WALES	AERO4M	C A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0		
DONCASTER SHEFFIELD	GAMA AVIATION (UK) LTD	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	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	100.0	4	2		
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	100.0	1	2		
EDINBURGH	EASYJET UK LTD	S A	23	0	0	0	0.0	17.4	21.7	17.4	17.4	17.4	4.3	4.3	0.0	0.0	0.0	44	31.6	46	19		
EDINBURGH	EASYJET UK LTD	S D	22	0	0	0	0.0	22.7	40.9	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	17	42.1	28	19		
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	0	0.0	15.4	23.1	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	76.9	14	13		
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0	0.0	15.4	30.8	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	2	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	50.0	21	3		
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	75.0	0	3		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	39	0	1	0	0.0	15.0	20.0	17.5	30.0	7.5	5.0	2.5	0.0	0.0	2.5	35	42.9	36	27		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	39	0	0	0	0.0	43.6	25.6	17.9	7.7	2.6	0.0	2.6	0.0	0.0	0.0	16	85.7	6	27		
GATWICK	BRITISH AIRWAYS PLC	S A	76	0	2	2	2.6	16.7	32.1	16.7	15.4	7.7	3.8	2.6	0.0	0.0	2.6	34	46.8	31	76		
GATWICK	BRITISH AIRWAYS PLC	S D	76	0	2	0	0.0	9.0	43.6	24.4	10.3	9.0	1.3	0.0	0.0	0.0	2.6	23	62.0	19	76		
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	25.0	35	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	0	68.4	15	19		
GATWICK	EASYJET UK LTD	S A	156	0	6	0	0.6	16.0	15.4	21.6	15.4	18.5	4.9	3.7	0.0	0.0	3.7	46	42.4	39	142		
GATWICK	EASYJET UK LTD	S D	157	0	5	0	0.0	4.9	43.8	19.1	14.8	10.5	2.5	1.2	0.0	0.0	3.1	29	56.8	25	143		
GATWICK	TITAN AIRWAYS LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	212	0	7	7	7.3	26.0	22.4	20.5	11.9	6.8	0.9	0.9	0.0	0.0	3.2	21	45.7	40	208		
HEATHROW	BRITISH AIRWAYS PLC	S D	212	0	7	0	0.0	21.9	45.2	16.4	11.4	1.8	0.0	0.0	0.0	0.0	3.2	14	61.9	22	208		
LONDON CITY	BA CITYFLYER LTD	S A	0	41	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	2.4	0	37.2	27	39		
LONDON CITY	BA CITYFLYER LTD	S D	0	45	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	54.5	20	41		
LONDON CITY	KLM	S A	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	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUL 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)
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	22.2	76	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	0.0	0	11.1	54	9		
LUTON	EASYJET UK 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		
LUTON	EASYJET UK LTD	S	A	68	0	3	0.0	11.3	33.8	14.1	16.9	14.1	5.6	0.0	0.0	0.0	0.0	4.2	33	21.9	53	63		
LUTON	EASYJET UK LTD	S	D	68	0	2	0.0	12.9	50.0	12.9	12.9	7.1	1.4	0.0	0.0	0.0	2.9	20	40.3	41	62			
STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	0	3			
STANSTED	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	3			
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	56	3			
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	50.0	10	3			
STANSTED	EASYJET UK LTD	S	A	31	0	0	0.0	12.9	32.3	19.4	19.4	12.9	3.2	0.0	0.0	0.0	0.0	31	22.2	74	27			
STANSTED	EASYJET UK LTD	S	D	31	0	0	0.0	32.3	38.7	9.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	14	59.3	34	27			
STANSTED	JET2.COM LTD	S	A	17	0	0	0.0	0.0	41.2	23.5	23.5	11.8	0.0	0.0	0.0	0.0	0.0	29	11.1	56	27			
STANSTED	JET2.COM LTD	S	D	17	0	0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.1	16	27			
STANSTED	RYANAIR	S	A	16	0	0	0.0	0.0	18.8	31.3	18.8	18.8	6.3	6.3	0.0	0.0	0.0	56	3.1	108	30			
STANSTED	RYANAIR	S	D	16	0	0	0.0	6.3	68.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	16	3.2	80	30			
MANCHESTER	BRITISH AIRWAYS PLC	S	A	8	0	0	0.0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	31	33.3	32	8			
MANCHESTER	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	25.0	0.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	39	44.4	25	9			
MANCHESTER	DUCAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	23.1	7.7	7.7	23.1	7.7	0.0	0.0	0.0	0.0	40	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	53.8	0.0	15.4	0.0	15.4	0.0	0.0	0.0	0.0	35	0.0	0	0			
MANCHESTER	JET2.COM LTD	S	A	21	0	0	0.0	23.8	33.3	9.5	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	40.9	32	22			
MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	14.3	66.7	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	68.2	23	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	0.0	73	1			
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	0.0	119	2			
NEWCASTLE	EASYJET UK LTD	S	A	18	0	0	0.0	33.3	11.1	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	30	40.0	71	15			
NEWCASTLE	EASYJET UK LTD	S	D	18	0	0	0.0	22.2	38.9	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	24	80.0	12	14			
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0			
<b>TOTAL NICE NIEDERRHEIN</b>				<b>1542</b>	<b>87</b>	<b>37</b>	<b>1.1</b>	<b>17.3</b>	<b>31.9</b>	<b>16.9</b>	<b>14.0</b>	<b>7.9</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>5.2</b>	<b>2.2</b>	<b>26</b>	<b>48.0</b>	<b>35</b>	<b>1631</b>			
EDINBURGH	RYANAIR	S	A	13	0	0	30.8	46.2	7.7	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	100.0	2	8			
EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	19	62.5	13	8			
STANSTED	RYANAIR	S	A	14	0	0	0.0	14.3	42.9	7.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	26	6.7	35	13			



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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	14	0	0	0.0	35.7	21.4	14.3	28.6	0.0	0.0	0.0	0.0	0.0	16	38.5	21	13		
<b>TOTAL NIEDERRHEIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>29.6</b>	<b>33.3</b>	<b>7.4</b>	<b>14.8</b>	<b>3.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>43.2</b>	<b>20</b>	<b>42</b>		
NIMES	LUTON	RYANAIR	S	A	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	10	12		
	LUTON	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	12	12		
	STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	30.8	15.4	38.5	7.7	0.0	0.0	7.7	0.0	0.0	58	11.1	51	18	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	22.2	35	18	
<b>TOTAL NIMES</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>50.0</b>	<b>13.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>21</b>	<b>37.1</b>	<b>31</b>	<b>60</b>		
NORWICH	ABERDEEN	FLYBE LTD	S	A	73	0	0	13.7	52.1	20.5	5.5	5.5	2.7	0.0	0.0	0.0	0.0	7	85.7	8	69		
	ABERDEEN	FLYBE LTD	S	D	72	0	0	0.0	61.1	26.4	5.6	5.6	1.4	0.0	0.0	0.0	0.0	6	80.0	9	69		
	ABERDEEN	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
	EAST MIDLANDS INTERNATIONAL	BH AIR	C	A	3	0	0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	82	0.0	0	0		
	EDINBURGH	LOGANAIR LTD	S	A	77	0	0	3.9	62.3	18.2	7.8	2.6	3.9	0.0	1.3	0.0	0.0	10	91.2	14	57		
	EDINBURGH	LOGANAIR LTD	S	D	77	0	0	5.2	46.8	28.6	6.5	5.2	6.5	1.3	0.0	0.0	0.0	14	84.2	12	57		
	EXETER	FLYBE LTD	S	A	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	4	18		
	EXETER	FLYBE LTD	S	D	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	5	18		
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
	JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4		
	JERSEY	LOGANAIR LTD	S	A	22	0	0	0.0	50.0	36.4	9.1	0.0	0.0	4.5	0.0	0.0	0.0	12	86.4	11	22		
	JERSEY	LOGANAIR LTD	S	D	22	0	0	0.0	40.9	40.9	9.1	0.0	4.5	4.5	0.0	0.0	0.0	14	90.9	12	22		
	MANCHESTER	LOGANAIR LTD	S	A	44	0	0	6.8	40.9	34.1	13.6	2.3	2.3	0.0	0.0	0.0	0.0	7	94.0	2	49		
	MANCHESTER	LOGANAIR LTD	S	D	44	0	0	0.0	34.1	47.7	6.8	9.1	2.3	0.0	0.0	0.0	0.0	8	76.0	8	49		
<b>TOTAL NORWICH</b>					<b>435</b>	<b>36</b>	<b>0</b>	<b>4.2</b>	<b>46.7</b>	<b>26.1</b>	<b>7.0</b>	<b>4.0</b>	<b>3.2</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>7.6</b>	<b>0.0</b>	<b>10</b>	<b>85.8</b>	<b>9</b>	<b>439</b>	
NUREMBERG	STANSTED	RYANAIR	S	A	53	0	1	20.4	48.1	16.7	5.6	1.9	5.6	0.0	0.0	0.0	0.0	1.9	8	41.5	47	51	
	STANSTED	RYANAIR	S	D	53	0	1	0.0	29.6	44.4	11.1	7.4	5.6	0.0	0.0	0.0	0.0	1.9	12	9.4	62	51	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	12	22		
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	26	22		
<b>TOTAL NUREMBERG</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>38.9</b>	<b>30.6</b>	<b>8.3</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>1.9</b>	<b>10</b>	<b>37.3</b>	<b>44</b>	<b>146</b>	

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

		Origin/Destinations: O																	JUL 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	
OAKLAND																							
	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	57.1	50	13	
	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	50.0	57	12	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	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	17	26	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	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	27	
<b>TOTAL OAKLAND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.6</b>	<b>27</b>	<b>78</b>	
ODENSE																							
	EDINBURGH	DANISH AIR TRANSPORT	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	8	1	
<b>TOTAL ODENSE</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
OHRID																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.1	54	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	0.0	51	9	
	LUTON	WIZZ AIR UK LTD	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	40	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL OHRID</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>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>5.6</b>	<b>52</b>	<b>18</b>	
OLBIA																							
	BRISTOL	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	13	4	
	BRISTOL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	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	0.0	72	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	28	1	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	23.1	15.4	30.8	15.4	7.7	0.0	0.0	0.0	0.0	44	33.3	42	12	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	23.1	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	26	41.7	26	12	
	BRISTOL	LOGANAIR LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	87	0.0	0	0	
	BRISTOL	LOGANAIR 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	37	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	40.0	41	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	40.0	19	5	
	GATWICK	EASYJET UK LTD	S	A	48	0	0	0.0	4.2	4.2	20.8	33.3	25.0	10.4	2.1	0.0	0.0	0.0	64	35.7	39	42	
	GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	2.1	43.8	25.0	12.5	10.4	4.2	2.1	0.0	0.0	0.0	33	65.1	16	42	
	GATWICK	MERIDIANA AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14	
	GATWICK	MERIDIANA AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	21.4	36	14	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	81	25.0	50	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	54	50.0	16	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	119	0.0	62	4	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	C	D	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	55	100.0	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	0.0	21.4	14.3	21.4	25.0	14.3	0.0	0.0	0.0	0.0	3.6	27	43.5	27	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	1	0.0	21.4	53.6	10.7	10.7	0.0	0.0	0.0	0.0	0.0	3.6	11	73.9	10	23
	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	83	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	3	1	
	LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	38.5	7.7	15.4	23.1	0.0	7.7	0.0	0.0	0.0	41	16.7	58	12
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	33	12
	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	100.0	0	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	7.7	15.4	15.4	15.4	15.4	23.1	0.0	7.7	0.0	0.0	0.0	52	61.5	20	12
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	53.8	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	40	46.2	17	12
	MANCHESTER	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	5	
	MANCHESTER	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	39	5	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	41	75.0	10	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4	
<b>TOTAL OLBIA</b>					<b>260</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>9.9</b>	<b>28.2</b>	<b>18.7</b>	<b>20.2</b>	<b>14.9</b>	<b>4.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>40</b>	<b>47.8</b>	<b>27</b>	<b>288</b>
OPORTO (PORTUGAL)																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	25	33.3	25	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	0.0	11.1	44.4	0.0	0.0	0.0	0.0	44	0.0	46	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	100.0	0	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	23.1	23.1	15.4	15.4	7.7	7.7	0.0	0.0	53	33.3	36	12	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	38.5	15.4	0.0	23.1	0.0	7.7	0.0	0.0	42	25.0	30	12	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	38	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	44	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	22.2	0.0	0.0	11.1	0.0	0.0	35	77.8	6	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	38	88.9	2	9	
	GATWICK	AIR PORTUGAL	S	A	62	0	0	0.0	24.2	27.4	9.7	25.8	8.1	4.8	0.0	0.0	0.0	30	63.5	16	62	
	GATWICK	AIR PORTUGAL	S	D	62	0	0	0.0	6.5	22.6	22.6	27.4	16.1	3.2	1.6	0.0	0.0	40	59.7	24	61	
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	7.4	29.6	18.5	25.9	7.4	7.4	3.7	0.0	0.0	0.0	20	55.6	39	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	14.8	37.0	29.6	11.1	7.4	0.0	0.0	0.0	0.0	19	55.6	38	27	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	A	0	0	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	
	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	33.3	33	6	
	GATWICK	EASYJET UK LTD	S	A	44	0	0	4.5	20.5	38.6	13.6	15.9	6.8	0.0	0.0	0.0	0.0	0.0	18	51.2	34	40	
	GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	6.8	40.9	18.2	20.5	11.4	2.3	0.0	0.0	0.0	0.0	29	48.8	25	40	
	LONDON CITY	AIR PORTUGAL	S	A	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	73.1	8	26	
	LONDON CITY	AIR PORTUGAL	S	D	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	44.4	21	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	80	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	84	2	
	LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	5.9	47.1	5.9	23.5	11.8	5.9	0.0	0.0	0.0	0.0	33	43.8	43	16	
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	23.5	23.5	23.5	23.5	0.0	5.9	0.0	0.0	0.0	0.0	28	37.5	41	16	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	23.1	30.8	0.0	23.1	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	15.4	53.8	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	RYANAIR	S	A	84	0	0	3.6	25.0	35.7	17.9	11.9	1.2	0.0	2.4	2.4	0.0	0.0	30	58.2	50	79	
	STANSTED	RYANAIR	S	D	84	0	0	0.0	7.1	31.0	27.4	23.8	9.5	0.0	0.0	1.2	0.0	0.0	32	10.3	61	78	
	STANSTED	SOUTH AFRICAN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	88	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	50.0	8	2	
	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	28	2	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	38.5	15.4	15.4	7.7	0.0	7.7	0.0	15.4	0.0	0.0	0.0	38	75.0	12	12	
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	38.5	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	25	25.0	37	12	
	MANCHESTER	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	7	84.6	7	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	13	
	NEWCASTLE	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>626</b>	<b>54</b>	<b>0</b>	<b>2.1</b>	<b>15.3</b>	<b>31.6</b>	<b>15.7</b>	<b>16.0</b>	<b>7.9</b>	<b>1.6</b>	<b>1.3</b>	<b>0.4</b>	<b>7.9</b>	<b>0.0</b>	<b>29</b>	<b>49.8</b>	<b>33</b>	<b>650</b>	
ORLANDO																							
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70	50.0	35	2	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	60	50.0	45	2	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	0.0	0.0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	37	44.4	21	9	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	18	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	10.0	0.0	10.0	20.0	50.0	0.0	10.0	0.0	0.0	0.0	79	7.7	88	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	68	28.6	45	7	

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

		Origin/Destinations: O																	JUL 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
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	1	0.0	20.0	20.0	20.0	26.7	6.7	0.0	0.0	0.0	0.0	6.7	27	50.0	27	18
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	0.0	25.0	33.3	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	69.2	21	13
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	1	7.9	9.5	34.9	12.7	17.5	14.3	0.0	0.0	1.6	0.0	1.6	41	64.9	27	57
	GATWICK	BRITISH AIRWAYS PLC	S	D	63	0	0	0.0	19.0	49.2	14.3	9.5	4.8	1.6	1.6	0.0	0.0	0.0	19	67.2	22	58
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	3.2	0.0	6.5	3.2	16.1	35.5	12.9	22.6	0.0	0.0	0.0	112	61.5	25	26
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	6.5	38.7	9.7	22.6	16.1	3.2	3.2	0.0	0.0	0.0	40	61.5	13	25
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	0.0	16.7	0.0	41.7	33.3	8.3	0.0	0.0	0.0	0.0	65	30.8	59	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	15.4	53.8	7.7	0.0	0.0	0.0	0.0	0.0	36	58.3	13	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	1	3.4	18.6	20.3	15.3	23.7	8.5	8.5	0.0	0.0	0.0	1.7	34	47.1	35	51
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	0	0	0.0	6.6	42.6	19.7	16.4	9.8	3.3	1.6	0.0	0.0	0.0	31	46.3	34	54
	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	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	14.3	56	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	42	0	0	4.8	14.3	16.7	14.3	16.7	26.2	4.8	2.4	0.0	0.0	0.0	48	30.8	89	39
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	46	0	0	0.0	0.0	52.2	13.0	17.4	15.2	2.2	0.0	0.0	0.0	0.0	32	60.5	42	38
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	0	7.1	23.8	26.2	19.0	16.7	4.8	0.0	2.4	0.0	0.0	0.0	23	61.0	28	41
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	44	0	0	0.0	45.5	40.9	6.8	0.0	4.5	2.3	0.0	0.0	0.0	0.0	11	80.0	25	45
<b>TOTAL ORLANDO</b>					<b>564</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>14.1</b>	<b>32.3</b>	<b>13.4</b>	<b>17.6</b>	<b>13.8</b>	<b>3.5</b>	<b>2.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>37</b>	<b>55.3</b>	<b>35</b>	<b>537</b>
OSAKA (KANSAI)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	0.0	50.0	16.7	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	5.6	61.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL OSAKA (KANSAI)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSIJEK																						
	GLASGOW	CROATIA 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
	GLASGOW	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	58	1
<b>TOTAL OSIJEK</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>29</b>	<b>2</b>
OSLO (GARDERMOEN)																						
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	18	17
	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	76.5	20	17

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	56.3	18	31	
	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	87.1	25	31	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	3.2	19.4	38.7	19.4	16.1	0.0	3.2	0.0	0.0	0.0	0.0	19	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	0.0	12.9	32.3	29.0	22.6	0.0	3.2	0.0	0.0	0.0	0.0	24	0.0	0	0	
	EDINBURGH	SAS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	SAS	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	7	0.0	0	0	
	EDINBURGH	SAS	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	
	LIVERPOOL (JOHN LENNON)	SAS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	92	0	2	2.1	9.6	21.3	18.1	27.7	17.0	2.1	0.0	0.0	0.0	2.1	36	53.7	30	93	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	92	0	2	0.0	12.8	24.5	23.4	17.0	14.9	3.2	2.1	0.0	0.0	2.1	36	54.2	53	96	
	GATWICK	NORWEGIAN AIR SHUTTLE	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	11	70.6	11	34	
	GATWICK	NORWEGIAN AIR SHUTTLE	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	36	50.0	21	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	105	0	2	8.4	47.7	24.3	8.4	8.4	0.9	0.0	0.0	0.0	0.0	1.9	8	86.8	16	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	106	0	2	0.0	20.4	46.3	14.8	11.1	4.6	0.0	0.9	0.0	0.0	1.9	17	67.5	18	112	
	HEATHROW	SAS	S	A	119	0	1	2.5	35.8	39.2	10.0	9.2	2.5	0.0	0.0	0.0	0.0	0.8	11	81.0	9	104	
	HEATHROW	SAS	S	D	119	0	1	0.0	13.3	55.8	19.2	7.5	2.5	0.8	0.0	0.0	0.0	0.8	14	78.3	11	103	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	19	13	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	0	0	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	13	
	STANSTED	RYANAIR	S	A	61	0	1	0.0	32.3	38.7	16.1	9.7	0.0	0.0	0.0	1.6	0.0	1.6	17	39.3	41	81	
	STANSTED	RYANAIR	S	D	61	0	1	0.0	11.3	54.8	19.4	11.3	1.6	0.0	0.0	0.0	0.0	1.6	14	18.8	52	81	
	STANSTED	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	100.0	14	1		
	MANCHESTER	SAS	S	A	54	0	0	3.7	55.6	25.9	5.6	7.4	1.9	0.0	0.0	0.0	0.0	0.0	8	77.8	11	52	
	MANCHESTER	SAS	S	D	54	0	0	0.0	33.3	48.1	7.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	77.8	11	52	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>952</b>	<b>0</b>	<b>13</b>	<b>1.8</b>	<b>25.6</b>	<b>37.6</b>	<b>15.4</b>	<b>12.0</b>	<b>5.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>64.4</b>	<b>24</b>	<b>1077</b>	
OSTEND	LONDON CITY	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	160	1	
<b>TOTAL OSTEND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>160</b>	<b>1</b>	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
OSTRAVA																									
	STANSTED	RYANAIR	S	A	12	0	1	0.0	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3	23.1	65	12		
	STANSTED	RYANAIR	S	D	12	0	1	0.0	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	5	15.4	63	12		
<b>TOTAL OSTRAVA</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>46.2</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>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>4</b>	<b>19.2</b>	<b>64</b>	<b>24</b>		
OTTAWA INTERNATIONAL																									
	HEATHROW	AIR CANADA	S	A	31	0	0	3.2	48.4	19.4	12.9	0.0	9.7	3.2	3.2	0.0	0.0	0.0	22	83.9	10	31			
	HEATHROW	AIR CANADA	S	D	31	0	1	3.1	21.9	53.1	15.6	3.1	0.0	0.0	0.0	0.0	0.0	3.1	9	80.6	11	31			
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>34.9</b>	<b>36.5</b>	<b>14.3</b>	<b>1.6</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>82.3</b>	<b>10</b>	<b>62</b>			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
PALANGA																							
	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	66.7	22	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	55.6	25	9		
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	10	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	83.3	9	18		
	LUTON	WIZZ AIR UK LTD	S	A	18	0	0	38.9	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LUTON	WIZZ AIR 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	4	0.0	0	0		
	STANSTED	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	77.8	17	9		
	STANSTED	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	1	77.8	25	9		
<b>TOTAL PALANGA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>53.7</b>	<b>31.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>74.6</b>	<b>16</b>	<b>71</b>		
PALERMO																							
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	9	2	
	LIVERPOOL (JOHN LENNON)	EASYJET UK 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	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	66.7	42	3		
	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	9	3		
	GATWICK	EASYJET UK LTD	S	A	26	0	0	0.0	11.5	15.4	19.2	26.9	19.2	7.7	0.0	0.0	0.0	43	52.0	29	25		
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	3.8	61.5	11.5	19.2	3.8	0.0	0.0	0.0	0.0	18	72.0	11	25		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	31.8	31.8	13.6	18.2	0.0	0.0	0.0	0.0	4.5	0.0	58	57.1	17	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	27.3	45.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	11	85.7	10	14		
	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	100.0	7	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	21	1		
	LUTON	EASYJET UK LTD	S	A	13	0	0	7.7	38.5	15.4	15.4	15.4	7.7	0.0	0.0	0.0	0.0	19	41.7	22	12		
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	84.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	58.3	18	12		
	STANSTED	RYANAIR	S	A	31	0	0	0.0	12.9	38.7	12.9	22.6	9.7	0.0	3.2	0.0	0.0	30	3.3	75	29		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	29.0	54.8	9.7	3.2	3.2	0.0	0.0	0.0	0.0	9	9.7	62	30		
	MANCHESTER	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	32	66.7	18	9		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	9	9		
<b>TOTAL PALERMO</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.3</b>	<b>38.2</b>	<b>14.5</b>	<b>13.2</b>	<b>5.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>45.6</b>	<b>33</b>	<b>191</b>	
PALMA DE MALLORCA																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	14	0	0	7.1	35.7	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	15	71.4	19	14		
	ABERDEEN	TUI AIRWAYS LTD	C	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	92.9	2	14		
	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	17	6		
	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	33.3	35	6		



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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 EUROPE	S A	31	0	0	0.0	25.8	29.0	9.7	22.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET EUROPE	S D	31	0	0	0.0	12.9	22.6	25.8	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	18	0	0	0.0	22.2	38.9	16.7	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	28	61.9	32	42		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	18	0	0	0.0	22.2	55.6	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	17	57.1	35	42		
BELFAST INTERNATIONAL	JET2.COM LTD	S A	26	0	0	15.4	46.2	23.1	3.8	0.0	3.8	3.8	3.8	0.0	0.0	0.0	0.0	24	92.3	12	26		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0.0	30.8	57.7	7.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	10	92.3	6	26		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	17	0	0	23.5	17.6	29.4	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	18	88.2	8	17		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	17	0	0	0.0	29.4	41.2	5.9	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	25	100.0	3	18		
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	68	7		
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	72	9		
BIRMINGHAM	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	S A	70	0	0	8.6	41.4	32.9	4.3	7.1	4.3	1.4	0.0	0.0	0.0	0.0	0.0	11	78.9	11	57		
BIRMINGHAM	JET2.COM LTD	S D	71	0	0	0.0	21.1	56.3	8.5	7.0	2.8	2.8	1.4	0.0	0.0	0.0	0.0	17	70.7	13	58		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	35	31		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	37	31		
BIRMINGHAM	RYANAIR	S A	49	0	0	14.3	46.9	30.6	0.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	12	71.9	33	30		
BIRMINGHAM	RYANAIR	S D	49	0	0	0.0	14.3	40.8	26.5	4.1	10.2	2.0	2.0	0.0	0.0	0.0	0.0	25	48.4	37	29		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	18	0	0	5.6	38.9	38.9	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	7	18		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	11.1	66.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	15	18		
BIRMINGHAM	TUI AIRWAYS LTD	C A	51	0	0	9.8	33.3	25.5	15.7	9.8	3.9	2.0	0.0	0.0	0.0	0.0	0.0	17	68.9	13	45		
BIRMINGHAM	TUI AIRWAYS LTD	C D	49	0	0	0.0	14.3	49.0	18.4	10.2	6.1	0.0	2.0	0.0	0.0	0.0	0.0	22	68.9	16	45		
BOURNEMOUTH	RYANAIR	S A	34	0	0	0.0	58.8	32.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.0	19	25		
BOURNEMOUTH	RYANAIR	S D	35	0	0	2.9	20.0	54.3	17.1	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	10	64.0	32	25		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	17	0	0	0.0	29.4	47.1	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	16	61.1	12	18		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	17	0	0	5.9	41.2	41.2	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	14	77.8	8	18		
BRISTOL	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	50.0	21	4		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
BRISTOL	BRITISH AIRWAYS PLC	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	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	50.0	58	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	60.0	19	10		
BRISTOL	EASYJET UK LTD	S A	83	0	1	4.8	28.6	22.6	14.3	15.5	10.7	1.2	1.2	0.0	0.0	1.2	24	51.5	40	66			
BRISTOL	EASYJET UK LTD	S D	83	0	1	0.0	16.7	46.4	15.5	15.5	2.4	2.4	0.0	0.0	0.0	1.2	18	51.5	27	66			
BRISTOL	RYANAIR	S A	44	0	0	9.1	38.6	31.8	9.1	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	16	39			
BRISTOL	RYANAIR	S D	44	0	0	0.0	20.5	50.0	18.2	6.8	4.5	0.0	0.0	0.0	0.0	0.0	13	62.5	17	39			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	53.8	15.4	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	28	78.6	14	14			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	15.4	53.8	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	32	78.6	15	14			
BRISTOL	TUI AIRWAYS LTD	C A	18	0	0	0.0	44.4	22.2	11.1	11.1	5.6	0.0	0.0	5.6	0.0	0.0	36	72.7	22	22			
BRISTOL	TUI AIRWAYS LTD	C D	18	0	0	0.0	27.8	38.9	5.6	16.7	5.6	0.0	0.0	5.6	0.0	0.0	38	90.5	6	21			
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C A	0	0	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	5			
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	9	13			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	13			
CARDIFF WALES	TUI AIRWAYS LTD	C A	27	0	0	14.8	40.7	25.9	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8	79.2	7	24			
CARDIFF WALES	TUI AIRWAYS LTD	C D	28	0	0	0.0	32.1	57.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	5	26			
CARDIFF WALES	VUELING AIRLINES	S A	19	0	0	0.0	52.6	26.3	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	7	18			
CARDIFF WALES	VUELING AIRLINES	S D	19	0	0	0.0	21.1	47.4	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	16	77.8	7	18			
DONCASTER SHEFFIELD	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	88.9	76	9			
DONCASTER SHEFFIELD	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	88.9	76	9			
DONCASTER SHEFFIELD	FLYBE LTD	S A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	16	9			
DONCASTER SHEFFIELD	FLYBE LTD	S D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	21	0	0	9.5	28.6	23.8	23.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	17	92.9	3	14			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	21	0	0	0.0	33.3	42.9	4.8	9.5	4.8	4.8	0.0	0.0	0.0	0.0	16	100.0	1	13			
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	59	5			
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	20.0	57	5			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	53	0	0	20.8	32.1	30.2	13.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.7	9	55		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	53	0	0	0.0	26.4	58.5	9.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	7	55		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	63	0	0	9.5	31.7	34.9	11.1	7.9	1.6	1.6	1.6	0.0	0.0	0.0	16	66.1	15	62			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	62	0	0	0.0	35.5	46.8	8.1	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	87.1	8	62			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	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	72.2	12	18			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	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	0.0	7	88.9	6	18			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	14	0	0	7.1	42.9	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	91.7	13	12			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	14	0	0	0.0	64.3	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	92.9	4	14			
EDINBURGH	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	24	9			
EDINBURGH	BA CITYFLYER LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	9			
EDINBURGH	BA CITYFLYER LTD	S A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	35	75.0	7	4			
EDINBURGH	BA CITYFLYER 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	27	100.0	6	4			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	EASYJET EUROPE	S A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	0	0	0	0.0	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	EASYJET UK LTD	S D	0	0	0	0.0	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			
EDINBURGH	JET2.COM LTD	S A	30	0	0	0.0	36.7	50.0	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	80.6	7	31			
EDINBURGH	JET2.COM LTD	S D	30	0	0	0.0	30.0	56.7	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	100.0	3	31			
EDINBURGH	RYANAIR	S A	39	0	0	17.9	33.3	33.3	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	12	36			
EDINBURGH	RYANAIR	S D	39	0	0	0.0	25.6	59.0	10.3	2.6	2.6	0.0	0.0	0.0	0.0	0.0	8	77.8	10	36			
EDINBURGH	TUI AIRWAYS LTD	C A	18	0	0	5.6	11.1	16.7	16.7	27.8	11.1	0.0	5.6	5.6	0.0	0.0	91	68.4	14	19			
EDINBURGH	TUI AIRWAYS LTD	C D	18	0	0	0.0	16.7	38.9	16.7	5.6	11.1	11.1	0.0	0.0	0.0	0.0	33	73.7	16	19			
EXETER	ALBA STAR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
EXETER	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	75.0	8	4			
EXETER	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	80.0	3	5			
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	2	5			
EXETER	FLYBE LTD	S A	0	20	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	30.8	49	13			
EXETER	FLYBE LTD	S D	0	16	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	53.8	40	13			

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

Origin/Destinations: P

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PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	C A	0	17	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	84.6	5	13		
EXETER	TUI AIRWAYS LTD	C D	0	17	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	100.0	2	13		
GLASGOW	BA CITYFLYER LTD	C A	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	12	8		
GLASGOW	BA CITYFLYER LTD	C D	7	0	0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	22	8		
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	50.0	26	2		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
GLASGOW	EASYJET UK LTD	S A	13	0	0	0.0	0.0	30.8	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	27	26.7	39	15		
GLASGOW	EASYJET UK LTD	S D	13	0	0	0.0	15.4	38.5	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	37.5	21	16		
GLASGOW	JET2.COM LTD	S A	48	0	0	10.4	47.9	29.2	2.1	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.0	9	53		
GLASGOW	JET2.COM LTD	S D	48	0	0	0.0	52.1	33.3	12.5	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	79.2	8	48		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	17	0	0	11.8	35.3	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	18		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	41.2	47.1	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	18		
GLASGOW	TUI AIRWAYS LTD	C A	13	0	0	0.0	7.7	53.8	0.0	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	22	46.2	22	13		
GLASGOW	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	19	30.8	29	13		
ISLE OF MAN	BA CITYFLYER LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	20	4		
ISLE OF MAN	BA CITYFLYER LTD	C D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	33	4		
JERSEY	AIR EUROPA	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	0.0	8	20.0	25	5		
JERSEY	AIR EUROPA	C D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	20.0	45	5		
LEEDS BRADFORD	AIR EUROPA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	66	5		
LEEDS BRADFORD	AIR EUROPA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	77	5		
LEEDS BRADFORD	AIR ONE	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
LEEDS BRADFORD	AIR ONE	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5		
LEEDS BRADFORD	JET2.COM LTD	S A	89	0	0	20.2	48.3	19.1	6.7	1.1	3.4	0.0	1.1	0.0	0.0	0.0	0.0	9	81.3	14	74		
LEEDS BRADFORD	JET2.COM LTD	S D	88	0	0	1.1	37.5	46.6	5.7	5.7	2.3	1.1	0.0	0.0	0.0	0.0	0.0	8	87.0	13	77		
LEEDS BRADFORD	RYANAIR	S A	31	0	0	3.2	22.6	32.3	25.8	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	19	40.7	46	27		
LEEDS BRADFORD	RYANAIR	S D	31	0	0	0.0	19.4	51.6	16.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	28	27		
LEEDS BRADFORD	TUI AIRWAYS LTD	C 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	0.0	28	88.2	7	17		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	44.4	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	43	88.2	5	17		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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)	AIR ONE	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
LIVERPOOL (JOHN LENNON)	AIR ONE	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
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	87.5	8	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	0.0	0	100.0	1	8		
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	14	8		
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	87.5	3	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	61	0	0	0	14.8	36.1	26.2	8.2	6.6	6.6	1.6	0.0	0.0	0.0	0.0	14	78.2	16	55		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	62	0	0	0	0.0	50.0	25.8	9.7	9.7	4.8	0.0	0.0	0.0	0.0	0.0	12	87.0	10	54		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	31	0	0	0	12.9	48.4	19.4	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	10	30		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	31	0	0	0	0.0	22.6	54.8	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	30		
GATWICK	BRITISH AIRWAYS PLC	S A	44	0	0	0	6.8	25.0	22.7	15.9	20.5	6.8	2.3	0.0	0.0	0.0	0.0	24	51.2	27	43		
GATWICK	BRITISH AIRWAYS PLC	S D	44	0	0	0	0.0	18.2	43.2	18.2	13.6	4.5	2.3	0.0	0.0	0.0	0.0	19	64.3	22	42		
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	44.4	29	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	0	52.6	32	19		
GATWICK	EASYJET UK LTD	S A	156	0	1	1	1.3	15.9	29.9	22.9	15.9	10.2	1.9	0.0	1.3	0.0	0.6	31	45.1	38	141		
GATWICK	EASYJET UK LTD	S D	155	0	1	0	0.0	1.3	29.5	21.2	34.6	9.0	3.8	0.0	0.0	0.0	0.6	35	37.8	38	140		
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	0	82.1	16	28		
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	0	81.5	13	27		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	29	0	0	0	3.4	24.1	20.7	6.9	20.7	17.2	6.9	0.0	0.0	0.0	0.0	37	58.1	19	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	29	0	0	0	0.0	24.1	24.1	20.7	10.3	10.3	10.3	0.0	0.0	0.0	0.0	36	60.0	17	30		
GATWICK	THOMAS COOK AIRLINES LTD	S A	35	0	0	0	5.7	28.6	37.1	14.3	11.4	2.9	0.0	0.0	0.0	0.0	0.0	13	61.8	18	34		
GATWICK	THOMAS COOK AIRLINES LTD	S D	35	0	0	0	0.0	11.4	51.4	25.7	8.6	2.9	0.0	0.0	0.0	0.0	0.0	15	73.5	15	34		
GATWICK	TUI AIRWAYS LTD	C A	44	0	1	1	4.4	15.6	20.0	22.2	17.8	13.3	0.0	4.4	0.0	0.0	2.2	34	40.0	25	40		
GATWICK	TUI AIRWAYS LTD	C D	49	0	0	0	0.0	12.2	40.8	26.5	8.2	6.1	4.1	2.0	0.0	0.0	0.0	30	67.4	11	43		
GATWICK	TUI AIRWAYS LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	65	0	1	1	4.5	24.2	33.3	12.1	12.1	6.1	4.5	1.5	0.0	0.0	1.5	25	65.5	16	57		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
HEATHROW	BRITISH AIRWAYS PLC	S	D	65	0	1	0.0	16.7	53.0	13.6	12.1	3.0	0.0	0.0	0.0	0.0	0.0	1.5	14	79.3	10	57						
LONDON CITY	BA CITYFLYER LTD	S	A	0	53	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	46.3	21	52						
LONDON CITY	BA CITYFLYER LTD	S	D	0	57	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	59.6	18	54						
LUTON	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LUTON	AIR ONE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5						
LUTON	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	18	5						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	26	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	0.0	0	41.7	29	12						
LUTON	EASYJET EUROPE	S	A	32	0	0	6.3	34.4	31.3	18.8	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
LUTON	EASYJET EUROPE	S	D	32	0	0	0.0	0.0	34.4	40.6	18.8	3.1	3.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0						
LUTON	EASYJET UK LTD	S	A	68	0	0	8.8	32.4	25.0	7.4	14.7	5.9	2.9	1.5	1.5	0.0	0.0	0.0	29	65.9	22	82						
LUTON	EASYJET UK LTD	S	D	67	0	0	0.0	26.9	52.2	9.0	6.0	3.0	1.5	1.5	0.0	0.0	0.0	0.0	17	53.5	27	82						
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	54.5	59	11						
LUTON	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	54.5	26	11						
STANSTED	AIR EUROPA	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						
STANSTED	BA CITYFLYER LTD	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	0.0	43	50.0	28	4						
STANSTED	BA CITYFLYER 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	0.0	38	25.0	28	4						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	47	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	60.0	29	4						
STANSTED	EASYJET UK LTD	S	A	43	0	0	11.6	32.6	25.6	9.3	11.6	7.0	2.3	0.0	0.0	0.0	0.0	0.0	17	34.2	48	38						
STANSTED	EASYJET UK LTD	S	D	43	0	0	0.0	30.2	30.2	16.3	11.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	19	48.7	38	39						
STANSTED	JET2.COM LTD	S	A	68	0	0	26.5	47.1	19.1	5.9	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	3	54						
STANSTED	JET2.COM LTD	S	D	68	0	0	0.0	42.6	44.1	4.4	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	67.3	26	55						
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1						
STANSTED	RYANAIR	S	A	72	0	0	2.8	22.2	30.6	13.9	23.6	4.2	1.4	1.4	0.0	0.0	0.0	0.0	25	6.3	60	77						
STANSTED	RYANAIR	S	D	72	0	0	0.0	22.2	56.9	12.5	5.6	1.4	0.0	0.0	1.4	0.0	0.0	0.0	15	32.9	39	78						
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	77.8	0.0	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	66.7	8	9						
STANSTED	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	33	88.9	9	9						
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	30	9						
STANSTED	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	0.0	5	88.9	12	9						
MANCHESTER	BRITISH AIRWAYS PLC	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	0.0	7	69.2	13	12						

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BRITISH AIRWAYS PLC	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	12	66.7	9	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	0.0	0.0	0	28.6	43	7		
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	60.0	13	5		
MANCHESTER	EASYJET UK LTD	S A	40	0	0	2.5	40.0	17.5	7.5	20.0	10.0	2.5	0.0	0.0	0.0	0.0	25	51.4	36	35			
MANCHESTER	EASYJET UK LTD	S D	40	0	0	0.0	15.0	50.0	10.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	22	60.0	27	35			
MANCHESTER	JET2.COM LTD	S A	110	0	0	14.5	42.7	21.8	11.8	5.5	0.9	1.8	0.9	0.0	0.0	0.0	12	84.5	11	103			
MANCHESTER	JET2.COM LTD	S D	110	0	0	0.0	13.6	60.9	13.6	9.1	0.9	1.8	0.0	0.0	0.0	0.0	14	75.2	20	105			
MANCHESTER	RYANAIR	S A	79	0	0	0.0	7.6	43.0	17.7	24.1	6.3	1.3	0.0	0.0	0.0	0.0	25	60.5	19	76			
MANCHESTER	RYANAIR	S D	79	0	0	0.0	7.6	65.8	12.7	11.4	2.5	0.0	0.0	0.0	0.0	0.0	12	68.4	18	76			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	31	0	0	6.5	54.8	22.6	0.0	9.7	3.2	3.2	0.0	0.0	0.0	0.0	13	57.7	26	26			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	31	0	0	0.0	9.7	74.2	9.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	11	76.9	22	26			
MANCHESTER	TUI AIRWAYS LTD	C A	44	0	0	11.4	9.1	20.5	31.8	15.9	4.5	6.8	0.0	0.0	0.0	0.0	28	53.2	39	47			
MANCHESTER	TUI AIRWAYS LTD	C D	47	0	0	0.0	10.6	34.0	23.4	12.8	12.8	4.3	0.0	2.1	0.0	0.0	38	71.7	27	46			
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	80.0	7	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	80.0	7	5			
NEWCASTLE	EASYJET UK LTD	S A	35	0	1	11.1	25.0	41.7	8.3	11.1	0.0	0.0	0.0	0.0	0.0	2.8	11	74.2	22	31			
NEWCASTLE	EASYJET UK LTD	S D	35	0	1	0.0	19.4	58.3	11.1	2.8	5.6	0.0	0.0	0.0	0.0	2.8	11	67.7	22	31			
NEWCASTLE	JET2.COM LTD	S A	52	0	0	28.8	42.3	21.2	3.8	0.0	1.9	1.9	0.0	0.0	0.0	0.0	6	94.3	3	53			
NEWCASTLE	JET2.COM LTD	S D	52	0	0	0.0	26.9	53.8	13.5	3.8	1.9	0.0	0.0	0.0	0.0	0.0	9	94.3	5	53			
NEWCASTLE	RYANAIR	S A	31	0	0	3.2	16.1	71.0	0.0	6.5	0.0	0.0	0.0	3.2	0.0	0.0	20	70.0	19	30			
NEWCASTLE	RYANAIR	S D	31	0	0	0.0	6.5	64.5	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	56.7	27	30			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	14	0	0	21.4	64.3	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	72.2	17	18			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	7.1	85.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	20	18			
NEWCASTLE	TUI AIRWAYS LTD	S A	23	0	0	0.0	30.4	39.1	21.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	16	13			
NEWCASTLE	TUI AIRWAYS LTD	S D	23	0	0	0.0	8.7	65.2	8.7	17.4	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	18	13			
SOUTHAMPTON	BRITISH AIRWAYS PLC	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S A	13	0	0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	9			
SOUTHAMPTON	FLYBE LTD	S D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9			
SOUTHAMPTON	VOLOTEA	C A	9	0	1	10.0	40.0	0.0	10.0	0.0	30.0	0.0	0.0	0.0	0.0	10.0	28	66.7	17	9			
SOUTHAMPTON	VOLOTEA	C D	9	0	1	0.0	0.0	30.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	10.0	52	44.4	26	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	75.0	14	4			

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

		Origin/Destinations: P																	JUL 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	0.0
	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	5	4	
	SOUTHEND	EASYJET UK LTD	S	A	31	0	1	12.5	53.1	25.0	3.1	0.0	3.1	0.0	0.0	0.0	0.0	3.1	4	74.1	9	27	
	SOUTHEND	EASYJET UK LTD	S	D	30	0	1	3.2	41.9	38.7	3.2	6.5	3.2	0.0	0.0	0.0	0.0	3.2	8	74.1	8	27	
	SOUTHEND	RYANAIR	S	A	30	0	0	0.0	10.0	46.7	20.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	31	0	0	3.2	58.1	29.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	SOUTHEND	VOLOTEA	S	A	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	40.0	19	5	
	SOUTHEND	VOLOTEA	S	D	5	0	0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	60.0	13	5	
<b>TOTAL PALMA DE MALLORCA</b>					<b>4809</b>	<b>180</b>	<b>14</b>	<b>4.3</b>	<b>26.2</b>	<b>37.2</b>	<b>12.3</b>	<b>9.8</b>	<b>4.3</b>	<b>1.5</b>	<b>0.3</b>	<b>0.2</b>	<b>3.6</b>	<b>0.3</b>	<b>17</b>	<b>67.3</b>	<b>20</b>	<b>5002</b>	
PAPHOS																							
	BELFAST CITY (GEORGE BEST)	NETJETS TRANSPORTES AEREOS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	11	4	
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	20	13	
	BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	0.0	27.8	16.7	55.6	0.0	0.0	0.0	0.0	0.0	0.0	28	38.5	32	13	
	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	80.0	11	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	0.0	29.4	35.3	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	64.7	15	17	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	17.6	35.3	29.4	11.8	5.9	0.0	0.0	0.0	0.0	39	17.6	40	17	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BOURNEMOUTH	EASYJET UK LTD	S	A	0	0	0	0.0	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	
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	15	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	0.0	40	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	2	
	BRISTOL	EASYJET UK LTD	S	A	13	0	1	0.0	0.0	14.3	35.7	14.3	28.6	0.0	0.0	0.0	0.0	7.1	41	8.3	49	12	
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	45	11	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	44	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	28	4	



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	35	44.4	27	9		
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	25.0	30	8			
CARDIFF WALES	TUI AIRWAYS LTD	C 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	25.0	26	4			
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	32	0.0	40	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	11.1	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	44.4	17	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	44.4	0.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	30	44.4	22	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	16	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	13	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	34	37.5	24	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	37	33.3	36	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	39	66.7	17	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	25.0	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	42	37.5	19	8			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	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	EASYJET UK LTD	S A	8	0	0	0.0	12.5	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	43	25.0	38	8			
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	71.4	14	7			
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	17	9			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	27	9			
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	197	100.0	0	5			
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	83	80.0	13	5			
EXETER	TUI AIRWAYS LTD	C A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	60.0	27	5			
EXETER	TUI AIRWAYS LTD	C D	0	4	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	52	4			
GLASGOW	JET2.COM LTD	S A	8	0	0	0.0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	27	22.2	39	9			
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	44	8			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	20	4			
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	46	4			
LEEDS BRADFORD	JET2.COM LTD	S A	18	0	0	16.7	33.3	16.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	83.3	4	17			
LEEDS BRADFORD	JET2.COM LTD	S D	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	25	35.3	30	17			
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	75.0	8	4			
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	40	4			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	A	10	0	0	0.0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	19.2	11.5	30.8	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	21	44.4	34	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	3.8	38.5	34.6	15.4	0.0	7.7	0.0	0.0	0.0	0.0	29	66.7	22	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	50.0	21	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	37.5	16	8
	GATWICK	EASYJET UK LTD	S	A	62	0	0	0.0	6.5	27.4	16.1	32.3	12.9	1.6	3.2	0.0	0.0	0.0	42	29.6	35	52
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	3.2	50.0	19.4	21.0	6.5	0.0	0.0	0.0	0.0	0.0	25	51.9	21	54
	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	80.0	12	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	64	22.2	81	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	63	11.1	94	9
	GATWICK	TUI AIRWAYS LTD	C	A	26	0	1	3.7	14.8	33.3	7.4	11.1	14.8	7.4	0.0	3.7	0.0	3.7	85	47.8	30	23
	GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	42.3	38.5	3.8	7.7	7.7	0.0	0.0	0.0	0.0	34	38.1	33	21
	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	8	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	17	3
	LUTON	EASYJET UK LTD	S	A	23	0	0	4.3	8.7	43.5	26.1	17.4	0.0	0.0	0.0	0.0	0.0	0.0	17	36.8	33	19
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	0.0	45.5	40.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	17	42.1	20	19
	LUTON	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	14.3	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	35	25.0	42	8
	LUTON	TUI AIRWAYS LTD	C	D	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	33	0.0	63	9
	STANSTED	JET2.COM LTD	S	A	32	0	0	9.4	28.1	31.3	15.6	9.4	6.3	0.0	0.0	0.0	0.0	0.0	16	56.5	18	23
	STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	29.0	61.3	3.2	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	59.1	18	22
	STANSTED	RYANAIR	S	A	31	0	0	22.6	32.3	12.9	12.9	9.7	6.5	0.0	0.0	3.2	0.0	0.0	38	71.0	17	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	3.2	29.0	38.7	19.4	6.5	3.2	0.0	0.0	0.0	0.0	31	0.0	71	31
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	1	0.0	20.0	20.0	10.0	30.0	0.0	0.0	10.0	0.0	0.0	10.0	40	44.4	34	9
	STANSTED	TUI AIRWAYS LTD	C	D	9	0	1	0.0	0.0	30.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	10.0	47	25.0	39	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	0.0	0	75.0	64	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	7	4
	MANCHESTER	EASYJET UK LTD	S	A	31	0	1	0.0	21.9	21.9	21.9	6.3	25.0	0.0	0.0	0.0	0.0	3.1	32	44.8	36	28
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	58.1	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	18	37.0	31	27

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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	JET2.COM LTD	S	A	31	0	1	3.1	6.3	31.3	21.9	25.0	0.0	6.3	0.0	3.1	0.0	3.1	66	81.5	12	27
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	6.5	35.5	25.8	22.6	3.2	3.2	3.2	0.0	0.0	0.0	33	66.7	18	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	23.1	23.1	7.7	23.1	23.1	0.0	0.0	0.0	0.0	0.0	38	44.4	45	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	57.1	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	30	50.0	33	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	26	0	0	0.0	7.7	26.9	30.8	19.2	11.5	3.8	0.0	0.0	0.0	0.0	36	27.3	34	22
	MANCHESTER	TUI AIRWAYS LTD	C	D	26	0	0	3.8	3.8	46.2	7.7	23.1	11.5	3.8	0.0	0.0	0.0	0.0	32	38.1	29	21
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	2	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	44.4	20	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	22.2	27	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	37.5	35	8
<b>TOTAL PAPHOS</b>					<b>1061</b>	<b>8</b>	<b>6</b>	<b>2.8</b>	<b>11.6</b>	<b>33.7</b>	<b>21.7</b>	<b>18.5</b>	<b>7.3</b>	<b>2.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.7</b>	<b>0.6</b>	<b>30</b>	<b>45.4</b>	<b>29</b>	<b>982</b>
PARDUBICE																						
	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	15.4	59	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	23.1	47	12
<b>TOTAL PARDUBICE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>19.2</b>	<b>53</b>	<b>24</b>
PARIS (CHARLES DE GAULLE)																						
	ABERDEEN	AIR FRANCE	S	A	61	0	0	3.3	47.5	29.5	6.6	6.6	6.6	0.0	0.0	0.0	0.0	0.0	10	65.0	17	60
	ABERDEEN	AIR FRANCE	S	D	61	0	0	0.0	55.7	27.9	6.6	4.9	4.9	0.0	0.0	0.0	0.0	0.0	8	70.0	16	60
	BELFAST CITY (GEORGE BEST)	AIR SERBIA	S	A	0	0	0	0.0	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
	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	50.0	33	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	0.0	0	75.0	21	4
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	26	0	0	0.0	0.0	38.5	7.7	34.6	15.4	3.8	0.0	0.0	0.0	0.0	36	65.2	19	23
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	26	0	0	0.0	19.2	42.3	19.2	11.5	3.8	3.8	0.0	0.0	0.0	0.0	19	69.6	12	23
	BIRMINGHAM	AIR FRANCE	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BIRMINGHAM	AIR FRANCE	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	AIR FRANCE	S	A	87	0	0	5.7	26.4	43.7	11.5	10.3	2.3	0.0	0.0	0.0	0.0	0.0	13	65.2	16	88
	BIRMINGHAM	AIR FRANCE	S	D	86	0	2	0.0	17.0	51.1	14.8	9.1	4.5	1.1	0.0	0.0	2.3	17	47.2	23	88	
	BIRMINGHAM	FLYBE LTD	S	A	88	0	1	0.0	22.5	30.3	23.6	9.0	6.7	5.6	1.1	0.0	1.1	28	68.5	21	89	
	BIRMINGHAM	FLYBE LTD	S	D	89	0	0	0.0	2.2	32.6	31.5	18.0	10.1	3.4	2.2	0.0	0.0	0.0	37	60.7	26	89
	BIRMINGHAM	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	BIRMINGHAM	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	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	68.3	26	55
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.4	29	56
	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	16	4

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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				
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	12	4
BRISTOL	EASYJET UK LTD	S	A	62	0	0	0.0	21.0	35.5	27.4	9.7	1.6	3.2	1.6	0.0	0.0	0.0	22	70.4	23	27
BRISTOL	EASYJET UK LTD	S	D	62	0	0	0.0	25.8	48.4	12.9	8.1	1.6	3.2	0.0	0.0	0.0	0.0	15	66.7	13	27
CARDIFF WALES	FLYBE LTD	S	A	49	1	0	2.0	10.0	44.0	18.0	14.0	8.0	2.0	0.0	0.0	2.0	0.0	23	51.1	32	45
CARDIFF WALES	FLYBE LTD	S	D	49	0	0	0.0	18.4	51.0	10.2	12.2	4.1	2.0	2.0	0.0	0.0	0.0	20	75.6	17	45
DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	7.7	7.7	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	63.6	25	22
DONCASTER SHEFFIELD	FLYBE 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	14	90.9	7	22
EDINBURGH	AIR FRANCE	S	A	62	0	0	0.0	32.3	46.8	12.9	6.5	0.0	1.6	0.0	0.0	0.0	0.0	11	65.6	13	92
EDINBURGH	AIR FRANCE	S	D	62	0	0	0.0	29.0	50.0	11.3	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	64.5	14	92
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	50.0	37	6
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	50.0	38	6
EDINBURGH	EASYJET UK LTD	S	A	48	0	0	0.0	18.8	29.2	12.5	22.9	16.7	0.0	0.0	0.0	0.0	0.0	30	37.2	43	41
EDINBURGH	EASYJET UK LTD	S	D	48	0	0	0.0	22.9	35.4	14.6	20.8	6.3	0.0	0.0	0.0	0.0	0.0	22	46.5	37	41
EXETER	FLYBE LTD	S	A	0	58	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	64.5	15	31
EXETER	FLYBE LTD	S	D	0	58	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	90.3	6	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	25.0	52	4
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	25.0	26	4
GLASGOW	EASYJET UK LTD	S	A	31	0	0	0.0	12.9	38.7	25.8	16.1	3.2	3.2	0.0	0.0	0.0	0.0	24	37.0	25	27
GLASGOW	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	64.5	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	12	88.9	9	27
LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	0.0	29.4	47.1	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	13	66.7	23	18
LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	47.1	41.2	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	77.8	15	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	0.0	0	66.7	6	3
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	66.7	14	3
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	22	0	1	8.7	21.7	8.7	47.8	8.7	0.0	0.0	0.0	0.0	0.0	4.3	16	52.6	43	19
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	21	0	1	0.0	31.8	36.4	13.6	13.6	0.0	0.0	0.0	0.0	0.0	4.5	12	63.2	27	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	41.7	30	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	50.0	28	12
GATWICK	EASYJET UK LTD	S	A	81	0	3	4.8	26.2	20.2	2.4	20.2	16.7	6.0	0.0	0.0	0.0	3.6	34	45.2	35	72
GATWICK	EASYJET UK LTD	S	D	82	0	2	0.0	7.1	32.1	22.6	16.7	15.5	3.6	0.0	0.0	0.0	2.4	36	34.7	31	73

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

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JUL 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	VUELING AIRLINES	S A	77	0	3	3.8	33.8	27.5	16.3	10.0	2.5	1.3	1.3	0.0	0.0	3.8	17	54.4	36	56			
GATWICK	VUELING AIRLINES	S D	77	0	3	0.0	5.0	36.3	31.3	10.0	10.0	2.5	0.0	1.3	0.0	3.8	32	54.4	37	56			
HEATHROW	AIR FRANCE	S A	185	0	1	3.8	30.6	34.4	17.7	7.5	4.8	0.5	0.0	0.0	0.0	0.5	15	51.6	23	217			
HEATHROW	AIR FRANCE	S D	185	0	1	0.0	33.9	50.5	10.8	2.7	1.1	0.5	0.0	0.0	0.0	0.5	8	77.4	10	216			
HEATHROW	BRITISH AIRWAYS PLC	S A	217	0	7	7.6	42.9	25.0	11.6	6.3	2.7	0.0	0.4	0.4	0.0	3.1	15	77.7	20	218			
HEATHROW	BRITISH AIRWAYS PLC	S D	217	0	7	0.0	25.4	44.2	13.8	10.3	2.2	0.9	0.0	0.0	0.0	3.1	13	68.6	16	219			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	41	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	44.4	35	9			
LUTON	EASYJET UK LTD	S A	71	0	1	2.8	31.9	30.6	15.3	8.3	8.3	1.4	0.0	0.0	0.0	1.4	18	60.9	26	63			
LUTON	EASYJET UK LTD	S D	71	0	2	0.0	31.5	42.5	11.0	5.5	5.5	1.4	0.0	0.0	0.0	2.7	13	62.9	22	61			
LUTON	EL AL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	2			
LUTON	EL AL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LUTON	MNG AIRLINES	S A	1	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	EASYJET UK LTD	S A	16	0	2	0.0	22.2	33.3	5.6	0.0	16.7	11.1	0.0	0.0	0.0	11.1	40	0.0	0	0			
STANSTED	EASYJET UK LTD	S D	16	0	2	0.0	33.3	22.2	11.1	5.6	5.6	11.1	0.0	0.0	0.0	11.1	35	0.0	0	0			
MANCHESTER	AIR FRANCE	S A	92	0	0	5.4	31.5	38.0	14.1	7.6	1.1	2.2	0.0	0.0	0.0	0.0	13	71.0	12	92			
MANCHESTER	AIR FRANCE	S D	92	0	0	1.1	35.9	40.2	15.2	4.3	1.1	2.2	0.0	0.0	0.0	0.0	12	79.6	11	92			
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	60.0	36	5			
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	60.0	35	5			
MANCHESTER	EASYJET UK LTD	S A	40	0	0	2.5	27.5	32.5	10.0	17.5	7.5	2.5	0.0	0.0	0.0	0.0	21	57.1	20	34			
MANCHESTER	EASYJET UK LTD	S D	40	0	0	0.0	25.0	50.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	13	62.9	19	34			
MANCHESTER	FLYBE LTD	S A	114	0	2	0.0	19.8	37.9	14.7	15.5	6.0	1.7	2.6	0.0	0.0	1.7	27	55.7	28	115			
MANCHESTER	FLYBE LTD	S D	115	0	1	0.0	5.2	50.0	15.5	15.5	8.6	1.7	2.6	0.0	0.0	0.9	29	67.8	17	115			
MANCHESTER	UNITED AIRLINES	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
NEWCASTLE	AIR FRANCE	S A	85	0	1	0.0	34.9	41.9	14.0	4.7	1.2	2.3	0.0	0.0	0.0	1.2	12	75.6	10	83			
NEWCASTLE	AIR FRANCE	S D	84	0	2	0.0	26.7	52.3	8.1	5.8	2.3	1.2	1.2	0.0	0.0	2.3	14	68.6	13	83			
NEWCASTLE	EASYJET UK 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			
SOUTHAMPTON	FLYBE LTD	S A	54	0	0	0.0	27.8	44.4	14.8	11.1	1.9	0.0	0.0	0.0	0.0	0.0	11	64.2	23	53			
SOUTHAMPTON	FLYBE LTD	S D	54	0	0	0.0	1.9	87.0	5.6	3.7	1.9	0.0	0.0	0.0	0.0	0.0	7	86.8	11	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	33.3	32	2			
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	66.7	7	2			
SOUTHEND	EASYJET UK LTD	S A	18	0	0	0.0	44.4	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	66.7	15	15			

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

		Origin/Destinations: P																	JUL 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	61.1	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3236</b>	<b>117</b>	<b>46</b>	<b>1.5</b>	<b>25.2</b>	<b>38.2</b>	<b>14.2</b>	<b>9.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.1</b>	<b>3.4</b>	<b>1.4</b>	<b>18</b>	<b>64.5</b>	<b>20</b>	<b>3414</b>	
PARIS (LE BOURGET)																							
	EAST MIDLANDS INTERNATIONAL	AERO4M	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	AERO4M	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	64	0.0	0	0	
<b>TOTAL PARIS (LE BOURGET)</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (ORLY)																							
	BIRMINGHAM	AIR FRANCE	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	99	0.0	0	0	
	BRISTOL	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	3	0.0	0	0	
	EDINBURGH	TRANSAVIA FRANCE	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	23	18	
	EDINBURGH	TRANSAVIA FRANCE	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	39	18	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.6	6	68	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.9	20	69	
<b>TOTAL PARIS (ORLY)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>45.0</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>13</b>	<b>70.7</b>	<b>17</b>	<b>173</b>	
PERPIGNAN																							
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	18	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	26	9	
	STANSTED	RYANAIR	S	A	22	0	0	18.2	68.2	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	27	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	36.4	59.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	54.5	26	22	
	SOUTHAMPTON	FLYBE LTD	S	A	3	0	1	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2	50.0	21	4		
	SOUTHAMPTON	FLYBE LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	4	
<b>TOTAL PERPIGNAN</b>					<b>68</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>43.5</b>	<b>36.2</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>57.1</b>	<b>24</b>	<b>70</b>	
PERUGIA																							
	STANSTED	RYANAIR	S	A	27	0	0	7.4	22.2	37.0	11.1	14.8	0.0	3.7	0.0	3.7	0.0	0.0	37	29.6	54	27	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	18.5	66.7	7.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	12	59.3	23	27	
<b>TOTAL PERUGIA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>20.4</b>	<b>51.9</b>	<b>9.3</b>	<b>9.3</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>44.4</b>	<b>38</b>	<b>54</b>	
PESCARA																							
	STANSTED	RYANAIR	S	A	22	0	0	0.0	27.3	22.7	36.4	9.1	0.0	4.5	0.0	0.0	0.0	0.0	21	4.5	111	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	50.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	4.5	74	22	
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</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>16</b>	<b>4.5</b>	<b>93</b>	<b>44</b>	
PHILADELPHIA INTERNATIONAL																							
	EDINBURGH	AMERICAN AIRLINES	S	A	31	0	0	25.8	16.1	19.4	16.1	12.9	6.5	0.0	3.2	0.0	0.0	0.0	23	0.0	0	0	

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

		Origin/Destinations: P																	JUL 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
	EDINBURGH	AMERICAN AIRLINES	S	D	31	0	0	0.0	41.9	38.7	3.2	9.7	3.2	0.0	3.2	0.0	0.0	0.0	17	0.0	0	0
	GLASGOW	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	74.2	44	31
	GLASGOW	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	90.3	25	31
	HEATHROW	AMERICAN AIRLINES	S	A	58	0	4	12.9	27.4	24.2	11.3	6.5	6.5	4.8	0.0	0.0	0.0	6.5	22	53.2	43	59
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	4	0.0	36.5	39.7	6.3	3.2	4.8	3.2	0.0	0.0	0.0	6.3	15	64.5	28	59
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	27.3	25.0	27.3	11.4	4.5	2.3	0.0	2.3	0.0	0.0	0.0	14	73.3	13	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	1	0.0	15.9	52.3	18.2	9.1	2.3	0.0	0.0	0.0	0.0	2.3	15	66.7	18	44
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	16.1	22.6	16.1	12.9	9.7	9.7	6.5	6.5	0.0	0.0	0.0	41	67.7	24	31
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	0.0	38.7	22.6	6.5	3.2	19.4	0.0	9.7	0.0	0.0	0.0	39	77.4	21	31
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>328</b>	<b>0</b>	<b>9</b>	<b>9.8</b>	<b>28.2</b>	<b>31.2</b>	<b>10.7</b>	<b>6.8</b>	<b>6.2</b>	<b>2.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>22</b>	<b>68.6</b>	<b>28</b>	<b>330</b>
PHOENIX																						
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	41.9	25.8	22.6	0.0	0.0	0.0	6.5	0.0	0.0	0.0	3.2	11	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	1	0.0	38.7	45.2	3.2	0.0	9.7	0.0	0.0	0.0	0.0	3.2	10	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	25.8	19.4	12.9	6.5	19.4	0.0	0.0	0.0	0.0	0.0	24	72.7	28	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	32.3	29.0	29.0	6.5	3.2	0.0	0.0	0.0	0.0	31	57.8	36	45
<b>TOTAL PHOENIX</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>14.5</b>	<b>22.6</b>	<b>29.8</b>	<b>11.3</b>	<b>8.9</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>65.2</b>	<b>32</b>	<b>89</b>
PISA																						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	26	44.4	37	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	45	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	0.0	38	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	41	4
	BRISTOL	EASYJET UK LTD	S	A	30	0	1	0.0	9.7	45.2	22.6	6.5	6.5	6.5	0.0	0.0	0.0	3.2	25	55.6	18	26
	BRISTOL	EASYJET UK LTD	S	D	30	0	1	0.0	19.4	48.4	19.4	6.5	0.0	3.2	0.0	0.0	0.0	3.2	15	55.6	14	26
	EAST MIDLANDS INTERNATIONAL	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	68	75.0	14	4
	EAST MIDLANDS INTERNATIONAL	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	1	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	42	9

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	11.1	28	9
EDINBURGH	RYANAIR	S A	13	0	0	0.0	23.1	23.1	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	69.2	30	13
EDINBURGH	RYANAIR	S D	13	0	0	0.0	23.1	30.8	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	22	76.9	21	13
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	22.2	22.2	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	31	55.6	26	8
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	55.6	180	8
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	22.2	11.1	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	44	30.8	28	11
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	0.0	33.3	22.2	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	71	15.4	48	11
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	9
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	55.6	18	9
GATWICK	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.0	24	41
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	68.3	19	41
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	14.3	50	7
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	14.3	23	7
GATWICK	EASYJET UK LTD	S A	64	0	2	1.5	10.6	27.3	16.7	15.2	16.7	3.0	6.1	0.0	0.0	3.0	47	40.3	40	61	
GATWICK	EASYJET UK LTD	S D	65	0	2	0.0	7.5	37.3	19.4	14.9	11.9	6.0	0.0	0.0	0.0	3.0	33	56.3	27	61	
HEATHROW	BRITISH AIRWAYS PLC	S A	77	0	1	17.9	24.4	16.7	7.7	16.7	10.3	3.8	0.0	1.3	0.0	1.3	41	53.1	28	49	
HEATHROW	BRITISH AIRWAYS PLC	S D	78	0	1	0.0	24.1	46.8	10.1	7.6	10.1	0.0	0.0	0.0	0.0	1.3	17	75.5	17	49	
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	20.0	72	5
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	43	5
LUTON	EASYJET UK LTD	S A	45	0	0	0.0	13.3	17.8	26.7	22.2	15.6	2.2	2.2	0.0	0.0	0.0	38	30.8	35	36	
LUTON	EASYJET UK LTD	S D	44	0	0	0.0	4.5	59.1	11.4	11.4	13.6	0.0	0.0	0.0	0.0	0.0	23	48.7	25	36	
STANSTED	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
STANSTED	RYANAIR	S A	93	0	0	9.7	47.3	25.8	7.5	4.3	3.2	0.0	1.1	1.1	0.0	0.0	16	53.8	38	90	
STANSTED	RYANAIR	S D	93	0	0	0.0	22.6	46.2	15.1	8.6	5.4	2.2	0.0	0.0	0.0	0.0	17	12.0	62	89	
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	22	1	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
MANCHESTER	EASYJET UK LTD	S A	13	0	0	0.0	0.0	38.5	23.1	7.7	23.1	7.7	0.0	0.0	0.0	0.0	38	58.3	18	11	
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	30.8	38.5	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16	75.0	7	11	
MANCHESTER	JET2.COM LTD	S A	22	0	0	0.0	9.1	31.8	27.3	22.7	4.5	0.0	0.0	4.5	0.0	0.0	43	59.1	26	21	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018																	
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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													
PISA		MANCHESTER		JET2.COM LTD		S D		22		0		0		0.0		27.3		54.5		13.6		4.5		0.0		0.0		0.0		0.0		0.0		7		90.9		16		22			
PISA		NEWCASTLE		JET2.COM LTD		S A		9		0		0		33.3		44.4		11.1		0.0		11.1		0.0		0.0		0.0		0.0		0.0		6		62.5		18		8			
PISA		NEWCASTLE		JET2.COM LTD		S D		9		0		0		0.0		44.4		33.3		11.1		11.1		0.0		0.0		0.0		0.0		0.0		8		75.0		7		8			
PISA		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		54		1					
<b>TOTAL PISA</b>								<b>832</b>		<b>0</b>		<b>8</b>		<b>3.6</b>		<b>21.9</b>		<b>35.1</b>		<b>15.0</b>		<b>11.2</b>		<b>8.6</b>		<b>2.3</b>		<b>1.1</b>		<b>0.4</b>		<b>0.0</b>		<b>1.0</b>		<b>26</b>		<b>48.9</b>		<b>33</b>		<b>848</b>	
PITTSBURGH		HEATHROW		BRITISH AIRWAYS PLC		S A		18		0		0		66.7		22.2		5.6		5.6		0.0		0.0		0.0		0.0		0.0		0.0		2		0.0		0		0			
PITTSBURGH		HEATHROW		BRITISH AIRWAYS PLC		S D		18		0		0		0.0		11.1		44.4		22.2		22.2		0.0		0.0		0.0		0.0		0.0		0.0		16		0.0		0		0	
<b>TOTAL PITTSBURGH</b>								<b>36</b>		<b>0</b>		<b>0</b>		<b>33.3</b>		<b>16.7</b>		<b>25.0</b>		<b>13.9</b>		<b>11.1</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>9</b>		<b>0.0</b>		<b>0</b>		<b>0</b>			
PLOVDIV		STANSTED		RYANAIR		S A		14		0		0		0.0		0.0		42.9		14.3		28.6		14.3		0.0		0.0		0.0		0.0		0.0		30		15.4		78		13	
PLOVDIV		STANSTED		RYANAIR		S D		14		0		0		0.0		7.1		71.4		0.0		14.3		7.1		0.0		0.0		0.0		0.0		0.0		16		15.4		49		13	
<b>TOTAL PLOVDIV</b>								<b>28</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>3.6</b>		<b>57.1</b>		<b>7.1</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>15.4</b>		<b>64</b>		<b>26</b>	
PODGORICA		BIRMINGHAM		TUI AIRWAYS LTD		C A		4		0		0		25.0		25.0		25.0		25.0		0.0		0.0		0.0		0.0		0.0		0.0		9		25.0		33		4			
PODGORICA		BIRMINGHAM		TUI AIRWAYS LTD		C D		5		0		0		0.0		20.0		60.0		20.0		0.0		0.0		0.0		0.0		0.0		0.0		9		0.0		36		4			
PODGORICA		GATWICK		TUI AIRWAYS LTD		C A		9		0		0		0.0		0.0		11.1		33.3		44.4		11.1		0.0		0.0		0.0		0.0		37		44.4		24		9			
PODGORICA		GATWICK		TUI AIRWAYS LTD		C D		9		0		0		0.0		0.0		66.7		22.2		11.1		0.0		0.0		0.0		0.0		0.0		16		88.9		6		9			
PODGORICA		STANSTED		RYANAIR		S A		9		0		0		0.0		0.0		22.2		33.3		44.4		0.0		0.0		0.0		0.0		0.0		28		11.1		58		9			
PODGORICA		STANSTED		RYANAIR		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		8		33.3		39		9			
PODGORICA		MANCHESTER		TUI AIRWAYS LTD		C A		9		0		0		0.0		0.0		22.2		0.0		44.4		33.3		0.0		0.0		0.0		0.0		56		40.0		21		5			
PODGORICA		MANCHESTER		TUI AIRWAYS LTD		C D		9		0		0		0.0		0.0		33.3		33.3		11.1		22.2		0.0		0.0		0.0		0.0		35		100.0		4		5			
<b>TOTAL PODGORICA</b>								<b>63</b>		<b>0</b>		<b>0</b>		<b>1.6</b>		<b>7.9</b>		<b>34.9</b>		<b>23.8</b>		<b>22.2</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>27</b>		<b>44.4</b>		<b>29</b>		<b>54</b>	
POITIERS		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		88.9		20		9					
POITIERS		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		88.9		9		9					
POITIERS		STANSTED		RYANAIR		S A		18		0		0		11.1		33.3		22.2		11.1		11.1		11.1		0.0		0.0		0.0		0.0		15		27.8		41		18			
POITIERS		STANSTED		RYANAIR		S D		18		0		0		0.0		22.2		33.3		38.9		5.6		0.0		0.0		0.0		0.0		0.0		14		16.7		42		18			
POITIERS		MANCHESTER		RYANAIR		S A		9		0		0		11.1		33.3		44.4		0.0		11.1		0.0		0.0		0.0		0.0		0.0		4		0.0		0		0			
POITIERS		MANCHESTER		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		9		0.0		0		0			
<b>TOTAL POITIERS</b>								<b>54</b>		<b>0</b>		<b>0</b>		<b>5.6</b>		<b>29.6</b>		<b>35.2</b>		<b>16.7</b>		<b>9.3</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>12</b>		<b>44.4</b>		<b>33</b>		<b>54</b>	
PORT OF SPAIN		GATWICK		BRITISH AIRWAYS PLC		S A		23		0		0		30.4		39.1		21.7		4.3		4.3		0.0		0.0		0.0		0.0		0.0		4		77.3		8		22			
PORT OF SPAIN		GATWICK		BRITISH AIRWAYS PLC		S D		22		0		0		0.0		13.6		68.2		9.1		4.5		4.5		0.0		0.0		0.0		0.0		13		65.2		17		23			
<b>TOTAL PORT OF SPAIN</b>								<b>45</b>		<b>0</b>		<b>0</b>		<b>15.6</b>		<b>26.7</b>		<b>44.4</b>		<b>6.7</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>9</b>		<b>71.1</b>		<b>12</b>		<b>45</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
PORTLAND (OREGON)		HEATHROW		DELTA AIRLINES		S A		31	0	1	59.4	21.9	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	1	77.8	6	18		
		HEATHROW		DELTA AIRLINES		S D		31	0	0	0.0	48.4	19.4	3.2	12.9	12.9	3.2	0.0	0.0	0.0	24	24	88.2	10	17		
<b>TOTAL PORTLAND (OREGON)</b>								<b>62</b>	<b>0</b>	<b>1</b>	<b>30.2</b>	<b>34.9</b>	<b>15.9</b>	<b>3.2</b>	<b>6.3</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>82.9</b>	<b>8</b>	<b>35</b>		
PORTO SANTO		BIRMINGHAM		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	2	2	100.0	4	5			
		BIRMINGHAM		TUI AIRWAYS LTD		C D		5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	11	11	60.0	10	5			
		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	100.0	2	5			
		GATWICK		NORWEGIAN AIR INTERNATIONAL		C D		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	100.0	1	5			
		GATWICK		TUI AIRWAYS LTD		C A		5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	13	13	0.0	0	0			
		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	4	4	0.0	0	0			
		MANCHESTER		TUI AIRWAYS LTD		C A		5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	7	7	100.0	4	5			
		MANCHESTER		TUI AIRWAYS LTD		C D		5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	7	7	80.0	6	5			
<b>TOTAL PORTO SANTO</b>								<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>30.0</b>	<b>53.3</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>7</b>	<b>90.0</b>	<b>5</b>	<b>30</b>			
POZNAN		BIRMINGHAM		WIZZ AIR		S A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11.1	48	9			
		BIRMINGHAM		WIZZ AIR		S D		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.0	73	9			
		BRISTOL		RYANAIR		S A		9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	2	2	77.8	17	9			
		BRISTOL		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	88.9	5	9			
		DONCASTER SHEFFIELD		WIZZ AIR		S A		13	0	0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	6	6	38.5	28	13			
		DONCASTER SHEFFIELD		WIZZ AIR		S D		13	0	0	0.0	15.4	69.2	7.7	0.0	0.0	0.0	7.7	0.0	119	119	15.4	37	13			
		EDINBURGH		RYANAIR		S A		9	0	0	11.1	44.4	22.2	0.0	0.0	11.1	11.1	0.0	0.0	24	24	88.9	3	9			
		EDINBURGH		RYANAIR		S D		9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	11.1	0.0	0.0	35	35	66.7	14	9			
		LIVERPOOL (JOHN LENNON)		RYANAIR		S A		9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	1	1	66.7	12	9			
		LIVERPOOL (JOHN LENNON)		RYANAIR		S D		9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	5	5	66.7	10	9			
		LUTON		WIZZ AIR		S A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	66.0	21	52			
		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	41.5	41	52			
		LUTON		WIZZ AIR UK LTD		S A		31	0	0	9.7	16.1	19.4	9.7	9.7	12.9	12.9	9.7	0.0	0.0	68	68	0.0	0	0		
		LUTON		WIZZ AIR UK LTD		S D		31	0	0	0.0	12.9	22.6	25.8	6.5	16.1	9.7	6.5	0.0	0.0	58	58	0.0	0	0		
		STANSTED		RYANAIR		S A		40	0	0	7.5	35.0	27.5	12.5	7.5	5.0	5.0	0.0	0.0	18	18	25.0	53	38			
		STANSTED		RYANAIR		S D		40	0	0	0.0	17.5	47.5	15.0	10.0	5.0	0.0	5.0	0.0	0.0	23	23	12.5	50	38		
<b>TOTAL POZNAN</b>								<b>222</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>28.4</b>	<b>32.4</b>	<b>12.6</b>	<b>6.8</b>	<b>6.8</b>	<b>5.0</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>42.6</b>	<b>35</b>	<b>278</b>		
PRAGUE		BELFAST CITY (GEORGE BEST)		CARPATAIR		C A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	100.0	0	1			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P												JUL 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		
BIRMINGHAM	CSA CZECH AIRLINES	S	A	30	0	0	0.0	6.7	26.7	23.3	20.0	16.7	6.7	0.0	0.0	0.0	0.0	40	38.7	37	31						
BIRMINGHAM	CSA CZECH AIRLINES	S	D	30	0	0	0.0	0.0	26.7	13.3	23.3	23.3	13.3	0.0	0.0	0.0	0.0	54	29.0	50	31						
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0						
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0						
BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	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	0.0	43	3						
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	38	3						
BRISTOL	EASYJET UK LTD	S	A	27	0	0	0.0	3.7	14.8	18.5	44.4	14.8	3.7	0.0	0.0	0.0	0.0	41	50.0	28	24						
BRISTOL	EASYJET UK LTD	S	D	27	0	0	0.0	7.4	40.7	18.5	29.6	3.7	0.0	0.0	0.0	0.0	0.0	22	60.0	18	24						
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	24	9						
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	22	9						
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	25.0	44	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	50.0	34	4						
EDINBURGH	EASYJET UK LTD	S	A	27	0	0	14.8	33.3	33.3	3.7	7.4	3.7	0.0	3.7	0.0	0.0	0.0	17	91.3	5	23						
EDINBURGH	EASYJET UK LTD	S	D	27	0	0	0.0	51.9	33.3	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	10	100.0	2	23						
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	15	1						
EDINBURGH	RYANAIR	S	A	13	0	0	0.0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	5.6	48	18						
EDINBURGH	RYANAIR	S	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	18	18						
GLASGOW	JET2.COM LTD	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	7	66.7	25	9						
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	19	9						
LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	25	9						
LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	24	9						
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	0.0	20	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	7.1	42.9	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	55.6	27	18						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	55.6	27	18						
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	57.1	17	7						
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	62.5	38	8						
GATWICK	EASYJET UK LTD	S	A	57	0	1	0.0	13.8	27.6	19.0	19.0	15.5	3.4	0.0	0.0	0.0	1.7	32	22.0	46	49						
GATWICK	EASYJET UK LTD	S	D	57	0	1	0.0	3.4	43.1	25.9	17.2	5.2	3.4	0.0	0.0	0.0	1.7	25	46.0	29	48						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
GATWICK	SMARTWINGS	S	A	17	0	0	0.0	5.9	23.5	23.5	23.5	17.6	5.9	0.0	0.0	0.0	0.0	40	11.1	64	18							
GATWICK	SMARTWINGS	S	D	17	0	0	0.0	5.9	5.9	5.9	41.2	35.3	5.9	0.0	0.0	0.0	0.0	63	11.1	75	18							
HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	5	12.2	36.1	19.7	14.3	9.5	2.7	1.4	0.0	0.7	0.0	3.4	21	76.0	11	146							
HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	5	0.0	19.7	48.3	15.6	7.5	4.1	1.4	0.0	0.0	0.0	3.4	14	77.4	15	146							
LONDON CITY	BA CITYFLYER LTD	S	A	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	44.4	31	25							
LONDON CITY	BA CITYFLYER LTD	S	D	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	37.0	33	25							
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	35.5	33	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	51.6	27	30							
LUTON	WIZZ AIR UK LTD	S	A	30	0	1	6.5	16.1	12.9	19.4	25.8	6.5	6.5	3.2	0.0	0.0	3.2	41	0.0	0	0							
LUTON	WIZZ AIR UK LTD	S	D	30	0	1	0.0	12.9	25.8	6.5	25.8	19.4	3.2	3.2	0.0	0.0	3.2	46	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	34	4							
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	75.0	19	4							
STANSTED	EASYJET UK LTD	S	A	27	0	0	0.0	3.7	25.9	25.9	25.9	14.8	3.7	0.0	0.0	0.0	0.0	36	16.7	45	23							
STANSTED	EASYJET UK LTD	S	D	27	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	39.1	32	23							
STANSTED	RYANAIR	S	A	85	0	0	7.1	48.2	18.8	12.9	5.9	7.1	0.0	0.0	0.0	0.0	0.0	13	43.7	46	71							
STANSTED	RYANAIR	S	D	85	0	0	0.0	10.6	58.8	17.6	8.2	4.7	0.0	0.0	0.0	0.0	0.0	15	19.7	57	71							
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	46	3							
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	33.3	34	3							
MANCHESTER	EASYJET UK LTD	S	A	31	0	0	0.0	6.5	32.3	22.6	16.1	16.1	6.5	0.0	0.0	0.0	0.0	39	26.1	39	23							
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	38.7	9.7	16.1	12.9	3.2	0.0	0.0	0.0	0.0	26	43.5	27	23							
MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	29.4	29.4	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	69	18							
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	23.5	47.1	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	63	18							
NEWCASTLE	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	44.4	73	9							
NEWCASTLE	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	33.3	62	9							
SOUTHEND	EASYJET UK LTD	S	A	17	0	0	17.6	47.1	29.4	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	50.0	10	4							
SOUTHEND	EASYJET UK LTD	S	D	18	0	0	0.0	55.6	33.3	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	14	75.0	9	4							
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	45.2	44	31							
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	71.0	26	31							
<b>TOTAL PRAGUE</b>				<b>1156</b>	<b>52</b>	<b>16</b>	<b>3.3</b>	<b>20.7</b>	<b>32.1</b>	<b>15.6</b>	<b>13.1</b>	<b>7.3</b>	<b>2.0</b>	<b>0.2</b>	<b>0.1</b>	<b>4.2</b>	<b>1.3</b>	<b>23</b>	<b>51.3</b>	<b>32</b>	<b>1220</b>							
PREVEZA																												
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	48	5							
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	46	5							
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0.0	20.0	0.0	0.0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	390	20.0	84	5							

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	120	40.0	40	5
GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28	60.0	20	5
GATWICK	BRITISH AIRWAYS PLC	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	40.0	20	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	0.0	29	2
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	50.0	19	2
GATWICK	EASYJET UK LTD	S	A	23	0	1	0.0	0.0	16.7	29.2	33.3	16.7	0.0	0.0	0.0	0.0	4.2	43	57.1	24	14
GATWICK	EASYJET UK LTD	S	D	24	0	0	0.0	4.2	33.3	29.2	20.8	8.3	4.2	0.0	0.0	0.0	0.0	31	78.6	8	14
GATWICK	ENTER AIR	C	A	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	70.0	22	10
GATWICK	ENTER AIR	C	D	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	25	30.0	34	10
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	50.0	9	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	75.0	11	4
GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	48	5
GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	40.0	43	5
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	0.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	36	40.0	53	5
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	20.0	60	5
HEATHROW	BRITISH AIRWAYS PLC	C	A	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	16	50.0	41	10
HEATHROW	BRITISH AIRWAYS PLC	C	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	14	80.0	14	10
HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	23.1	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	46.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
STANSTED	TITAN AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	5
STANSTED	TITAN 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	16.7	28	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	50.0	44	2
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	2
MANCHESTER	EASYJET UK LTD	S	A	8	0	0	12.5	0.0	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	41	57.1	49	7
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	22.2	0.0	22.2	22.2	22.2	0.0	0.0	0.0	0.0	56	42.9	35	7
MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: P										JUL 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		
MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	4								
MANCHESTER	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	17	40.0	19	5								
MANCHESTER	FLYBE 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	11	5								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	40	44.4	47	9								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	29	44.4	35	9								
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	16	5								
MANCHESTER	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	7	60.0	17	5								
<b>TOTAL PREVEZA</b>				<b>220</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>13.1</b>	<b>33.5</b>	<b>21.3</b>	<b>17.6</b>	<b>6.3</b>	<b>4.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>35</b>	<b>51.5</b>	<b>30</b>	<b>204</b>								
PRISTINA																													
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	7.7	63	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	15.4	38	13								
LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	0.0	16.7	50.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0								
LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0								
<b>TOTAL PRISTINA</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.6</b>	<b>41.7</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>30</b>	<b>11.5</b>	<b>50</b>	<b>26</b>								
PROVIDENCE																													
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	100.0	0	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	44.4	30	9								
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	0	13								
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	61.5	27	13								
<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>77.3</b>	<b>14</b>	<b>44</b>								
PROVIDENCIALES																													
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	22.2	0.0	0.0	33.3	0.0	0.0	0.0	11.1	0.0	0.0	170	100.0	0	9								
GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	50.0	12.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	28	55.6	16	9								
<b>TOTAL PROVIDENCIALES</b>				<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>5.9</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>77.8</b>	<b>8</b>	<b>18</b>								
PUERTO PLATA																													
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	4								
MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4								
<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>62.5</b>	<b>12</b>	<b>8</b>								
PUERTO VALLARTA																													
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	11	100.0	3	4								
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	4								
MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	79	50.0	12	4								
MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	31	100.0	3	4								
<b>TOTAL PUERTO VALLARTA</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>81.3</b>	<b>8</b>	<b>16</b>								

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	
PULA																							
	BIRMINGHAM	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	17	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	100.0	1	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	88.9	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	48	1		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	26	37.5	65	8		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	28.6	24	7		
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	8		
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	20	8		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	0	0		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	21	80.0	8	5		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	19	100.0	3	5		
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	46	8		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	37.5	50	8		
	EDINBURGH	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	11	4		
	EDINBURGH	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	2	4		
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	24	77.8	9	9		
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	9		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	100.0	0	1		
	LIVERPOOL (JOHN LENNON)	EASYJET 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	47	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	30	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1		
	GATWICK	EASYJET UK LTD	S	A	21	0	1	0.0	9.1	4.5	27.3	31.8	13.6	9.1	0.0	0.0	0.0	46	58.3	24	12		
	GATWICK	EASYJET UK LTD	S	D	21	0	1	0.0	13.6	45.5	18.2	4.5	4.5	9.1	0.0	0.0	0.0	27	58.3	23	12		
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	7.1	21.4	28.6	21.4	14.3	7.1	0.0	0.0	0.0	0.0	20	55.6	24	9		
	GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	85.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	8	77.8	22	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	66.7	16	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	19	9		
	STANSTED	JET2.COM LTD	S	A	8	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	55.6	22	9		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	JET2.COM LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9
	STANSTED	RYANAIR	S	A	13	0	0	0.0	15.4	23.1	23.1	30.8	0.0	0.0	0.0	7.7	0.0	0.0	102	22.2	41	9
	STANSTED	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	29	9
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	46.2	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	12	14
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	15.4	76.9	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	24	14
	MANCHESTER	TUI AIRWAYS LTD	C	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	14	66.7	7	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	9
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	50.0	12	2
	SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	22	0.0	24	2
<b>TOTAL PULA</b>					<b>314</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>29.7</b>	<b>39.2</b>	<b>12.7</b>	<b>7.3</b>	<b>2.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>62.7</b>	<b>20</b>	<b>252</b>
PUNTA CANA																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	16	9
	BIRMINGHAM	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	3	88.9	9	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	18	4
	BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	28.6	21.4	7.1	28.6	0.0	0.0	0.0	7.1	0.0	0.0	88	53.8	20	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	25	14
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	53.8	17	13
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	18	84.6	9	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	61.5	28	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	11.1	0.0	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	46.2	44	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	26	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	37	9
<b>TOTAL PUNTA CANA</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>28.0</b>	<b>40.2</b>	<b>13.1</b>	<b>11.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.4</b>	<b>22</b>	<b>123</b>



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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							JUL 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
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	14	0	0	78.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	14	0	0	7.1	78.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	22	9
<b>TOTAL QINGDAO</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>11</b>	<b>18</b>
QUIMPER	LONDON CITY	BA CITYFLYER LTD	S	A	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	55.6	17	17	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	61.1	16	17	
<b>TOTAL QUIMPER</b>					<b>0</b>	<b>34</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>58.3</b>	<b>16</b>	<b>34</b>	

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

		Origin/Destinations: R																	JUL 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	
RABAT		HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	85.7	6	7
		HEATHROW	ROYAL AIR MAROC	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	11	85.7	8	7	
		STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	46.2	15.4	30.8	7.7	0.0	0.0	0.0	0.0	26	30.8	33	13	
		STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	15	0.0	48	13	
<b>TOTAL RABAT</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>52.3</b>	<b>20.5</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>18</b>	<b>40.0</b>	<b>29</b>	<b>40</b>	
RALEIGH		HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	6.5	41.9	32.3	9.7	3.2	0.0	0.0	3.2	3.2	0.0	0.0	28	87.1	8	31
		HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	71.0	22.6	0.0	0.0	6.5	0.0	0.0	0.0	0.0	8	96.8	2	31	
<b>TOTAL RALEIGH</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>27.4</b>	<b>4.8</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
RENNES		EXETER	FLYBE LTD	S	A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	17	4	
		EXETER	FLYBE LTD	S	D	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	19	4	
		LIVERPOOL (JOHN LENNON)	KLASJET UAB	C	A	0	0	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	
		LIVERPOOL (JOHN LENNON)	KLASJET UAB	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	137	0.0	0	0	
		LONDON CITY	FLYBE LTD	S	A	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	7	
		LONDON CITY	FLYBE LTD	S	D	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.4	10	7	
		MANCHESTER	FLYBE LTD	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	15	55.6	38	9	
		MANCHESTER	FLYBE LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	33	66.7	26	9	
		SOUTHAMPTON	FLYBE LTD	S	A	13	0	0	0.0	30.8	38.5	7.7	15.4	0.0	7.7	0.0	0.0	0.0	25	53.8	23	13	
		SOUTHAMPTON	FLYBE LTD	S	D	13	0	0	0.0	23.1	46.2	7.7	7.7	7.7	7.7	0.0	0.0	0.0	25	61.5	22	13	
		SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		SOUTHEND	EASYJET UK LTD	S	D	0	0	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	
		SOUTHEND	LOGANAIR 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	
		SOUTHEND	STOBART AIR	S	A	59	0	0	5.1	47.5	33.9	3.4	5.1	5.1	0.0	0.0	0.0	0.0	10	61.4	20	44	
		SOUTHEND	STOBART AIR	S	D	60	0	0	0.0	58.3	26.7	5.0	5.0	5.0	0.0	0.0	0.0	0.0	9	65.9	18	44	
<b>TOTAL RENNES</b>						<b>165</b>	<b>22</b>	<b>0</b>	<b>1.6</b>	<b>39.6</b>	<b>28.9</b>	<b>5.9</b>	<b>5.9</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>14</b>	<b>63.9</b>	<b>20</b>	<b>158</b>
REUS		ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	5	
		ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	35.3	29.4	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4	73.7	13	18	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	64.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	4	72.2	15	18	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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						
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C A	13	0	0	23.1	46.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	9	14		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C D	13	0	0	0.0	30.8	61.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	13	14		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	22.2	22.2	33.3	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	55	88.9	4	9		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	28	66.7	14	9		
BIRMINGHAM	JET2.COM LTD	S A	14	0	0	14.3	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	11	13			
BIRMINGHAM	JET2.COM 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	3	53.8	17	13			
BIRMINGHAM	RYANAIR	S A	9	0	0	0.0	22.2	22.2	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	30	55.6	36	9		
BIRMINGHAM	RYANAIR	S D	9	0	0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	20	9		
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	17	10			
BIRMINGHAM	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	11	9		
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	0	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	75.0	9	4			
BRISTOL	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4			
BRISTOL	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	15	100.0	0	4			
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4			
CARDIFF WALES	THOMAS COOK AIRLINES 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	12	80.0	20	5			
CARDIFF WALES	THOMAS COOK AIRLINES 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	11	80.0	23	5			
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	6	5			
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	10	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	32	75.0	6	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	30.8	46.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	3	14			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	5	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	11.1	33.3	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	24	44.4	31	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	11.1	66.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	55.6	30	9			
EDINBURGH	JET2.COM LTD	S A	13	0	0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	12	12			
EDINBURGH	JET2.COM LTD	S D	13	0	0	0.0	15.4	53.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	8	13			
GLASGOW	BA CITYFLYER LTD	C A	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	24	75.0	57	4			
GLASGOW	BA CITYFLYER LTD	C D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	55	4			
GLASGOW	JET2.COM LTD	S A	13	0	0	0.0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	5	13			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

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JUL 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	JET2.COM LTD	S D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	5	13		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	76.9	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	12	14		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	13	12		
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	5	5		
GLASGOW	TUI 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	0.0	6	100.0	4	5		
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	23.1	38.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13		
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	78.6	27	14		
LIVERPOOL (JOHN LENNON)	RYANAIR	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	0.0	6	55.6	10	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	1	8		
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	0.0	0	75.0	13	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	0.0	0	75.0	9	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	8	0	0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	16	9		
GATWICK	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	23	9		
GATWICK	TUI AIRWAYS LTD	C A	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	15	100.0	1	9		
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0.0	0.0	69.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	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	0.0	0.0	0	0.0	160	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	0.0	0	100.0	5	1		
LUTON	EASYJET UK LTD	S A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	8		
LUTON	EASYJET UK LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	8		
LUTON	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	5		
LUTON	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	5		
STANSTED	JET2.COM LTD	S A	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.2	7	19		
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	17.6	76.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	8	19		
STANSTED	RYANAIR	S A	13	0	0	0.0	53.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	38.5	24	12		
STANSTED	RYANAIR	S D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	46.2	22	12		
STANSTED	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	39	50.0	38	4		
MANCHESTER	JET2.COM LTD	S A	21	0	0	66.7	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	81.8	7	22		
MANCHESTER	JET2.COM LTD	S D	21	0	0	0.0	28.6	57.1	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	13	22		
MANCHESTER	RYANAIR	S A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	24	9		
MANCHESTER	RYANAIR	S D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	23	9		

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	THOMAS COOK AIRLINES LTD	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	0.0	11	77.8	11	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	77.8	21	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	11.8	52.9	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	9	18	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	76.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	18	
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	17	
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	6	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	3	14	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	9	14	
	SOUTHEND	RYANAIR	S	A	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	29	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL REUS</b>					<b>680</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>33.7</b>	<b>40.3</b>	<b>8.4</b>	<b>5.0</b>	<b>2.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.5</b>	<b>12</b>	<b>710</b>	
RHODES																							
	ABERDEEN	TUI AIRWAYS LTD	C	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	24	0.0	0	0	
	ABERDEEN	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	35	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	9	4	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	61	100.0	3	4	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	79	50.0	16	4	
	BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	0.0	7.1	21.4	28.6	14.3	21.4	7.1	0.0	0.0	0.0	0.0	40	38.5	41	13	
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	0.0	21.4	28.6	35.7	7.1	7.1	0.0	0.0	0.0	0.0	39	23.1	43	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	44.4	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	35	33.3	26	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	39	12.5	40	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	27.8	16.7	11.1	27.8	11.1	5.6	0.0	0.0	0.0	0.0	33	56.3	18	16	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	22.2	33.3	33.3	5.6	0.0	0.0	0.0	0.0	0.0	26	52.9	25	17	
	BOURNEMOUTH	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	45	25.0	30	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	13	4	
	BRISTOL	EASYJET UK LTD	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	40	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	0.0	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	8	4		
BRISTOL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	0.0	7.7	15.4	23.1	46.2	7.7	0.0	0.0	0.0	0.0	59	38.5	26	13		
BRISTOL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	23.1	15.4	38.5	23.1	0.0	0.0	0.0	0.0	0.0	42	33.3	31	12		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	45	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	31	75.0	41	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	50	50.0	33	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	25.0	34	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	0.0	0.0	11.1	0.0	0.0	133	60.0	12	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	44.4	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	127	80.0	13	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	11	0	0	9.1	18.2	36.4	0.0	18.2	18.2	0.0	0.0	0.0	0.0	0.0	25	70.0	19	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	29	66.7	16	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	31	20.0	48	5		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	29	20.0	30	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	17	4		
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	4	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	38.5	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	24	46.2	24	13		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	19	61.5	84	13		
EDINBURGH	JET2.COM LTD	S	A	7	0	0	0.0	0.0	14.3	28.6	57.1	0.0	0.0	0.0	0.0	0.0	0.0	32	20.0	44	5		
EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	23	4		
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	67	20.0	41	5		
EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	49	4		
EXETER	TUI AIRWAYS LTD	C	A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	14	4		
EXETER	TUI AIRWAYS LTD	C	D	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	25	4		
GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	11	9		
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	55.6	18	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	25.0	33	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	25.0	29	4		
GLASGOW	TUI AIRWAYS LTD	C	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	61	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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		
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	0.0	23.1	38.5	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	85.7	16	14
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	7.7	30.8	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	30.8	27	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	20.0	51	5
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	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	43	2
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	44.4	0.0	11.1	44.4	0.0	0.0	0.0	0.0	0.0	52	28.6	32	7
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	85.7	6	7
	GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	144	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	99	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	5.6	16.7	5.6	27.8	16.7	16.7	11.1	0.0	0.0	0.0	0.0	43	58.8	27	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	0.0	66.7	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	58.8	15	17
	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	50.0	15	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	2	4
	GATWICK	EASYJET UK LTD	S	A	42	0	2	0.0	2.3	18.2	11.4	38.6	15.9	4.5	4.5	0.0	0.0	4.5	55	33.3	43	31
	GATWICK	EASYJET UK LTD	S	D	42	0	0	0.0	9.5	50.0	4.8	19.0	11.9	2.4	2.4	0.0	0.0	0.0	30	59.4	27	32
	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	0.0	50	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	25.0	41	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	51	14.3	45	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	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	31	53.8	18	13
	GATWICK	TUI AIRWAYS LTD	C	A	19	0	1	5.0	10.0	25.0	5.0	25.0	25.0	0.0	0.0	0.0	0.0	5.0	33	42.1	73	19
	GATWICK	TUI AIRWAYS LTD	C	D	22	0	1	0.0	4.3	30.4	4.3	30.4	21.7	4.3	0.0	0.0	0.0	4.3	41	36.8	25	19
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	39	14.3	35	7
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	8

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUL 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	0.0	155	2																
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1																
LUTON	EASYJET UK LTD	S	A	8	0	1	0.0	0.0	11.1	11.1	22.2	44.4	0.0	0.0	0.0	0.0	11.1	61	0.0	64	8																	
LUTON	EASYJET UK LTD	S	D	8	0	1	0.0	0.0	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	11.1	21	57.1	26	7																	
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	22.2	0.0	11.1	55.6	11.1	0.0	0.0	0.0	0.0	69	11.1	56	9																	
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	47	25.0	38	8																	
STANSTED	JET2.COM LTD	S	A	23	0	0	4.3	4.3	30.4	26.1	30.4	4.3	0.0	0.0	0.0	0.0	0.0	26	44.4	35	18																	
STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	18.2	40.9	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	47.4	26	19																	
STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	7.7	30.8	53.8	7.7	0.0	0.0	0.0	0.0	0.0	40	11.1	68	9																	
STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	44.4	50	9																	
STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	54	50.0	15	4																	
STANSTED	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	27	4																	
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	89	44.4	28	9																	
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	45	37.5	23	8																	
MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8																	
MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8																	
MANCHESTER	JET2.COM LTD	S	A	28	0	0	0.0	10.7	28.6	17.9	17.9	21.4	0.0	0.0	3.6	0.0	0.0	72	44.4	26	27																	
MANCHESTER	JET2.COM LTD	S	D	28	0	0	0.0	3.6	42.9	17.9	32.1	3.6	0.0	0.0	0.0	0.0	0.0	23	70.4	18	27																	
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	25	55.6	27	9																	
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	44.4	25	9																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	0.0	21.4	14.3	42.9	21.4	0.0	0.0	0.0	0.0	0.0	38	35.7	34	14																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	35.7	28.6	14.3	21.4	0.0	0.0	0.0	0.0	0.0	34	38.5	32	13																	
MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	4.5	4.5	18.2	18.2	22.7	27.3	0.0	4.5	0.0	0.0	0.0	48	59.1	29	22																	
MANCHESTER	TUI AIRWAYS LTD	C	D	23	0	0	4.3	4.3	13.0	21.7	39.1	13.0	0.0	4.3	0.0	0.0	0.0	47	50.0	31	22																	
MANCHESTER	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1																	
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	15	75.0	9	4																	
NEWCASTLE	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	15	4																	
NEWCASTLE	JET2.COM LTD	S	A	8	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	37	22.2	50	9																	
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	38	25.0	40	8																	
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	60	50.0	23	8																	
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	55.6	0.0	11.1	0.0	0.0	0.0	0.0	41	37.5	24	8																	
<b>TOTAL RHODES</b>				<b>908</b>	<b>10</b>	<b>6</b>	<b>0.9</b>	<b>6.7</b>	<b>28.5</b>	<b>18.6</b>	<b>26.0</b>	<b>14.3</b>	<b>1.9</b>	<b>1.1</b>	<b>0.3</b>	<b>1.1</b>	<b>0.6</b>	<b>39</b>	<b>47.0</b>	<b>30</b>	<b>844</b>																	
RIGA																																						
ABERDEEN	AIR BALTIC	S	A	9	0	0	0.0	22.2	55.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	88.9	4	9																	



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	AIR BALTIC	S	D	9	0	0	0.0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	34	88.9	5	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	15	13		
	DONCASTER SHEFFIELD	WIZZ AIR	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	2	69.2	22	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	42.9	21.4	0.0	28.6	0.0	0.0	0.0	0.0	0.0	13	69.2	11	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	7.1	42.9	21.4	28.6	0.0	0.0	0.0	0.0	0.0	19	84.6	12	13		
	EDINBURGH	RYANAIR	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	25	0.0	0	0		
	EDINBURGH	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	29	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	66.7	41	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	77.8	28	9		
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	77.8	4	9		
	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	7	88.9	4	9		
	GATWICK	AIR BALTIC	S	A	62	0	0	0.0	12.9	41.9	33.9	11.3	0.0	0.0	0.0	0.0	0.0	15	83.9	8	62		
	GATWICK	AIR BALTIC	S	D	62	0	0	0.0	0.0	8.1	30.6	43.5	14.5	1.6	1.6	0.0	0.0	45	58.1	21	62		
	LUTON	WIZZ AIR	S	A	61	0	1	54.8	37.1	1.6	1.6	1.6	0.0	0.0	1.6	0.0	1.6	6	83.9	16	62		
	LUTON	WIZZ AIR	S	D	61	0	1	0.0	38.7	50.0	3.2	1.6	1.6	0.0	3.2	0.0	0.0	15	62.9	27	62		
	STANSTED	RYANAIR	S	A	62	0	0	16.1	46.8	19.4	8.1	4.8	1.6	0.0	3.2	0.0	0.0	13	43.5	41	60		
	STANSTED	RYANAIR	S	D	62	0	0	0.0	46.8	41.9	3.2	6.5	0.0	1.6	0.0	0.0	0.0	7	50.0	36	60		
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	27	13		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	13	13		
<b>TOTAL RIGA</b>					<b>494</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>30.8</b>	<b>30.0</b>	<b>12.1</b>	<b>10.7</b>	<b>3.0</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>67.7</b>	<b>22</b>	<b>500</b>	
RIJEKA																							
	GATWICK	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	6	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	4	0.0	0	0		
	STANSTED	RYANAIR	S	A	9	0	0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	13	9		
	STANSTED	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	77.8	10	9		
<b>TOTAL RIJEKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>50.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>11</b>	<b>18</b>		
RIMINI																							
	LIVERPOOL (JOHN LENNON)	SPRINTAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	LIVERPOOL (JOHN LENNON)	SPRINTAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	45	0.0	127	8		
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	21	11.1	88	8		
<b>TOTAL RIMINI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</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>33</b>	<b>15.0</b>	<b>96</b>	<b>18</b>		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: R		PERCENTAGE OF FLIGHTS LATE											JUL 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)
RIO DE JANEIRO (GALEAO)		GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
		GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	11.1	22.2	27.8	16.7	16.7	5.6	0.0	0.0	0.0	42	0.0	0	0		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	41.9	22.6	12.9	0.0	0.0	0.0	0.0	3.2	0.0	0.0	16	74.2	19	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	38.7	6.5	12.9	6.5	3.2	0.0	0.0	0.0	21	77.4	25	31		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>						<b>98</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>32.7</b>	<b>27.6</b>	<b>13.3</b>	<b>7.1</b>	<b>5.1</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.8</b>	<b>22</b>	<b>62</b>	
RIYADH		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	25.8	29.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	6	67.7	21	31		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	48.4	35.5	12.9	0.0	0.0	0.0	0.0	0.0	17	41.9	35	31		
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	3.2	3.2	35.5	29.0	19.4	9.7	0.0	0.0	0.0	0.0	24	80.6	12	31		
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	9.7	35.5	12.9	38.7	3.2	0.0	0.0	0.0	0.0	23	61.3	18	31		
<b>TOTAL RIYADH</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>10.5</b>	<b>37.1</b>	<b>20.2</b>	<b>20.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.9</b>	<b>22</b>	<b>124</b>	
RODEZ		BOURNEMOUTH	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	93	1		
		STANSTED	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	28	0.0	0	0		
		STANSTED	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
		SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	44	11		
		SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	58	9		
<b>TOTAL RODEZ</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>44.4</b>	<b>53</b>	<b>21</b>	
ROME (CIAMPINO)		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	50	42.9	32	14	
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	18	92.9	8	14		
		EDINBURGH	RYANAIR	S	A	22	0	0	4.5	0.0	18.2	22.7	27.3	22.7	4.5	0.0	0.0	0.0	44	22.7	50	22		
		EDINBURGH	RYANAIR	S	D	22	0	0	0.0	4.5	68.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	12	77.3	15	22		
		STANSTED	RYANAIR	S	A	155	0	0	9.0	34.8	31.0	11.6	7.7	3.9	0.0	0.0	1.9	0.0	0.0	18	44.5	35	153	
		STANSTED	RYANAIR	S	D	155	0	0	0.0	15.5	44.5	14.8	17.4	7.1	0.0	0.6	0.0	0.0	0.0	21	19.2	69	154	
		MANCHESTER	RYANAIR	S	A	44	0	0	0.0	27.3	38.6	15.9	13.6	4.5	0.0	0.0	0.0	0.0	18	36.4	42	44		
		MANCHESTER	RYANAIR	S	D	44	0	0	0.0	34.1	54.5	6.8	4.5	0.0	0.0	0.0	0.0	0.0	7	81.8	14	44		
<b>TOTAL ROME (CIAMPINO)</b>						<b>458</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.8</b>	<b>39.7</b>	<b>13.5</b>	<b>12.7</b>	<b>5.7</b>	<b>0.2</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>40.8</b>	<b>43</b>	<b>467</b>	
ROME (FIUMICINO)		BELFAST INTERNATIONAL	BLUE PANORAMA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	2		

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	BLUE PANORAMA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	2	
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	0.0	11.8	29.4	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	19	38.9	50	18	
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	29.4	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	18	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	0.0	34	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	50.0	19	4	
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	0.0	6.5	54.8	9.7	22.6	6.5	0.0	0.0	0.0	0.0	0.0	20	29.6	55	27	
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	35.5	41.9	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	70.4	19	27	
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	79	9	
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	20	9	
	EDINBURGH	BLUE PANORAMA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	2	
	EDINBURGH	BLUE PANORAMA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	41	2	
	EDINBURGH	BULGARIAN AIR CHARTER	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	88	0.0	0	0	
	EDINBURGH	BULGARIAN AIR CHARTER	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	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	0.0	41	9	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	9	
	GLASGOW	UNITED AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	9	
	LEEDS BRADFORD	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	1	100.0	3	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	0.0	0	50.0	68	18	
	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	83.3	23	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	6.5	22.6	35.5	19.4	9.7	6.5	0.0	0.0	0.0	0.0	35	43.3	35	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	51.6	16.1	22.6	0.0	3.2	0.0	0.0	0.0	0.0	21	71.0	20	30	
	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	25.0	77	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	16	
	GATWICK	EASYJET UK LTD	S	A	108	0	4	0.9	6.3	17.0	25.0	25.0	16.1	4.5	1.8	0.0	0.0	3.6	45	35.6	40	101	
	GATWICK	EASYJET UK LTD	S	D	109	0	3	0.0	9.8	45.5	16.1	13.4	8.9	2.7	0.9	0.0	0.0	2.7	28	67.3	21	101	
	GATWICK	VUELING AIRLINES	S	A	79	0	0	2.5	11.4	20.3	25.3	19.0	12.7	7.6	0.0	1.3	0.0	0.0	42	24.2	48	61	
	GATWICK	VUELING AIRLINES	S	D	79	0	1	0.0	1.3	18.8	23.8	23.8	20.0	2.5	7.5	1.3	0.0	1.3	61	8.1	66	60	
	HEATHROW	ALITALIA (CAI)	S	A	93	0	0	5.4	32.3	38.7	14.0	8.6	0.0	0.0	0.0	1.1	0.0	0.0	17	75.0	10	124	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	ALITALIA (CAI)	S	D	93	0	0	0.0	24.7	39.8	17.2	16.1	1.1	0.0	1.1	0.0	0.0	0.0	18	58.1	18	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	185	0	5	8.9	29.5	29.5	16.3	7.9	3.7	0.5	0.5	0.5	0.0	2.6	19	51.2	26	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	5	0.0	24.7	48.4	11.6	9.5	2.1	0.0	1.1	0.0	0.0	2.6	14	72.1	17	201	
	HEATHROW	DELTA 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	15	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	23	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.2	14.8	0	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	23	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.2	14.8	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	20.0	64	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	21	5	
	LUTON	EASYJET UK LTD	S	A	28	0	2	0.0	6.7	16.7	30.0	33.3	3.3	3.3	0.0	0.0	0.0	6.7	31	38.9	40	35	
	LUTON	EASYJET UK LTD	S	D	29	0	2	0.0	9.7	51.6	19.4	9.7	0.0	3.2	0.0	0.0	0.0	6.5	16	51.4	30	34	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	0.0	22.6	41.9	25.8	3.2	0.0	6.5	0.0	0.0	0.0	0.0	19	70.4	20	27	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	16.1	67.7	3.2	6.5	0.0	6.5	0.0	0.0	0.0	0.0	18	70.4	12	27	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	40	9		
	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	3	77.8	10	9	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1281</b>	<b>46</b>	<b>30</b>	<b>1.9</b>	<b>18.1</b>	<b>35.1</b>	<b>17.2</b>	<b>13.3</b>	<b>5.7</b>	<b>1.9</b>	<b>1.0</b>	<b>0.3</b>	<b>3.4</b>	<b>2.2</b>	<b>25</b>	<b>54.8</b>	<b>28</b>	<b>1411</b>	
ROSKILDE																							
	BELFAST INTERNATIONAL	AIR ALSIE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST INTERNATIONAL	AIR ALSIE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL ROSKILDE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ROTTERDAM																							
	JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	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	34	4	
	JERSEY	BLUE ISLANDS LIMITED	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	96	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	2.0	0	79.4	12	96	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	98	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	75.5	14	97	
	SOUTHAMPTON	JOTA AVIATION LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	BA CITYFLYER 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	16	0.0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>6</b>	<b>194</b>	<b>3</b>	<b>0.5</b>	<b>1.5</b>	<b>0.5</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>95.6</b>	<b>1.5</b>	<b>3</b>	<b>76.8</b>	<b>13</b>	<b>201</b>	
ROVANIEMI																							
	ABERDEEN	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL ROVANIEMI</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
RZESZOW																									
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	27	8			
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	22	8			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	84.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	32	13			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	16	13			
	LUTON	RYANAIR	S	A	12	0	1	15.4	15.4	23.1	0.0	30.8	7.7	0.0	0.0	0.0	0.0	7.7	22	53.8	30	13			
	LUTON	RYANAIR	S	D	12	0	1	0.0	38.5	15.4	0.0	30.8	7.7	0.0	0.0	0.0	0.0	7.7	21	38.5	31	13			
	STANSTED	RYANAIR	S	A	40	0	0	5.0	37.5	32.5	10.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	12	37.5	43	37			
	STANSTED	RYANAIR	S	D	40	0	0	0.0	37.5	45.0	5.0	7.5	5.0	0.0	0.0	0.0	0.0	0.0	11	31.7	41	37			
	MANCHESTER	RYANAIR	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	11	33.3	21	9			
	MANCHESTER	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	0.0	9	77.8	10	9			
<b>TOTAL RZESZOW</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>37.5</b>	<b>36.9</b>	<b>4.8</b>	<b>11.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>44.4</b>	<b>33</b>	<b>160</b>			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	42	75.0	16	4
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	50.0	26	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	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	3	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	13	50.0	14	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	50.0	27	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	12	5	
	EDINBURGH	JET2.COM 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	10	80.0	11	5	
	GLASGOW	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5	
	GLASGOW	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	13	5	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	77.8	9	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	15	88.9	8	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	8.6	25.7	8.6	22.9	20.0	5.7	5.7	0.0	2.9	0.0	59	41.2	29	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	11.4	51.4	14.3	17.1	5.7	0.0	0.0	0.0	0.0	20	67.6	13	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	50.0	18	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	50.0	15	4	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	3.2	3.2	51.6	9.7	19.4	9.7	0.0	3.2	0.0	0.0	28	63.0	20	27	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	64.5	19.4	3.2	3.2	3.2	0.0	0.0	0.0	17	85.2	11	27	
	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	25.0	26	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	100.0	6	4	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	24	40.0	18	5	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	18	80.0	9	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

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

		Origin/Destinations: S																	JUL 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
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	0.0	43	1
LUTON	EASYJET UK LTD	S	A	12	0	1	15.4	15.4	23.1	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	7.7	18	27.3	49	11
LUTON	EASYJET UK LTD	S	D	12	0	1	0.0	0.0	46.2	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	7.7	25	41.7	49	12
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	5.6	11.1	16.7	33.3	27.8	5.6	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	22.2	16.7	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
STANSTED	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	0.0	3	55.6	49	9
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	0.0	0.0	1	66.7	20	9
STANSTED	RYANAIR	S	A	31	0	0	0.0	9.7	16.1	16.1	25.8	22.6	6.5	3.2	0.0	0.0	0.0	0.0	51	6.5	72	31
STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	51.6	22.6	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	19	6.5	52	31
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	100.0	3	2
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	100.0	0	2
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	0.0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	22	27.3	20	11
MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	11	11
MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25	76.9	9	13
MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	19	69.2	12	13
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	49	55.6	17	9
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	9
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	8	9
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	12	9
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	25.0	21	4
NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4
<b>TOTAL SALONIKA</b>				<b>465</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>11.1</b>	<b>40.9</b>	<b>18.6</b>	<b>16.9</b>	<b>7.5</b>	<b>1.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>26</b>	<b>55.2</b>	<b>24</b>	<b>431</b>	
SALT LAKE CITY																						
HEATHROW	DELTA AIRLINES	S	A	31	0	1	9.4	28.1	31.3	6.3	9.4	6.3	6.3	0.0	0.0	0.0	3.1	22	80.6	23	31	
HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	32.3	54.8	3.2	3.2	3.2	3.2	0.0	0.0	0.0	0.0	11	93.5	3	31	
<b>TOTAL SALT LAKE CITY</b>				<b>62</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>30.2</b>	<b>42.9</b>	<b>4.8</b>	<b>6.3</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>87.1</b>	<b>13</b>	<b>62</b>	
SALZBURG																						
BIRMINGHAM	FLYBE LTD	C	A	8	0	0	0.0	12.5	0.0	25.0	25.0	25.0	0.0	0.0	12.5	0.0	0.0	149	12.5	80	8	
BIRMINGHAM	FLYBE LTD	C	D	9	0	0	0.0	0.0	11.1	22.2	22.2	22.2	11.1	11.1	0.0	0.0	0.0	82	12.5	78	8	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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		
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	130	0.0	0	0
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	4
	GLASGOW	BA CITYFLYER LTD	C	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	44	50.0	13	4
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	7.4	25.9	29.6	11.1	22.2	0.0	0.0	0.0	3.7	0.0	0.0	49	81.5	8	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	18.5	59.3	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	10	26
	GATWICK	GAINJET AVIATION	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	98	25.0	33	4
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	104	25.0	44	4
	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	87.5	8	8
	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	0.0	0	50.0	30	8
	LUTON	AIR NOSTRUM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	AIR NOSTRUM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
	STANSTED	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	52.6	19	18
	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	47.4	27	18
	STANSTED	RYANAIR	S	A	18	0	0	0.0	11.1	38.9	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	13.6	38	22
	STANSTED	RYANAIR	S	D	18	0	0	0.0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	45.5	20	22
	MANCHESTER	FLYBE LTD	C	A	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	62.5	17	8
	MANCHESTER	FLYBE LTD	C	D	9	0	0	0.0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	25.0	29	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	3	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	100.0	2	4
	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	0.0	0	87.5	14	8
	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	62.5	28	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	1	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SALZBURG</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>19.5</b>	<b>39.1</b>	<b>16.0</b>	<b>10.1</b>	<b>8.3</b>	<b>3.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>55.3</b>	<b>23</b>	<b>223</b>
SAMARA/KUYBYSHEV																						
	EAST MIDLANDS INTERNATIONAL	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	57	1
	EAST MIDLANDS INTERNATIONAL	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	184	1
<b>TOTAL SAMARA/KUYBYSHEV</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>121</b>	<b>2</b>
SAMOS																						
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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		ENTER AIR		S A		4		0		0		0		0.0		0.0		25.0		25.0		25.0		25.0		0.0		0.0		0.0		0.0		41		0.0		0		0	
		GATWICK		TUI AIRWAYS LTD		C A		4		0		0		0		0.0		25.0		0.0		25.0		25.0		0.0		0.0		25.0		0.0		0.0		496		75.0		12		4	
		GATWICK		TUI AIRWAYS LTD		C D		4		0		0		0		0.0		0.0		50.0		0.0		25.0		25.0		0.0		0.0		0.0		0.0		31		50.0		10		4	
<b>TOTAL SAMOS</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>25.0</b>		<b>16.7</b>		<b>0.0</b>		<b>0.0</b>		<b>8.3</b>		<b>0.0</b>		<b>0.0</b>		<b>189</b>		<b>75.0</b>		<b>8</b>		<b>12</b>	
SAN DIEGO																																											
		HEATHROW		BRITISH AIRWAYS PLC		S A		31		0		0		32.3		22.6		16.1		16.1		9.7		0.0		3.2		0.0		0.0		0.0		0.0		13		87.1		8		31	
		HEATHROW		BRITISH AIRWAYS PLC		S D		31		0		0		0.0		0.0		32.3		22.6		25.8		16.1		3.2		0.0		0.0		0.0		0.0		35		67.7		13		31	
<b>TOTAL SAN DIEGO</b>								<b>62</b>		<b>0</b>		<b>0</b>		<b>16.1</b>		<b>11.3</b>		<b>24.2</b>		<b>19.4</b>		<b>17.7</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>24</b>		<b>77.4</b>		<b>10</b>		<b>62</b>	
SAN FRANCISCO																																											
		GATWICK		NORWEGIAN AIR UK LTD		S A		23		0		0		21.7		34.8		17.4		8.7		4.3		8.7		4.3		0.0		0.0		0.0		0.0		18		0.0		0		0	
		GATWICK		NORWEGIAN AIR UK LTD		S D		22		0		0		0.0		22.7		40.9		13.6		13.6		9.1		0.0		0.0		0.0		0.0		0.0		21		0.0		0		0	
		HEATHROW		BRITISH AIRWAYS PLC		S A		60		0		2		22.6		29.0		19.4		11.3		1.6		4.8		3.2		3.2		1.6		0.0		3.2		48		90.3		12		62	
		HEATHROW		BRITISH AIRWAYS PLC		S D		60		0		2		0.0		14.5		40.3		16.1		14.5		6.5		0.0		3.2		1.6		0.0		3.2		54		62.9		23		62	
		HEATHROW		UNITED AIRLINES		S A		62		0		0		45.2		30.6		16.1		1.6		3.2		1.6		0.0		1.6		0.0		0.0		0.0		7		87.1		6		62	
		HEATHROW		UNITED AIRLINES		S D		62		0		0		0.0		40.3		51.6		6.5		0.0		1.6		0.0		0.0		0.0		0.0		0.0		5		75.8		13		62	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		58		0		0		46.6		31.0		17.2		1.7		0.0		3.4		0.0		0.0		0.0		0.0		0.0		5		91.9		4		62	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		58		0		0		0.0		48.3		43.1		3.4		1.7		3.4		0.0		0.0		0.0		0.0		0.0		6		83.9		10		62	
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A		13		0		0		7.7		15.4		23.1		23.1		23.1		0.0		7.7		0.0		0.0		0.0		0.0		28		69.2		16		13	
		MANCHESTER		THOMAS COOK AIRLINES LTD		S D		13		0		0		0.0		0.0		53.8		7.7		30.8		0.0		0.0		7.7		0.0		0.0		0.0		36		57.1		28		14	
		MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S A		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		84.6		11		13	
		MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		71.4		30		14	
<b>TOTAL SAN FRANCISCO</b>								<b>431</b>		<b>0</b>		<b>4</b>		<b>17.2</b>		<b>30.3</b>		<b>31.5</b>		<b>7.8</b>		<b>5.5</b>		<b>3.9</b>		<b>0.9</b>		<b>1.4</b>		<b>0.5</b>		<b>0.0</b>		<b>0.9</b>		<b>22</b>		<b>80.5</b>		<b>13</b>		<b>426</b>	
SAN JOSE																																											
		HEATHROW		BRITISH AIRWAYS PLC		S A		29		0		2		41.9		25.8		19.4		3.2		0.0		0.0		0.0		3.2		0.0		0.0		6.5		10		90.3		1		29	
		HEATHROW		BRITISH AIRWAYS PLC		S D		30		0		1		0.0		12.9		48.4		22.6		6.5		3.2		0.0		3.2		0.0		0.0		3.2		22		74.2		15		30	
<b>TOTAL SAN JOSE</b>								<b>59</b>		<b>0</b>		<b>3</b>		<b>21.0</b>		<b>19.4</b>		<b>33.9</b>		<b>12.9</b>		<b>3.2</b>		<b>1.6</b>		<b>0.0</b>		<b>3.2</b>		<b>0.0</b>		<b>0.0</b>		<b>4.8</b>		<b>16</b>		<b>82.3</b>		<b>8</b>		<b>59</b>	
SAN JOSE COST RICA																																											
		GATWICK		BRITISH AIRWAYS PLC		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		28		33.3		24		9	
		GATWICK		BRITISH AIRWAYS PLC		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		22		100.0		2		8	
<b>TOTAL SAN JOSE COST RICA</b>								<b>17</b>		<b>0</b>		<b>0</b>		<b>5.9</b>		<b>23.5</b>		<b>23.5</b>		<b>17.6</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>25</b>		<b>64.7</b>		<b>14</b>		<b>17</b>	

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

		Origin/Destinations: S																	JUL 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	
SANDEFJORD(TORP)																							
	STANSTED	RYANAIR	S	A	18	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	27.8	44	18	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	11.1	41	18	
	MANCHESTER	RYANAIR	S	A	13	0	0	30.8	15.4	38.5	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	66.7	20	18	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	61.5	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	20	55.6	29	18	
<b>TOTAL SANDEFJORD (TORP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>14.5</b>	<b>50.0</b>	<b>11.3</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>40.3</b>	<b>33</b>	<b>72</b>	
SANFORD																							
	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	12	75.0	11	4	
	BIRMINGHAM	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	34	75.0	12	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	28	2	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	15	1	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	16	2	
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	50.0	19	4	
	EDINBURGH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	32	2	
	GLASGOW	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	12.5	12.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	50	40.0	44	10	
	GLASGOW	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	66.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	61	44.4	18	9	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	0.0	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	42	77.8	7	9	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	62.5	14	8	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	0.0	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	31	88.9	6	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	77.8	12	9	
	NEWCASTLE	TUI AIRWAYS 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	5	71.4	10	7	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	9	8	
<b>TOTAL SANFORD</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>15.1</b>	<b>38.4</b>	<b>14.0</b>	<b>19.8</b>	<b>5.8</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>65.9</b>	<b>16</b>	<b>88</b>	
SANTA CLARA																							
	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	60.0	42	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	50.0	61	4	
<b>TOTAL SANTA CLARA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>50</b>	<b>9</b>	
SANTA CRUZ DE LA PALMA																							
	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	50.0	22	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	75.0	14	4	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	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	17	0.0	0	0	

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

		Origin/Destinations: S																	JUL 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	m late	m late	m late	m late	m late	late						
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	7	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	25.0	15	4
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>56.3</b>	<b>14</b>	<b>16</b>
SANTANDER																						
	EDINBURGH	RYANAIR	S	A	9	0	0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	20	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	9	9
	STANSTED	RYANAIR	S	A	21	0	0	14.3	33.3	14.3	14.3	9.5	9.5	4.8	0.0	0.0	0.0	0.0	23	17.4	75	23
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	45.5	9.1	13.6	4.5	4.5	0.0	0.0	0.0	0.0	22	4.3	73	23
<b>TOTAL SANTANDER</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>27.9</b>	<b>29.5</b>	<b>16.4</b>	<b>9.8</b>	<b>4.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>28.1</b>	<b>57</b>	<b>64</b>
SANTIAGO DE CHILE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59.1	27.3	4.5	0.0	4.5	0.0	0.0	0.0	4.5	0.0	0.0	40	88.2	13	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	50.0	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	16	83.3	12	18
<b>TOTAL SANTIAGO DE CHILE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>22.7</b>	<b>27.3</b>	<b>6.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.7</b>	<b>12</b>	<b>35</b>
SANTIAGO DE COMPOSTELA (SPAIN)																						
	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	2
	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	3	2
	GATWICK	EASYJET UK LTD	S	A	18	0	0	27.8	22.2	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	80.0	13	15
	GATWICK	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	50.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	80.0	13	15
	STANSTED	RYANAIR	S	A	40	0	0	27.5	35.0	20.0	10.0	0.0	2.5	0.0	2.5	2.5	0.0	0.0	23	82.6	25	23
	STANSTED	RYANAIR	S	D	40	0	0	0.0	42.5	47.5	5.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	8	26.1	40	23
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>36.2</b>	<b>36.2</b>	<b>6.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.3</b>	<b>24</b>	<b>80</b>
SANYA PHOENIX INTERNATIONAL																						
	HEATHROW	CHINA SOUTHERN	S	A	0	0	0	0.0	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 SANYA PHOENIX INTERNATIONAL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
SAO PAULO (GUARULHOS)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	35.5	25.8	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	23	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	45.2	16.1	25.8	9.7	3.2	0.0	0.0	0.0	0.0	33	45.2	61	31
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	29.0	38.7	12.9	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	78.0	17	41
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	0.0	29.0	48.4	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	78.0	10	41
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>25.8</b>	<b>33.1</b>	<b>13.7</b>	<b>9.7</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>14</b>	<b>73.6</b>	<b>26</b>	<b>144</b>

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

		Origin/Destinations: S																	JUL 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	
SARAJEVO		GLASGOW	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
		GLASGOW	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SARAJEVO</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SATU MARE		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	22.2	54	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	44.4	37	9	
		LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	11.1	11.1	44.4	16.7	16.7	0.0	0.0	0.0	0.0	32	0.0	0	0	
		LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL SATU MARE</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>27.8</b>	<b>36.1</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>22</b>	<b>33.3</b>	<b>45</b>	<b>18</b>
SEATTLE (TACOMA)		GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	16.7	33.3	27.8	11.1	0.0	5.6	5.6	0.0	0.0	0.0	16	66.7	21	18	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	5.6	55.6	11.1	11.1	11.1	5.6	0.0	0.0	0.0	33	44.4	28	18	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	48.4	25.8	11.3	4.8	6.5	3.2	0.0	0.0	0.0	0.0	8	83.3	6	54	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	24.2	40.3	19.4	8.1	6.5	1.6	0.0	0.0	0.0	17	58.5	14	53	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	35.5	25.8	22.6	6.5	6.5	0.0	0.0	3.2	0.0	0.0	13	93.5	17	31	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	61.3	32.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	90.3	6	31	
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	29	44.4	18	9	
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	54	55.6	17	9	
<b>TOTAL SEATTLE (TACOMA)</b>						<b>240</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>27.9</b>	<b>28.3</b>	<b>10.4</b>	<b>7.1</b>	<b>5.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.6</b>	<b>13</b>	<b>223</b>
SEOUL (INCHEON)		HEATHROW	ASIANA AIRLINES	S	A	31	0	0	96.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	16	31	
		HEATHROW	ASIANA AIRLINES	S	D	31	0	0	0.0	9.7	87.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	13	77.4	22	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87.1	6.5	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	5	96.8	1	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	35.5	51.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6	80.6	9	31	
		HEATHROW	KOREAN AIR	S	A	31	0	0	16.1	45.2	19.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	10	64.5	13	31	
		HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	9.7	64.5	12.9	3.2	6.5	0.0	3.2	0.0	0.0	24	58.1	21	31	
<b>TOTAL SEOUL (INCHEON)</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>18.3</b>	<b>37.1</b>	<b>5.9</b>	<b>2.2</b>	<b>1.6</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>14</b>	<b>186</b>
SEVILLE		BOURNEMOUTH	EASYJET UK LTD	S	A	0	0	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	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	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 JULY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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		
	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	0	1
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	30.8	23.1	23.1	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	15	75.0	20	8
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	46.2	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	22	62.5	24	8
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	BRISTOL	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	4	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	8	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	10	9
	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	20	1
	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	22	1
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	11.1	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	7	8
	EDINBURGH	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	10	87.5	7	8
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	JERSEY	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	5	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	37	0	0	8.1	32.4	35.1	2.7	10.8	8.1	0.0	2.7	0.0	0.0	0.0	23	71.9	16	32
	GATWICK	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	24.3	40.5	10.8	13.5	8.1	0.0	2.7	0.0	0.0	0.0	25	65.6	19	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	75.0	16	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	75.0	17	4
	GATWICK	EASYJET UK LTD	S	A	31	0	0	0.0	19.4	25.8	9.7	32.3	6.5	0.0	6.5	0.0	0.0	0.0	39	70.4	37	27
	GATWICK	EASYJET UK LTD	S	D	31	0	0	3.2	19.4	29.0	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	16	81.5	14	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	47	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3
	LUTON	EASYJET UK LTD	S	A	19	0	0	10.5	42.1	26.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	25	15
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	20	15
	STANSTED	RYANAIR	S	A	39	0	0	5.1	33.3	17.9	12.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	19	48.4	31	30
	STANSTED	RYANAIR	S	D	39	0	0	0.0	23.1	53.8	15.4	5.1	2.6	0.0	0.0	0.0	0.0	0.0	10	32.3	28	30
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	14.3	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	9	13
	MANCHESTER	RYANAIR	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	9	76.9	10	13
<b>TOTAL SEVILLE</b>					<b>378</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.7</b>	<b>38.6</b>	<b>13.0</b>	<b>10.8</b>	<b>4.8</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>65.2</b>	<b>20</b>	<b>303</b>
SEYCHELLES	HEATHROW	BRITISH AIRWAYS PLC	S	A	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	20	44.4	223	9

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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			
		HEATHROW		BRITISH AIRWAYS PLC		S D		9 0		0 0		0.0 11.1		33.3 22.2		11.1 0.0		0.0 0.0		0.0 0.0		31 50.0		32	8						
<b>TOTAL SEYCHELLES</b>								<b>17 0</b>		<b>0 0</b>		<b>0.0 23.5</b>		<b>23.5 23.5</b>		<b>17.6 11.8</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>26 47.1</b>		<b>133</b>	<b>17</b>						
SHANGHAI (PU DONG)		GATWICK		CHINA EASTERN AIRLINES		S A		13 0		0 0		61.5 30.8		7.7 0.0		0.0 0.0		0.0 0.0		0 0.0		0	0								
		GATWICK		CHINA EASTERN AIRLINES		S D		13 0		0 0		0.0 30.8		38.5 15.4		7.7 7.7		0.0 0.0		0.0 0.0		11 0.0		0	0						
		HEATHROW		BRITISH AIRWAYS PLC		S A		44 0		1 0		46.7 33.3		8.9 2.2		2.2 4.4		0.0 0.0		0.0 2.2		4 88.6		26	43						
		HEATHROW		BRITISH AIRWAYS PLC		S D		43 0		0 0		0.0 20.9		44.2 23.3		4.7 7.0		0.0 0.0		0.0 0.0		15 72.7		45	43						
		HEATHROW		CHINA EASTERN AIRLINES		S A		31 0		0 0		25.8 9.7		38.7 9.7		6.5 6.5		3.2 0.0		0.0 0.0		20 64.5		14	31						
		HEATHROW		CHINA EASTERN AIRLINES		S D		31 0		0 0		0.0 35.5		48.4 6.5		0.0 6.5		0.0 3.2		0.0 0.0		15 80.6		15	31						
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31 0		0 0		48.4 38.7		0.0 6.5		3.2 3.2		0.0 0.0		0.0 0.0		6 90.6		44	31						
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		31 0		0 0		0.0 29.0		61.3 3.2		3.2 3.2		0.0 0.0		0.0 0.0		8 68.8		53	31						
<b>TOTAL SHANGHAI (PU DONG)</b>		MANCHESTER		ATLAS AIR INC		C A		<b>1 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>0.0 100.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>25 0.0</b>		<b>0</b>	<b>0</b>						
								<b>238 0</b>		<b>1 1</b>		<b>21.8 28.0</b>		<b>31.4 9.2</b>		<b>3.3 5.0</b>		<b>0.4 0.4</b>		<b>0.0 0.0</b>		<b>0.4 11</b>		<b>78.0</b>	<b>33</b>						
SHANNON		BELFAST CITY (GEORGE BEST)		AIR CONTRACTORS		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		85	1								
		BELFAST CITY (GEORGE BEST)		AIR SERBIA		S D		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								
		BELFAST INTERNATIONAL		VISTAJET LUFTFAHRTUNTE RNEHMEN		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								
		BIRMINGHAM		PRIMERA AIR SCANDINAVIA		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		40	1								
		BIRMINGHAM		STOBART AIR		S A		31 0		0 0		61.3 32.3		3.2 0.0		3.2 0.0		0.0 0.0		0.0 0.0		1 83.9		8	31						
		BIRMINGHAM		STOBART AIR		S D		31 0		0 0		0.0 45.2		45.2 9.7		0.0 0.0		0.0 0.0		0.0 0.0		3 80.6		8	31						
		BRISTOL		RYANAIR		S A		9 0		0 0		22.2 22.2		22.2 33.3		0.0 0.0		0.0 0.0		0.0 0.0		9 77.8		8	9						
		BRISTOL		RYANAIR		S D		9 0		0 0		0.0 11.1		33.3 33.3		22.2 0.0		0.0 0.0		0.0 0.0		20 66.7		13	9						
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S A		9 0		0 0		0.0 22.2		22.2 22.2		11.1 22.2		0.0 0.0		0.0 0.0		28 0.0		0	0						
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S D		9 0		0 0		0.0 22.2		33.3 22.2		0.0 22.2		0.0 0.0		0.0 0.0		23 0.0		0	0						
		EDINBURGH		AER LINGUS		S A		27 0		0 0		7.4 48.1		40.7 3.7		0.0 0.0		0.0 0.0		0.0 0.0		4 85.2		7	27						
		EDINBURGH		AER LINGUS		S D		27 0		0 0		0.0 55.6		40.7 3.7		0.0 0.0		0.0 0.0		0.0 0.0		3 88.9		7	27						
		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		0 100.0		1	13								

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	14	13		
	GATWICK	RYANAIR	S	A	31	0	0	16.1	32.3	22.6	16.1	9.7	3.2	0.0	0.0	0.0	0.0	14	51.6	22	31		
	GATWICK	RYANAIR	S	D	31	0	0	0.0	16.1	29.0	22.6	19.4	9.7	0.0	3.2	0.0	0.0	29	38.7	47	31		
	HEATHROW	AER LINGUS	S	A	93	0	0	53.8	33.3	9.7	2.2	1.1	0.0	0.0	0.0	0.0	0.0	2	95.7	2	92		
	HEATHROW	AER LINGUS	S	D	93	0	0	0.0	48.4	41.9	6.5	2.2	1.1	0.0	0.0	0.0	0.0	6	90.3	5	92		
	STANSTED	RYANAIR	S	A	52	0	0	5.8	59.6	11.5	11.5	9.6	1.9	0.0	0.0	0.0	0.0	9	39.6	45	52		
	STANSTED	RYANAIR	S	D	52	0	0	0.0	28.8	42.3	11.5	11.5	5.8	0.0	0.0	0.0	0.0	14	7.5	64	52		
	MANCHESTER	RYANAIR	S	A	22	0	0	0.0	50.0	27.3	13.6	9.1	0.0	0.0	0.0	0.0	0.0	8	74.1	21	27		
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	13.6	50.0	22.7	13.6	0.0	0.0	0.0	0.0	0.0	14	63.0	30	27		
<b>TOTAL SHANNON</b>					<b>549</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>38.4</b>	<b>28.4</b>	<b>10.0</b>	<b>5.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.9</b>	<b>20</b>	<b>567</b>		
SHENZHEN (HUANGTIAN)																							
	HEATHROW	SHENZHEN AIRLINES	S	A	13	0	0	38.5	23.1	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	10	0.0	0	0		
	HEATHROW	SHENZHEN AIRLINES	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL SHENZHEN (HUANGTIAN)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SIBIU																							
	LUTON	WIZZ AIR	S	A	32	0	0	3.1	15.6	15.6	28.1	25.0	9.4	3.1	0.0	0.0	0.0	30	48.4	31	31		
	LUTON	WIZZ AIR	S	D	32	0	0	0.0	6.3	21.9	21.9	21.9	18.8	6.3	3.1	0.0	0.0	51	28.1	48	31		
<b>TOTAL SIBIU</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>10.9</b>	<b>18.8</b>	<b>25.0</b>	<b>23.4</b>	<b>14.1</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>38.1</b>	<b>39</b>	<b>62</b>		
SINGAPORE																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	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		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	29	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	35.5	3.2	12.9	16.1	9.7	0.0	0.0	3.2	0.0	46	71.0	9	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	35.5	19.4	16.1	12.9	3.2	3.2	3.2	0.0	81	38.7	38	31		
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	16.9	44.4	14.5	8.1	11.3	1.6	1.6	0.0	1.6	0.0	19	87.1	7	124		
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	0.0	22.6	45.2	11.3	13.7	2.4	3.2	0.0	1.6	0.0	26	66.9	18	124		
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	36.4	36.4	18.2	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4	100.0	1	22		
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	45.5	40.9	4.5	4.5	0.0	4.5	0.0	0.0	0.0	12	72.7	10	22		
<b>TOTAL SINGAPORE</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>32.2</b>	<b>28.0</b>	<b>10.2</b>	<b>12.1</b>	<b>3.4</b>	<b>2.3</b>	<b>0.3</b>	<b>1.7</b>	<b>0.0</b>	<b>28</b>	<b>72.8</b>	<b>14</b>	<b>390</b>		
SION																							
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S										JUL 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	
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	14	0.0	0	0					
<b>TOTAL SION</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
SKIATHOS																												
BIRMINGHAM		TUI AIRWAYS LTD		C	A	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	66.7	15	9					
BIRMINGHAM		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	44.4	15	9					
BRISTOL		THOMAS COOK AIRLINES 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	12	0.0	0	0					
BRISTOL		THOMAS COOK AIRLINES LTD		S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	11	4					
BRISTOL		TUI AIRWAYS LTD		C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	60.0	21	5					
BRISTOL		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	3	60.0	25	5					
EAST MIDLANDS INTERNATIONAL		THOMAS COOK AIRLINES LTD		S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	25.0	63	4					
GATWICK		ENTER AIR		C	A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	24	4					
GATWICK		THOMAS COOK AIRLINES LTD		S	A	13	0	0	0.0	7.7	7.7	15.4	0.0	53.8	15.4	0.0	0.0	0.0	0.0	66	0.0	86	13					
GATWICK		THOMAS COOK AIRLINES LTD		S	D	13	0	0	0.0	0.0	46.2	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	20	76.9	13	13					
GATWICK		TUI AIRWAYS LTD		C	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	45	11.1	52	9					
GATWICK		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	44.4	19	9					
LONDON CITY		BA CITYFLYER LTD		S	A	0	19	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	78.6	14	14						
LONDON CITY		BA CITYFLYER LTD		S	D	0	19	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.4	15	14						
LUTON		TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	62	0.0	45	4					
LUTON		TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	25.0	22	4					
STANSTED		THOMAS COOK AIRLINES LTD		S	A	4	0	0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	134	75.0	9	4					
STANSTED		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	59	75.0	10	4					
MANCHESTER		EUROPE AIRPOST		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	4						
MANCHESTER		EUROPE AIRPOST		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	35	4						
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	13	0	0	15.4	7.7	30.8	7.7	38.5	0.0	0.0	0.0	0.0	0.0	0.0	23	76.9	10	13					
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	13	0	0	0.0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	9	13					
MANCHESTER		TUI AIRWAYS LTD		C	A	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	25	55.6	22	9					
MANCHESTER		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27	44.4	22	9					
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1					
NEWCASTLE		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	75.0	12	4					
SOUTHAMPTON		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	60.0	10	5						



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
	SOUTHAMPTON	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	60.0	14	5
<b>TOTAL SKIATHOS</b>					<b>155</b>	<b>38</b>	<b>0</b>	<b>2.6</b>	<b>6.2</b>	<b>30.1</b>	<b>15.0</b>	<b>14.0</b>	<b>8.3</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>19.7</b>	<b>0.0</b>	<b>30</b>	<b>53.8</b>	<b>24</b>	<b>195</b>
SKOPJE																						
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	3	22	
	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	22.7	35	22	
	LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	61.1	33.3	0.0	0.0	0.0	0.0	5.6	0.0	0.0	15	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	16.7	38.9	33.3	5.6	0.0	5.6	0.0	0.0	40	0.0	0	0	
<b>TOTAL SKOPJE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>25.0</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.9</b>	<b>18</b>	<b>46</b>	
SOFIA																						
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	15.4	38.5	15.4	30.8	0.0	0.0	0.0	0.0	0.0	19	69.2	14	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	0.0	53.8	30.8	7.7	0.0	7.7	0.0	0.0	46	15.4	38	13	
	BIRMINGHAM	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	BIRMINGHAM	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	EDINBURGH	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	30	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	88.9	7	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	33.3	27	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	9	33.3	35	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	22	22.2	49	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	75.0	36	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	75.0	23	4	
	GATWICK	EASYJET UK LTD	S	A	27	0	0	0.0	18.5	18.5	25.9	25.9	11.1	0.0	0.0	0.0	0.0	28	47.8	36	23	
	GATWICK	EASYJET UK LTD	S	D	27	0	0	0.0	14.8	63.0	18.5	3.7	0.0	0.0	0.0	0.0	0.0	8	73.9	16	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	16.1	41.9	19.4	16.1	3.2	0.0	0.0	0.0	0.0	17	64.5	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	67.7	9.7	16.1	0.0	0.0	0.0	0.0	0.0	14	77.4	11	31	
	HEATHROW	BULGARIA AIR	S	A	22	0	0	4.5	9.1	45.5	18.2	18.2	4.5	0.0	0.0	0.0	0.0	19	68.2	12	22	
	HEATHROW	BULGARIA AIR	S	D	22	0	0	0.0	0.0	27.3	27.3	18.2	27.3	0.0	0.0	0.0	0.0	38	22.7	32	22	
	LUTON	WIZZ AIR	S	A	74	0	1	8.0	28.0	30.7	14.7	10.7	2.7	1.3	0.0	2.7	0.0	1.3	32	78.7	11	74
	LUTON	WIZZ AIR	S	D	74	0	1	0.0	1.3	28.0	22.7	32.0	9.3	1.3	1.3	2.7	0.0	1.3	53	37.3	33	74
	STANSTED	RYANAIR	S	A	62	0	0	0.0	0.0	33.9	37.1	21.0	6.5	0.0	1.6	0.0	0.0	30	33.9	47	62	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	12.9	71.0	9.7	6.5	0.0	0.0	0.0	0.0	0.0	9	40.3	31	62	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	100.0	6	1
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	30.8	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	66.7	13	12
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	61.5	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	14	91.7	10	12
<b>TOTAL SOFIA</b>					<b>518</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>11.0</b>	<b>40.8</b>	<b>21.0</b>	<b>18.1</b>	<b>5.6</b>	<b>0.4</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>27</b>	<b>53.4</b>	<b>26</b>	<b>522</b>
SOUTH BEND (MICHIANA)																						
	MANCHESTER	ATLAS AIR INC	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL SOUTH BEND (MICHIANA)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	82	0	1	3.6	39.8	32.5	14.5	6.0	2.4	0.0	0.0	0.0	0.0	1.2	10	80.9	9	94
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	82	0	1	0.0	32.5	51.8	8.4	3.6	0.0	2.4	0.0	0.0	0.0	1.2	9	89.2	6	93
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	89	3	
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	68	66.7	20	3	
	BOURNEMOUTH	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	82	1	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	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	
	EDINBURGH	FLYBE LTD	S	A	116	0	1	10.3	35.0	24.8	14.5	5.1	5.1	2.6	1.7	0.0	0.0	0.9	19	70.7	17	116
	EDINBURGH	FLYBE LTD	S	D	116	0	0	0.9	17.2	47.4	14.7	12.1	2.6	3.4	1.7	0.0	0.0	0.0	21	74.8	13	115
	EXETER	FLYBE LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	EXETER	FLYBE LTD	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GLASGOW	FLYBE LTD	S	A	109	0	3	3.6	49.1	20.5	9.8	6.3	7.1	0.0	0.9	0.0	0.0	2.7	15	71.5	15	127
	GLASGOW	FLYBE LTD	S	D	109	0	3	0.0	12.5	51.8	19.6	8.9	3.6	0.0	0.9	0.0	0.0	2.7	16	77.5	13	127
	JERSEY	BLUE ISLANDS LIMITED	S	A	102	0	0	5.9	40.2	39.2	5.9	4.9	3.9	0.0	0.0	0.0	0.0	0.0	9	82.0	10	89
	JERSEY	BLUE ISLANDS LIMITED	S	D	102	0	0	1.0	41.2	43.1	5.9	2.9	4.9	1.0	0.0	0.0	0.0	0.0	10	72.2	16	90
	JERSEY	FLYBE LTD	S	A	36	0	3	0.0	35.9	41.0	0.0	10.3	5.1	0.0	0.0	0.0	0.0	7.7	12	58.6	19	57
	JERSEY	FLYBE LTD	S	D	37	0	2	0.0	48.7	28.2	5.1	7.7	5.1	0.0	0.0	0.0	0.0	5.1	10	55.2	22	57
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	46	0	4	2.0	16.0	42.0	8.0	14.0	8.0	0.0	0.0	2.0	0.0	8.0	32	48.1	9	44
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	48	0	2	0.0	12.0	52.0	10.0	14.0	6.0	2.0	0.0	0.0	0.0	4.0	18	45.1	14	44
	MANCHESTER	FLYBE LTD	S	A	135	0	5	2.9	41.4	34.3	7.9	3.6	3.6	2.1	0.0	0.7	0.0	3.6	22	75.5	13	134
	MANCHESTER	FLYBE LTD	S	D	133	0	6	0.0	17.3	59.0	8.6	6.5	2.9	1.4	0.0	0.0	0.0	4.3	14	72.1	14	135
	NEWCASTLE	FLYBE LTD	S	A	78	0	3	1.2	53.1	27.2	9.9	3.7	1.2	0.0	0.0	0.0	0.0	3.7	6	70.0	15	75
	NEWCASTLE	FLYBE LTD	S	D	78	0	3	0.0	23.5	51.9	13.6	4.9	2.5	0.0	0.0	0.0	0.0	3.7	10	61.3	22	75
<b>TOTAL SOUTHAMPTON</b>					<b>1412</b>	<b>2</b>	<b>37</b>	<b>2.3</b>	<b>32.0</b>	<b>40.5</b>	<b>10.4</b>	<b>6.6</b>	<b>3.9</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>2.5</b>	<b>15</b>	<b>70.5</b>	<b>14</b>	<b>1479</b>

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
SOUTHEND																						
	ABERDEEN	LOGANAIR LTD	S	A	76	0	1	14.3	48.1	20.8	2.6	3.9	1.3	6.5	1.3	0.0	0.0	1.3	17	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	77	0	0	3.9	53.2	32.5	0.0	3.9	1.3	2.6	2.6	0.0	0.0	0.0	13	0.0	0	0
	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	43	1
	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	35.8	54	53
	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	35.3	57	50
	GLASGOW	LOGANAIR LTD	S	A	77	0	0	0.0	27.3	24.7	20.8	9.1	13.0	2.6	2.6	0.0	0.0	0.0	30	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	77	0	0	0.0	28.6	36.4	14.3	7.8	10.4	1.3	1.3	0.0	0.0	0.0	22	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	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	100.0	0	1
	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	100.0	0	1
	JERSEY	EASYJET UK LTD	S	A	21	0	0	9.5	61.9	19.0	0.0	0.0	4.8	4.8	0.0	0.0	0.0	0.0	11	85.7	5	14
	JERSEY	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	23.8	14.3	9.5	9.5	4.8	0.0	0.0	0.0	0.0	23	78.6	8	14
	LONDON CITY	AER LINGUS	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
	LONDON CITY	ALITALIA (CAI)	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
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
	STANSTED	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	MANCHESTER	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	68.8	18	78
	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	77.5	12	78
<b>TOTAL SOUTHEND</b>					<b>350</b>	<b>2</b>	<b>1</b>	<b>4.5</b>	<b>40.2</b>	<b>27.5</b>	<b>9.1</b>	<b>6.2</b>	<b>6.5</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.3</b>	<b>20</b>	<b>60.6</b>	<b>29</b>	<b>292</b>
SPLIT																						
	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	50.0	21	2
	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	13	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	33.3	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	38	62.5	206	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	17	8
	BIRMINGHAM	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	13	33.3	26	9
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	16	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	66.7	14	3
	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	20	3
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	4.5	31.8	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.0	18	20
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	40.9	31.8	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	20	20
	EAST MIDLANDS INTERNATIONAL	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	8	0.0	0	0

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	31	9	
	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	88.9	7	9	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	66.7	21	9	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	45	77.8	11	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	0.0	52	2	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
	GLASGOW	EASYJET UK LTD	S	A	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	42.9	17	7	
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	85.7	9	7	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	15.4	7.7	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9	
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	0.0	0.0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	63	11.1	71	9	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	0.0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	78	0.0	110	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	55.6	34	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	10	9	
	GATWICK	EASYJET UK LTD	S	A	73	0	0	0.0	6.8	24.7	24.7	17.8	16.4	4.1	5.5	0.0	0.0	0.0	48	47.7	35	65	
	GATWICK	EASYJET UK LTD	S	D	73	0	0	0.0	13.7	52.1	12.3	12.3	5.5	2.7	1.4	0.0	0.0	0.0	23	75.4	13	65	
	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	88.9	7	9	
	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	66.7	11	9	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	0.0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	65	0.0	112	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	33	25.0	48	8	
	GATWICK	THOMAS COOK AIRLINES 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	0.0	27	22.2	41	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	24	9	
	GATWICK	TUI AIRWAYS LTD	C	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	28	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	19.4	29.0	29.0	16.1	6.5	0.0	0.0	0.0	0.0	0.0	21	59.1	28	22	
	HEATHROW	BRITISH AIRWAYS PLC	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	72.7	12	22	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	47	50.0	41	4	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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	CROATIA AIRLINES	S	D	4	0	0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	0	12	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	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	13	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	
	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	59	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	0.0	49	4	
	LUTON	EASYJET UK LTD	S	A	31	0	0	0.0	3.2	35.5	25.8	19.4	16.1	0.0	0.0	0.0	0.0	0.0	30	33.3	36	27	
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	9.7	61.3	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	16	66.7	19	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	40.6	31	32	
	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	41.9	28	31	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	3.2	12.9	22.6	19.4	22.6	9.7	3.2	6.5	0.0	0.0	0.0	42	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	3.2	22.6	35.5	25.8	6.5	0.0	6.5	0.0	0.0	0.0	42	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	6	2	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	STANSTED	EASYJET UK LTD	S	A	17	0	0	0.0	17.6	29.4	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	23	56.3	24	16	
	STANSTED	EASYJET UK LTD	S	D	17	0	0	0.0	35.3	41.2	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	13	93.8	3	16	
	STANSTED	JET2.COM LTD	S	A	11	0	0	0.0	9.1	63.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	17	9	
	STANSTED	JET2.COM LTD	S	D	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	77.8	11	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	0.0	22	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	38.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	66.7	23	12	
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	30.8	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	66.7	24	12	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	23.1	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	84.6	7	13	
	MANCHESTER	JET2.COM LTD	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	17	76.9	9	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	22	53.8	38	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	69.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	41	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	12	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	17	9	
	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	0	1	
	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	3	1	
	NEWCASTLE	EASYJET UK LTD	S	A	8	0	1	22.2	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	11.1	44	50.0	23	8	
	NEWCASTLE	EASYJET UK LTD	S	D	8	0	1	0.0	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	11.1	25	50.0	27	8	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S										JUL 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	
SOUTHAMPTON		BA CITYFLYER LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL SPLIT</b>						<b>714</b>	<b>25</b>	<b>2</b>	<b>1.2</b>	<b>14.8</b>	<b>35.4</b>	<b>19.8</b>	<b>14.3</b>	<b>7.7</b>	<b>1.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.4</b>	<b>0.3</b>	<b>26</b>	<b>58.4</b>	<b>27</b>	<b>714</b>					
ST ETIENNE		DURHAM TEES VALLEY		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	21	0.0	0	0					
<b>TOTAL ST ETIENNE</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
ST JOHNS		HEATHROW		AIR CANADA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	43	31						
		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	80.6	20	31						
<b>TOTAL ST JOHNS</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.6</b>	<b>32</b>	<b>62</b>						
ST KITTS		GATWICK		BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	12.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	13	77.8	19	9						
		GATWICK		BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	31	87.5	15	8						
<b>TOTAL ST KITTS</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>29.4</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>22</b>	<b>82.4</b>	<b>17</b>	<b>17</b>					
ST LUCIA (HEWANORRA)		GATWICK		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	12	50.0	14	4						
		GATWICK		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	21	100.0	3	5						
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	11	100.0	6	4						
<b>TOTAL ST LUCIA (HEWANORRA)</b>						<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>14</b>						
ST PETERSBURG		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	100.0	12	1						
		GATWICK		ROSSIYA AIRLINES	S	A	31	0	0	3.2	54.8	32.3	9.7	0.0	0.0	0.0	0.0	0.0	4	87.1	6	31						
		GATWICK		ROSSIYA AIRLINES	S	D	31	0	0	0.0	32.3	58.1	6.5	0.0	0.0	0.0	3.2	0.0	12	96.8	5	31						
		HEATHROW		BRITISH AIRWAYS PLC	S	A	31	0	0	58.1	25.8	9.7	3.2	0.0	3.2	0.0	0.0	0.0	5	80.6	15	31						
		HEATHROW		BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	45.2	9.7	3.2	0.0	0.0	0.0	0.0	6	83.9	10	31						
<b>TOTAL ST PETERSBURG</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>38.7</b>	<b>36.3</b>	<b>7.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.2</b>	<b>9</b>	<b>125</b>						
STANSTED		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	52.9	35	17						
		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	35.3	43	17						
		BELFAST INTERNATIONAL		EASYJET UK LTD	S	A	120	0	0	5.0	40.8	22.5	12.5	9.2	9.2	0.0	0.8	0.0	17	54.8	23	103						

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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 D	120	0	0	0.0	37.5	26.7	11.7	12.5	10.0	1.7	0.0	0.0	0.0	0.0	0.0	21	53.8	28	103		
BELFAST INTERNATIONAL	RYANAIR	S A	8	0	0	12.5	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	62.9	37	87		
BELFAST INTERNATIONAL	RYANAIR	S D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.4	14	87		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2		
BIRMINGHAM	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
BOURNEMOUTH	RYANAIR	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
BOURNEMOUTH	RYANAIR	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
BRISTOL	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1		
BRISTOL	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	0.0	0.0	20	0.0	0	0		
BRISTOL	EASYJET UK 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		
CARDIFF WALES	TRADE AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	43.8	31	16		
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	43.8	28	16		
EDINBURGH	EASYJET UK LTD	S A	112	0	1	3.5	33.6	21.2	13.3	14.2	8.8	2.7	1.8	0.0	0.0	0.9	26	41.7	31	92			
EDINBURGH	EASYJET UK LTD	S D	112	0	1	0.0	27.4	34.5	13.3	12.4	8.8	1.8	0.9	0.0	0.0	0.9	21	57.3	24	92			
EDINBURGH	RYANAIR	S A	16	0	0	6.3	43.8	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	22.6	63	114			
EDINBURGH	RYANAIR	S D	16	0	0	0.0	6.3	43.8	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	42.6	46	114			
EDINBURGH	SUNDAIR GMBH	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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	0	45.5	33	11		
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	63.6	20	11		
GLASGOW	EASYJET UK LTD	S A	80	0	0	10.0	56.3	13.8	7.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	11	51.4	26	68			
GLASGOW	EASYJET UK LTD	S D	80	0	0	0.0	65.0	16.3	6.3	7.5	2.5	2.5	0.0	0.0	0.0	0.0	11	64.3	16	69			
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	31.6	44	74			
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	40.8	51	74			
GATWICK	AURIGNY AIR SERVICES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	EASYJET UK LTD	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	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			
GATWICK	TITAN AIRWAYS LTD	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			

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

		Origin/Destinations: S																	JUL 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	
								2.9	40.2	24.3	12.1	10.8	7.0	1.6	0.6	0.0	0.0	0.6	18	49.0	34	1177	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	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	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	109	1	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
<b>TOTAL STANSTED</b>					<b>683</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>40.2</b>	<b>24.3</b>	<b>12.1</b>	<b>10.8</b>	<b>7.0</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>49.0</b>	<b>34</b>	<b>1177</b>	
STAVANGER																							
	ABERDEEN	DANISH AIR TRANSPORT	S	A	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	ABERDEEN	SAS	S	A	49	0	1	0.0	40.0	38.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	2.0	9	57.1	18	47	
	ABERDEEN	SAS	S	D	49	0	1	0.0	54.0	28.0	10.0	2.0	4.0	0.0	0.0	0.0	0.0	2.0	8	61.2	18	46	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	29	0	2	0.0	48.4	29.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	6.5	6	77.8	9	26	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	29	0	2	0.0	12.9	61.3	16.1	3.2	0.0	0.0	0.0	0.0	0.0	6.5	8	77.8	9	26	
	EDINBURGH	LOGANAIR LTD	S	A	18	0	0	11.1	5.6	27.8	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	D	18	0	0	0.0	44.4	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GLASGOW	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	0.0	100.0	0	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	18	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	77.8	8	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	21	0	1	0.0	9.1	31.8	9.1	31.8	0.0	0.0	13.6	0.0	0.0	4.5	47	72.7	8	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	21	0	1	0.0	0.0	31.8	13.6	22.7	9.1	4.5	13.6	0.0	0.0	4.5	62	63.6	12	21	
	HEATHROW	SAS	S	A	27	0	0	0.0	14.8	25.9	22.2	22.2	14.8	0.0	0.0	0.0	0.0	0.0	26	59.2	20	49	
	HEATHROW	SAS	S	D	27	0	0	0.0	22.2	37.0	18.5	14.8	7.4	0.0	0.0	0.0	0.0	0.0	20	69.4	17	49	
	NEWCASTLE	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	1	22	
	NEWCASTLE	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	83.3	12	23	
	NEWCASTLE	LOGANAIR LTD	S	A	27	0	1	0.0	35.7	39.3	7.1	3.6	3.6	3.6	0.0	3.6	0.0	3.6	29	0.0	0	0	
	NEWCASTLE	LOGANAIR LTD	S	D	27	0	1	0.0	14.3	64.3	3.6	7.1	0.0	3.6	0.0	3.6	0.0	3.6	27	0.0	0	0	
<b>TOTAL STAVANGER</b>					<b>346</b>	<b>0</b>	<b>11</b>	<b>0.8</b>	<b>28.6</b>	<b>37.3</b>	<b>13.7</b>	<b>9.0</b>	<b>4.2</b>	<b>1.1</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>3.1</b>	<b>20</b>	<b>67.9</b>	<b>14</b>	<b>348</b>	
STOCKHOLM (ARLANDA)																							
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	9	1	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	11.1	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	42	87.5	4	8	



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	62.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	33	75.0	20	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	0.0	23.1	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	15	71.4	10	14	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	23.1	23.1	30.8	23.1	0.0	0.0	0.0	0.0	0.0	18	57.1	17	14	
	EDINBURGH	SAS	S	A	45	0	0	0.0	13.3	42.2	31.1	13.3	0.0	0.0	0.0	0.0	0.0	16	69.6	15	56	
	EDINBURGH	SAS	S	D	45	0	0	0.0	28.9	46.7	11.1	13.3	0.0	0.0	0.0	0.0	0.0	12	67.9	39	56	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	106	0	1	1.9	21.5	29.9	15.0	16.8	10.3	3.7	0.0	0.0	0.9	27	72.2	19	132	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	107	0	1	0.0	11.1	38.9	13.9	19.4	11.1	3.7	0.9	0.0	0.0	31	68.4	15	133	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	89	80.0	7	5	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	97	80.0	11	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	2	19.4	42.4	17.6	10.3	7.3	1.2	0.0	0.6	0.0	0.0	9	84.1	8	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	2	0.0	28.5	47.9	11.5	7.9	2.4	0.6	0.0	0.0	0.0	12	73.9	15	157	
	HEATHROW	SAS	S	A	71	0	2	2.7	15.1	35.6	21.9	16.4	4.1	1.4	0.0	0.0	2.7	20	55.6	18	95	
	HEATHROW	SAS	S	D	71	0	2	0.0	30.1	45.2	6.8	11.0	2.7	1.4	0.0	0.0	2.7	13	70.1	14	95	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	70	0	0	2.9	25.7	37.1	15.7	12.9	5.7	0.0	0.0	0.0	0.0	15	45.8	44	24	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	70	0	0	0.0	35.7	42.9	10.0	7.1	2.9	1.4	0.0	0.0	0.0	12	64.0	34	25	
	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	66.7	58	3	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	71	3	
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	18	33.3	50	15	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	16	26.7	53	15	
	LUTON	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	25	22.2	20	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	0.0	22.2	11.1	33.3	33.3	0.0	0.0	0.0	0.0	44	0.0	36	9	
	MANCHESTER	SAS	S	A	35	0	0	2.9	34.3	34.3	8.6	11.4	8.6	0.0	0.0	0.0	0.0	17	48.1	27	27	
	MANCHESTER	SAS	S	D	35	0	0	0.0	25.7	28.6	14.3	20.0	11.4	0.0	0.0	0.0	0.0	22	51.9	28	27	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1069</b>	<b>0</b>	<b>10</b>	<b>3.6</b>	<b>26.1</b>	<b>36.0</b>	<b>13.5</b>	<b>12.8</b>	<b>5.5</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>67.5</b>	<b>19</b>	<b>1095</b>
STOCKHOLM (SKAVSTA)	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	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	3	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
STANSTED		RYANAIR		S A		52		0		0		30.8		46.2		15.4		1.9		1.9		1.9		0.0		0.0		1.9		0.0		0.0		15		54.9	40	71
STANSTED		RYANAIR		S D		52		0		0		0.0		34.6		40.4		13.5		7.7		3.8		0.0		0.0		0.0		0.0		0.0		12		23.9	42	71
<b>TOTAL STOCKHOLM (SKAVSTA)</b>						<b>122</b>		<b>0</b>		<b>0</b>		<b>13.1</b>		<b>43.4</b>		<b>27.9</b>		<b>7.4</b>		<b>4.9</b>		<b>2.5</b>		<b>0.0</b>		<b>0.0</b>		<b>0.8</b>		<b>0.0</b>		<b>0.0</b>		<b>12</b>		<b>39.4</b>	<b>41</b>	<b>142</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		72.7	24	22				
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		53.6	23	22						
CARDIFF WALES		JOTA AVIATION LTD		C A		1		0		0		0.0		0.0		100.0		0.0		0.0		0.0		0.0		0.0		13		0.0	0	0						
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		13		0.0	0	0						
EDINBURGH		LOGANAIR LTD		S A		35		0		1		5.6		41.7		25.0		2.8		8.3		8.3		2.8		2.8		0.0		0.0		2.8		23	77.5	15	38	
EDINBURGH		LOGANAIR LTD		S D		35		0		1		0.0		36.1		44.4		2.8		0.0		8.3		2.8		2.8		0.0		0.0		2.8		21	80.0	17	39	
GLASGOW		LOGANAIR LTD		S A		105		0		4		6.4		32.1		26.6		11.0		8.3		9.2		1.8		0.9		0.0		0.0		3.7		20	78.2	14	109	
GLASGOW		LOGANAIR LTD		S D		107		0		1		0.0		17.6		37.0		18.5		10.2		13.0		2.8		0.0		0.0		0.9		25	81.8	13	109			
MANCHESTER		LOGANAIR LTD		S A		4		0		0		25.0		25.0		25.0		0.0		25.0		0.0		0.0		0.0		0.0		0.0		10		50.0	25	6		
MANCHESTER		LOGANAIR 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		7		50.0	24	6		
<b>TOTAL STORNOWAY</b>						<b>292</b>		<b>0</b>		<b>7</b>		<b>3.3</b>		<b>28.4</b>		<b>32.8</b>		<b>11.7</b>		<b>8.0</b>		<b>10.0</b>		<b>2.3</b>		<b>1.0</b>		<b>0.0</b>		<b>0.0</b>		<b>2.3</b>		<b>22</b>		<b>76.2</b>	<b>16</b>	<b>351</b>
STRASBOURG																																						
STANSTED		RYANAIR		S A		9		0		0		0.0		44.4		11.1		11.1		11.1		0.0		11.1		11.1		0.0		0.0		0.0		51		22.2	45	9
STANSTED		RYANAIR		S D		9		0		0		0.0		55.6		33.3		0.0		0.0		11.1		0.0		0.0		0.0		0.0		0.0		14		55.6	22	9
<b>TOTAL STRASBOURG</b>						<b>18</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>50.0</b>		<b>22.2</b>		<b>5.6</b>		<b>5.6</b>		<b>5.6</b>		<b>5.6</b>		<b>5.6</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>32</b>		<b>38.9</b>	<b>33</b>	<b>18</b>
STUTTART																																						
BIRMINGHAM		FLYBE LTD		S A		49		0		3		9.6		28.8		23.1		7.7		11.5		9.6		1.9		1.9		0.0		0.0		5.8		25	51.1	34	47	
BIRMINGHAM		FLYBE LTD		S D		49		0		1		0.0		6.0		46.0		22.0		12.0		12.0		0.0		0.0		0.0		0.0		2.0		25	48.9	33	47	
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		100.0	15	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		100.0	0	1				
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		100.0	11	1				
EDINBURGH		EASYJET UK LTD		S A		9		0		0		11.1		33.3		22.2		22.2		11.1		0.0		0.0		0.0		0.0		0.0		13		50.0	31	8		
EDINBURGH		EASYJET UK LTD		S D		9		0		0		0.0		11.1		55.6		11.1		22.2		0.0		0.0		0.0		0.0		0.0		15		62.5	33	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		57.1	12	6				
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		71.4	15	6				
GATWICK		EASYJET UK LTD		S A		25		0		2		11.1		11.1		33.3		7.4		18.5		7.4		0.0		3.7		0.0		0.0		7.4		32	53.8	33	26	
GATWICK		EASYJET UK LTD		S D		25		0		2		0.0		22.2		37.0		14.8		7.4		7.4		0.0		3.7		0.0		0.0		7.4		27	50.0	25	26	
HEATHROW		BRITISH AIRWAYS PLC		S A		57		0		1		3.4		41.4		24.1		12.1		12.1		3.4		1.7		0.0		0.0		1.7		13	65.5	25	58			
HEATHROW		BRITISH AIRWAYS PLC		S D		58		0		0		0.0		27.6		50.0		13.8		8.6		0.0		0.0		0.0		0.0		0.0		10		74.1	11	58		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: S										JUL 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	EUROWINGS LUFTVERKEHRS	S	A	81	0	0	9.9	32.1	32.1	11.1	7.4	6.2	0.0	1.2	0.0	0.0	0.0	15	57.5	34	80							
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	81	0	0	0.0	27.2	40.7	17.3	6.2	6.2	1.2	1.2	0.0	0.0	0.0	19	45.0	45	80							
MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	46	22							
MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	28	22							
DURHAM TEES VALLEY	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							
DURHAM TEES VALLEY	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
<b>TOTAL STUTTGART</b>				<b>445</b>	<b>0</b>	<b>9</b>	<b>4.2</b>	<b>26.7</b>	<b>35.9</b>	<b>13.7</b>	<b>9.9</b>	<b>5.9</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>56.3</b>	<b>31</b>	<b>497</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	71.0	18	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	0.0	0	77.4	33	31							
LUTON	WIZZ AIR UK LTD	S	A	30	0	0	0.0	26.7	40.0	16.7	3.3	6.7	6.7	0.0	0.0	0.0	0.0	23	0.0	0	0							
LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	3.2	12.9	32.3	16.1	12.9	12.9	9.7	0.0	0.0	0.0	70	0.0	0	0							
<b>TOTAL SUCEAVA</b>				<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>26.2</b>	<b>24.6</b>	<b>9.8</b>	<b>9.8</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>74.2</b>	<b>25</b>	<b>62</b>							
SULAYMANIYAH INT																												
GATWICK	IRAQI AIRWAYS	S	A	4	0	1	0.0	20.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	20.0	57	100.0	0	4							
GATWICK	IRAQI AIRWAYS	S	D	4	0	1	0.0	20.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	80	50.0	32	4							
<b>TOTAL SULAYMANIYAH INT</b>				<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>68</b>	<b>75.0</b>	<b>16</b>	<b>8</b>							
SUMBURGH																												
ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	34.2	76	60							
ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.8	61	70							
ABERDEEN	LOGANAIR LTD	S	A	117	0	15	9.8	25.8	27.3	8.3	4.5	6.8	3.0	3.0	0.0	0.0	11.4	24	88.1	8	132							
ABERDEEN	LOGANAIR LTD	S	D	114	0	18	0.0	30.3	30.3	8.3	8.3	3.0	2.3	3.8	0.0	0.0	13.6	24	80.0	15	135							
EDINBURGH	LOGANAIR LTD	S	A	80	0	6	10.5	34.9	30.2	5.8	2.3	2.3	2.3	4.7	0.0	0.0	7.0	22	78.6	11	100							
EDINBURGH	LOGANAIR LTD	S	D	83	0	6	0.0	31.5	40.4	7.9	5.6	2.2	3.4	2.2	0.0	0.0	6.7	19	72.8	15	101							
GLASGOW	LOGANAIR LTD	S	A	35	0	4	5.1	28.2	38.5	10.3	0.0	5.1	2.6	0.0	0.0	10.3	13	76.9	21	39								
GLASGOW	LOGANAIR LTD	S	D	39	0	3	0.0	19.0	50.0	16.7	4.8	0.0	2.4	0.0	0.0	0.0	7.1	15	80.0	15	40							
MANCHESTER	LOGANAIR LTD	S	A	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	28	4							
MANCHESTER	LOGANAIR LTD	S	D	4	0	0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	36	4							
<b>TOTAL SUMBURGH</b>				<b>476</b>	<b>0</b>	<b>52</b>	<b>4.7</b>	<b>28.8</b>	<b>33.0</b>	<b>9.5</b>	<b>5.1</b>	<b>3.6</b>	<b>2.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>21</b>	<b>71.4</b>	<b>24</b>	<b>685</b>							
SYDNEY																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	61.3	16.1	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	93.5	1	30							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	45.2	22.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	21	41.9	26	31							
HEATHROW	QANTAS	S	A	31	0	1	0.0	6.3	31.3	21.9	25.0	9.4	0.0	0.0	3.1	0.0	3.1	37	71.0	91	31							

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	QANTAS	S	D	31	0	1	0.0	12.5	56.3	9.4	9.4	3.1	3.1	3.1	0.0	0.0	3.1	25	58.1	44	31	
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>22.2</b>	<b>37.3</b>	<b>13.5</b>	<b>13.5</b>	<b>4.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>66.1</b>	<b>41</b>	<b>123</b>	
SZCZECIN (GOLENOW)																							
	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	70	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	0.0	52	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	21	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	23	9	
	STANSTED	RYANAIR	S	A	30	0	1	16.1	35.5	16.1	9.7	19.4	0.0	0.0	0.0	0.0	0.0	3.2	11	51.6	25	31	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	12.9	61.3	9.7	12.9	0.0	0.0	0.0	0.0	0.0	3.2	12	29.0	34	31	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>76</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>34.6</b>	<b>35.9</b>	<b>7.7</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>37.8</b>	<b>34</b>	<b>98</b>	
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	69.2	41	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	61.5	22	13	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	1	7.1	50.0	14.3	0.0	7.1	7.1	0.0	0.0	7.1	0.0	7.1	89	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	0.0	84.6	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	47	12	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	23.1	50	13	
<b>TOTAL SZYMANY (MAZURY)</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>35.8</b>	<b>45.3</b>	<b>1.9</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>45.1</b>	<b>40</b>	<b>51</b>	

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

		Origin/Destinations: T																	JUL 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							
TAIPEI																							
	GATWICK	CHINA AIRLINES	S	A	23	0	0	60.9	8.7	17.4	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	13.6	35	22	
	GATWICK	CHINA AIRLINES	S	D	23	0	0	0.0	21.7	60.9	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	9	63.6	21	22	
	HEATHROW	EVA AIR	S	A	31	0	0	9.7	25.8	19.4	19.4	12.9	6.5	6.5	0.0	0.0	0.0	0.0	28	80.6	30	31	
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	9.7	48.4	19.4	3.2	16.1	0.0	3.2	0.0	0.0	0.0	31	48.4	49	31	
<b>TOTAL TAIPEI</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>16.7</b>	<b>36.1</b>	<b>15.7</b>	<b>6.5</b>	<b>6.5</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>53.8</b>	<b>35</b>	<b>106</b>	
TALLIN																							
	EDINBURGH	REGIONAL JET OU	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	RYANAIR	S	A	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	0.0	0	0	
	EDINBURGH	RYANAIR	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	4	0.0	0	0	
	GLASGOW	AIR X CHARTER	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	
	GLASGOW	AIR X CHARTER	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	AIR BALTIC	S	A	19	0	0	0.0	26.3	42.1	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	8	
	GATWICK	AIR BALTIC	S	D	19	0	0	0.0	10.5	26.3	42.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	24	75.0	10	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	100.0	3	2	
	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	15	2	
	GATWICK	EASYJET UK LTD	S	A	13	0	1	21.4	7.1	28.6	14.3	14.3	0.0	0.0	7.1	0.0	0.0	7.1	25	66.7	23	12	
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	53.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	66.7	21	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	9	
	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	77.8	10	9	
	LUTON	WIZZ AIR 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	6	0.0	0	0	
	LUTON	WIZZ AIR 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	4	0.0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	11.1	44.4	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	72.2	8	18	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	44.4	44.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	66.7	16	18	
<b>TOTAL TALLIN</b>					<b>138</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>32.4</b>	<b>36.0</b>	<b>16.5</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>72.7</b>	<b>14</b>	<b>99</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	9.7	22.6	29.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	64.5	36	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	45.2	9.7	22.6	3.2	0.0	0.0	0.0	0.0	0.0	16	64.5	33	30	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL TAMPA</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>17.7</b>	<b>32.9</b>	<b>19.0</b>	<b>17.7</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>17</b>	<b>64.5</b>	<b>35</b>	<b>61</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	A	13	0	0	0.0	0.0	46.2	30.8	0.0	15.4	0.0	7.7	0.0	0.0	0.0	40	88.9	37	9	

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

		Origin/Destinations: T																	JUL 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	23.1	15.4	30.8	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL TANGIERS (IBN BATUTA)</b>		AIR ARABIA MAROC	S	D	13	0	0	0.0	0.0	23.1	15.4	30.8	15.4	0.0	15.4	0.0	0.0	0.0	76	33.3	50	9
					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>34.6</b>	<b>23.1</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>61.1</b>	<b>43</b>	<b>18</b>
TARBES-LOURDES INTERNATIONAL		BELFAST 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	0.0	77	1
		BELFAST INTERNATIONAL	C	A	8	0	0	0.0	12.5	12.5	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	38	12.5	48	8
		BELFAST INTERNATIONAL	C	D	10	0	0	0.0	30.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	66.7	16	6
		BELFAST INTERNATIONAL	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
		BELFAST 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	100.0	0	1
		BELFAST 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	50.0	23	2
		BELFAST INTERNATIONAL	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BRISTOL		BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
CARDIFF WALES		ALBA STAR	C	D	1	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		ALK Airlines/Air Lubo	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
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	0.0	0	0
CARDIFF WALES		TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1
DONCASTER SHEFFIELD		BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	0	100.0	0	1
DONCASTER SHEFFIELD		ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	85	1
DONCASTER SHEFFIELD		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	35	1
EAST MIDLANDS INTERNATIONAL		AIR ONE	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	29	1
EAST MIDLANDS INTERNATIONAL		AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	144	1
EDINBURGH		AIR ONE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	114	4
EDINBURGH		AIR ONE	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	84	4
EDINBURGH		ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0
EDINBURGH		JOTA AVIATION 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	82	0.0	0	0
EDINBURGH		JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	104	1		
EDINBURGH	TITAN AIRWAYS LTD	C A	2	0	0	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	53	0.0	91	1		
EDINBURGH	TITAN AIRWAYS LTD	C D	2	0	0	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	77	0.0	288	1		
GLASGOW	ALBA STAR	C A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1		
GLASGOW	ALBA STAR	C D	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	283	0.0	137	1		
GLASGOW	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	12	0.0	0	0		
GLASGOW	JOTA AVIATION LTD	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
GLASGOW	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	70	1		
GLASGOW	TITAN AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
LEEDS BRADFORD	AIR ONE	C A	2	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	73	2		
LEEDS BRADFORD	EASTERN AIRWAYS	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	25	1		
LEEDS BRADFORD	ENTER AIR	C D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	100	1		
LEEDS BRADFORD	TRADE AIR	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1		
LIVERPOOL (JOHN LENNON)	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	100.0	0	1		
LIVERPOOL (JOHN LENNON)	AIR EUROPA	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
LIVERPOOL (JOHN LENNON)	AIR ONE	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1		
LIVERPOOL (JOHN LENNON)	AIR ONE	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1		
LIVERPOOL (JOHN LENNON)	BLUE ISLANDS LIMITED	C A	0	0	0	0	0.0	0.0	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)	ENTER AIR	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	10	0.0	0	0		
LIVERPOOL (JOHN LENNON)	ENTER AIR	C D	4	0	0	0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	144	0.0	0	0		
LIVERPOOL (JOHN LENNON)	MALETH AERO	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1		
STANSTED	JOTA AVIATION LTD	C A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
STANSTED	JOTA AVIATION LTD	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
STANSTED	RYANAIR	S A	18	0	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	41.2	66	17		
STANSTED	RYANAIR	S D	18	0	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	35.3	36	17		
STANSTED	TITAN AIRWAYS LTD	C A	5	0	1	0	0.0	0.0	33.3	0.0	0.0	33.3	16.7	0.0	0.0	0.0	16.7	56	8.3	70	10		

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	22.2	57	9	
	STANSTED	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	204	1	
	MANCHESTER	AIR ONE	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	150	1	
	MANCHESTER	AIR ONE	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	30	0.0	163	3	
	MANCHESTER	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1	
	MANCHESTER	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
	NEWCASTLE	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	20	0.0	0	0	
	NEWCASTLE	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	50.0	15	2	
	SOUTHEND	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	59	0.0	0	0	
	SOUTHEND	JOTA AVIATION LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>104</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>18.1</b>	<b>33.3</b>	<b>14.3</b>	<b>10.5</b>	<b>16.2</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>31</b>	<b>28.8</b>	<b>61</b>	<b>116</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	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	62.5	28	8	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	51	8	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.3</b>	<b>40</b>	<b>16</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	61.5	15	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	69.2	23	13	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	15.4	38.5	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL TATRY-POPRAD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>7.7</b>	<b>46.2</b>	<b>19.2</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>65.4</b>	<b>19</b>	<b>26</b>	
TBILISI																							
	ABERDEEN	MALETH AERO	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	ABERDEEN	MALETH AERO	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	GEORGIAN AIRWAYS	S	A	14	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	13	10	
	GATWICK	GEORGIAN AIRWAYS	S	D	14	0	0	0.0	0.0	0.0	42.9	42.9	7.1	0.0	7.1	0.0	0.0	0.0	51	60.0	27	10	
<b>TOTAL TBILISI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.7</b>	<b>23.3</b>	<b>26.7</b>	<b>23.3</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>70.0</b>	<b>20</b>	<b>20</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	72.7	11	22	
	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	63.6	19	22	



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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	IRAN AIR	S	A	13	0	0	0.0	23.1	23.1	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	21.4	34	14
	HEATHROW	IRAN AIR	S	D	13	0	0	0.0	7.7	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	92.9	6	14
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>42.3</b>	<b>23.1</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.9</b>	<b>17</b>	<b>72</b>
TEL AVIV																						
	EDINBURGH	ISR AIR 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	71	4	
	EDINBURGH	ISR AIR 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	84	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	13.1	28.6	23.8	7.1	17.9	6.0	1.2	2.4	0.0	0.0	0.0	23	69.0	15	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	0.0	14.3	41.7	15.5	20.2	3.6	1.2	3.6	0.0	0.0	0.0	28	64.3	21	84
	HEATHROW	EL AL	S	A	50	0	0	26.0	30.0	26.0	14.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	10	82.0	8	50
	HEATHROW	EL AL	S	D	50	0	0	0.0	6.0	48.0	16.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	38.0	27	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	50.0	21	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	62.5	16	8	
	LUTON	EASYJET UK LTD	S	A	58	0	0	0.0	5.2	13.8	12.1	39.7	20.7	5.2	1.7	1.7	0.0	0.0	56	23.5	38	51
	LUTON	EASYJET UK LTD	S	D	58	0	0	0.0	3.4	32.8	37.9	19.0	3.4	1.7	1.7	0.0	0.0	0.0	30	40.0	25	50
	LUTON	EL AL	S	A	58	0	3	6.6	19.7	34.4	19.7	13.1	1.6	0.0	0.0	0.0	0.0	4.9	15	77.9	11	68
	LUTON	EL AL	S	D	58	0	3	0.0	1.6	21.3	32.8	36.1	3.3	0.0	0.0	0.0	0.0	4.9	29	40.0	30	69
	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	16.7	45	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	3.3	57	30	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	3.3	6.7	20.0	16.7	20.0	26.7	0.0	3.3	3.3	0.0	0.0	81	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	0.0	10.0	26.7	43.3	16.7	0.0	3.3	0.0	0.0	0.0	48	0.0	0	0
	STANSTED	ARKIA	S	A	12	0	0	0.0	8.3	0.0	25.0	41.7	8.3	8.3	8.3	0.0	0.0	0.0	57	0.0	62	10
	STANSTED	ARKIA	S	D	12	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	0.0	82	10
	STANSTED	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	14	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	52	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	0.0	0.0	11.1	0.0	0.0	85	50.0	15	8
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	18	8
	MANCHESTER	EL AL	S	A	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	EL AL	S	D	13	0	0	0.0	0.0	38.5	23.1	38.5	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL TEL AVIV</b>					<b>629</b>	<b>0</b>	<b>6</b>	<b>4.6</b>	<b>12.9</b>	<b>28.3</b>	<b>19.5</b>	<b>22.7</b>	<b>7.4</b>	<b>1.4</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>32</b>	<b>49.1</b>	<b>26</b>	<b>628</b>
TENERIFE (SURREINA SOFIA)																						
	ABERDEEN	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	7	5
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	0	8	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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
BELFAST 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	0.0	1	77.8	41	9				
BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9				
BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	50	77.8	8	9				
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9				
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	21	9				
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	290	5				
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	9	6				
BIRMINGHAM	JET2.COM LTD	S	A	40	0	0	37.5	27.5	20.0	5.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	18	28				
BIRMINGHAM	JET2.COM LTD	S	D	40	0	0	0.0	20.0	50.0	15.0	12.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	20	28				
BIRMINGHAM	RYANAIR	S	A	17	0	0	35.3	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	9	18				
BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	6	18				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	16	8				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	28	9				
BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	11.1	11.1	44.4	11.1	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	20	83.3	6	18				
BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	11.8	76.5	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	18	72.2	10	18				
BOURNEMOUTH	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
BOURNEMOUTH	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				
BOURNEMOUTH	RYANAIR	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	5				
BOURNEMOUTH	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	0.0	2	100.0	0	5				
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5				
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	0.0	0	100.0	5	2				
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2				
BRISTOL	EASYJET UK LTD	S	A	13	0	0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	5	12				
BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	12				
BRISTOL	RYANAIR	S	A	13	0	0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	8	13				
BRISTOL	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	13				
BRISTOL	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	5	77.8	10	9				

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	12	9									
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9									
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9									
CARDIFF WALES	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	0.0	0	100.0	0	5									
CARDIFF WALES	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	0.0	0	100.0	0	5									
CARDIFF WALES	RYANAIR	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3									
CARDIFF WALES	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	6	100.0	3	3									
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9									
CARDIFF WALES	THOMAS COOK AIRLINES 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	0.0	2	100.0	1	9									
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	16	4									
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	21	4									
DONCASTER SHEFFIELD	AIR EUROPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4									
DONCASTER SHEFFIELD	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4									
DONCASTER SHEFFIELD	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	0.0	0	80.0	25	5									
DONCASTER SHEFFIELD	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	0.0	0	80.0	28	5									
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	33.3	0.0	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	55	0.0	0	0									
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	0.0	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	58	0.0	0	0									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	22	0	0	86.4	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	4	22									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	0.0	7	81.8	9	22									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	31	0	0	9.7	58.1	19.4	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	11	31									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	31	0	0	0.0	25.8	64.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	29	31									
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	15	9									
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	9									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	11	0	0	9.1	18.2	36.4	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	84.6	6	13									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	6	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	0.0	0	100.0	14	1									
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	23	2									

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	EASYJET UK LTD	S A	13	0	0	30.8	30.8	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	58.3	24	12	
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0.0	21.4	42.9	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	45.5	30	11	
EDINBURGH	JET2.COM LTD	S A	16	0	0	75.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13	
EDINBURGH	JET2.COM LTD	S D	16	0	0	0.0	56.3	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	12	13	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	9	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	15	9	
EDINBURGH	RYANAIR	S A	18	0	0	5.6	16.7	44.4	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	20	52.9	15	17	
EDINBURGH	RYANAIR	S D	18	0	0	0.0	5.6	55.6	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	19	70.6	14	17	
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	62.5	18	8	
EDINBURGH	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	38	33.3	34	9	
EXETER	NORWEGIAN AIR INTERNATIONAL	C A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
EXETER	NORWEGIAN AIR INTERNATIONAL	C D	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
EXETER	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	7	5	
EXETER	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5	
GLASGOW	JET2.COM LTD	S A	31	0	0	77.4	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	22	
GLASGOW	JET2.COM LTD	S D	30	0	0	0.0	56.7	33.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	77.3	8	22	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	13	0	0	15.4	15.4	15.4	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	28	61.5	16	13	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	11	0	0	0.0	9.1	36.4	27.3	0.0	9.1	18.2	0.0	0.0	0.0	0.0	39	66.7	16	12	
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	64	4	
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	52	4	
LEEDS BRADFORD	JET2.COM LTD	S A	27	0	0	63.0	25.9	3.7	0.0	0.0	3.7	0.0	3.7	0.0	0.0	0.0	13	88.9	48	27	
LEEDS BRADFORD	JET2.COM LTD	S D	26	0	0	0.0	19.2	65.4	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	8	77.8	10	27	
LEEDS BRADFORD	RYANAIR	S A	14	0	0	21.4	42.9	28.6	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	16	100.0	1	13	
LEEDS BRADFORD	RYANAIR	S D	14	0	0	0.0	28.6	57.1	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	20	84.6	5	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	100.0	0	5	
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	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	92.3	2	13	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	13	
GATWICK	BRITISH AIRWAYS PLC	S A	48	0	1	26.5	32.7	18.4	6.1	4.1	4.1	2.0	2.0	2.0	0.0	2.0	36	73.1	13	51	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
GATWICK	BRITISH AIRWAYS PLC	S D	48	0	1	0.0	12.2	38.8	28.6	12.2	0.0	4.1	2.0	0.0	0.0	2.0	26	72.5	23	51
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	12	7
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	66.7	23	6
GATWICK	EASYJET UK LTD	S A	46	0	2	12.5	29.2	27.1	8.3	14.6	2.1	2.1	0.0	0.0	0.0	4.2	14	81.0	11	42
GATWICK	EASYJET UK LTD	S D	46	0	2	0.0	8.3	39.6	20.8	16.7	8.3	2.1	0.0	0.0	0.0	4.2	26	69.8	16	43
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	76.9	32	13
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	53.8	28	13
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	22	0	0	9.1	9.1	31.8	13.6	22.7	9.1	4.5	0.0	0.0	0.0	0.0	27	86.4	5	22
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	22	0	0	0.0	31.8	18.2	31.8	9.1	4.5	4.5	0.0	0.0	0.0	0.0	24	86.4	8	22
GATWICK	NORWEGIAN AIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
GATWICK	THOMAS COOK AIRLINES LTD	S A	17	0	0	11.8	11.8	17.6	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	24	47.6	43	21
GATWICK	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	5.9	41.2	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	25	42.9	38	21
GATWICK	TUI AIRWAYS LTD	C A	29	0	0	0.0	3.4	44.8	20.7	20.7	3.4	3.4	3.4	0.0	0.0	0.0	34	55.6	21	18
GATWICK	TUI AIRWAYS LTD	C D	29	0	0	0.0	6.9	31.0	34.5	20.7	0.0	3.4	3.4	0.0	0.0	0.0	31	61.1	12	18
HEATHROW	BRITISH AIRWAYS PLC	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
HEATHROW	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	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	50.0	41	2
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1
LUTON	EASYJET UK LTD	S A	13	0	0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	12
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	27	12
LUTON	RYANAIR	S A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9
LUTON	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	6	88.9	9	9
LUTON	SMARTWINGS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5
LUTON	SMARTWINGS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	20	5
LUTON	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	24	3
LUTON	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	114	4
STANSTED	JET2.COM LTD	S A	48	0	0	27.1	39.6	22.9	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	57.6	20	33
STANSTED	JET2.COM LTD	S D	48	0	0	0.0	29.2	60.4	8.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	14	33
STANSTED	RYANAIR	S A	35	0	0	31.4	34.3	25.7	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	44.4	27	35
STANSTED	RYANAIR	S D	35	0	0	0.0	25.7	62.9	8.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	63.9	23	36

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	35	88.9	8	9							
STANSTED	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	0.0	45.5	18.2	18.2	0.0	18.2	0.0	0.0	0.0	0.0	45	72.7	14	11							
STANSTED	TUI AIRWAYS LTD	C	A	3	0	1	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	27	25.0	60	4							
STANSTED	TUI AIRWAYS LTD	C	D	4	0	1	0.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	41	25.0	60	4							
MANCHESTER	AIR EUROPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2							
MANCHESTER	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	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	66.7	12	3							
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	49	2							
MANCHESTER	EASYJET UK LTD	S	A	31	0	1	43.8	31.3	6.3	12.5	3.1	0.0	0.0	0.0	0.0	0.0	3.1	5	50.0	20	19							
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	61.3	9.7	6.5	9.7	0.0	0.0	0.0	0.0	0.0	16	40.0	36	20							
MANCHESTER	JET2.COM LTD	S	A	57	0	1	34.5	29.3	20.7	8.6	3.4	1.7	0.0	0.0	0.0	0.0	1.7	6	84.0	7	50							
MANCHESTER	JET2.COM LTD	S	D	58	0	0	0.0	20.7	58.6	8.6	5.2	5.2	0.0	0.0	1.7	0.0	0.0	18	78.0	14	50							
MANCHESTER	MONARCH AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
MANCHESTER	RYANAIR	S	A	40	0	0	25.0	32.5	27.5	2.5	7.5	5.0	0.0	0.0	0.0	0.0	0.0	10	79.5	9	44							
MANCHESTER	RYANAIR	S	D	40	0	0	0.0	20.0	65.0	5.0	2.5	7.5	0.0	0.0	0.0	0.0	0.0	12	84.1	9	44							
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	5	0.0	0	0							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	26	0	0	26.9	30.8	23.1	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	78.9	11	19							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	11.1	70.4	7.4	3.7	3.7	3.7	0.0	0.0	0.0	0.0	15	57.9	18	19							
MANCHESTER	TUI AIRWAYS LTD	C	A	31	0	0	0.0	19.4	38.7	25.8	12.9	3.2	0.0	0.0	0.0	0.0	0.0	17	50.0	38	26							
MANCHESTER	TUI AIRWAYS LTD	C	D	31	0	0	0.0	6.5	38.7	29.0	19.4	6.5	0.0	0.0	0.0	0.0	0.0	21	46.2	43	26							
NEWCASTLE	JET2.COM LTD	S	A	18	0	0	50.0	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18							
NEWCASTLE	JET2.COM LTD	S	D	17	0	0	0.0	23.5	58.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	10	18							
NEWCASTLE	RYANAIR	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	92.9	2	14							
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	6	14							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	16	9							
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	76.9	11	13							
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	71.4	15	14							
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>				<b>1921</b>	<b>10</b>	<b>11</b>	<b>13.5</b>	<b>26.6</b>	<b>36.8</b>	<b>10.3</b>	<b>7.1</b>	<b>2.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.5</b>	<b>0.6</b>	<b>14</b>	<b>73.4</b>	<b>16</b>	<b>1883</b>							
THIRA (SANTORINI)	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	66.7	10	3							

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

		Origin/Destinations: T																	JUL 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
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	8	2
BIRMINGHAM	TUI AIRWAYS LTD	C	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	80.0	6	5
BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	16	5
BRISTOL	TUI AIRWAYS LTD	C	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	75.0	7	4
BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	26	20.0	25	5
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	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	50.0	44	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	0.0	0	50.0	32	4
GATWICK	EASYJET UK LTD	S	A	35	0	0	2.9	8.6	11.4	20.0	31.4	22.9	2.9	0.0	0.0	0.0	0.0	0.0	46	33.3	34	33
GATWICK	EASYJET UK LTD	S	D	36	0	0	0.0	0.0	44.4	19.4	13.9	19.4	2.8	0.0	0.0	0.0	0.0	0.0	35	69.7	14	33
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	1	0.0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	52	0.0	63	5
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	1	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	61	50.0	39	4
GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	42	50.0	23	6
GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	13	5
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	11	5
GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	7	5
HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	0.0	34.6	34.6	3.8	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	18	19.2	38	26
HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	3.8	76.9	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	88.5	7	26
LONDON CITY	BA CITYFLYER LTD	S	A	0	8	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	11.1	63	9
LONDON CITY	BA CITYFLYER LTD	S	D	0	9	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	22.2	51	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	0.0	0	33.3	74	3
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	50.0	20	2
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	0.0	7.1	28.6	21.4	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	34	41.7	30	11
MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	64.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	10	11
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25	28.6	46	14
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	28	23.1	30	13
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	31	37.5	20	8
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	49	55.6	34	9

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

		Origin/Destinations: T																	JUL 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	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
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	40	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	46	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>269</b>	<b>17</b>	<b>2</b>	<b>1.7</b>	<b>9.0</b>	<b>32.6</b>	<b>18.8</b>	<b>19.4</b>	<b>11.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.7</b>	<b>27</b>	<b>47.5</b>	<b>28</b>	<b>278</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	0.0	0	100.0	0	8
	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	0.0	0	100.0	2	8
	HEATHROW	TIANJIN AIRLINES	S	A	20	0	1	28.6	4.8	14.3	23.8	19.0	4.8	0.0	0.0	0.0	0.0	4.8	19	100.0	0	9
	HEATHROW	TIANJIN AIRLINES	S	D	20	0	1	4.8	57.1	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	4.8	6	77.8	21	9
<b>TOTAL TIANJIN</b>					<b>40</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>31.0</b>	<b>19.0</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>4.8</b>	<b>13</b>	<b>94.1</b>	<b>6</b>	<b>34</b>
TIMISOARA																						
	LUTON	WIZZ AIR	S	A	35	0	0	0.0	17.1	37.1	14.3	8.6	14.3	5.7	2.9	0.0	0.0	0.0	39	35.5	37	30
	LUTON	WIZZ AIR	S	D	35	0	0	0.0	0.0	28.6	28.6	14.3	17.1	5.7	5.7	0.0	0.0	0.0	57	12.9	59	30
<b>TOTAL TIMISOARA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>32.9</b>	<b>21.4</b>	<b>11.4</b>	<b>15.7</b>	<b>5.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>24.2</b>	<b>48</b>	<b>60</b>
TIRANA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	0.0	15.6	31.3	12.5	18.8	9.4	6.3	3.1	3.1	0.0	0.0	54	53.1	31	32
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	0.0	28.1	31.3	21.9	6.3	9.4	3.1	0.0	0.0	0.0	42	51.6	31	31
	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	80.0	5	5
	GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	42	5
	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	27	1
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	15.4	44	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	61.5	20	13
	LUTON	WIZZ AIR UK LTD	S	A	32	0	0	0.0	9.4	9.4	18.8	31.3	21.9	3.1	6.3	0.0	0.0	0.0	57	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	0.0	3.2	29.0	41.9	19.4	0.0	6.5	0.0	0.0	0.0	58	0.0	0	0
<b>TOTAL TIRANA</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>18.1</b>	<b>22.8</b>	<b>28.3</b>	<b>14.2</b>	<b>4.7</b>	<b>4.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>49.0</b>	<b>30</b>	<b>100</b>
TIREE																						
	GLASGOW	LOGANAIR LTD	S	A	62	0	7	4.3	37.7	27.5	7.2	2.9	7.2	2.9	0.0	0.0	0.0	10.1	16	75.4	13	62
	GLASGOW	LOGANAIR LTD	S	D	62	0	7	2.9	20.3	39.1	11.6	5.8	5.8	4.3	0.0	0.0	0.0	10.1	20	68.8	18	62
<b>TOTAL TIREE</b>					<b>124</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>29.0</b>	<b>33.3</b>	<b>9.4</b>	<b>4.3</b>	<b>6.5</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>18</b>	<b>72.1</b>	<b>15</b>	<b>124</b>
TIRGU MURES																						
	LUTON	WIZZ AIR UK LTD	S	A	13	0	1	0.0	14.3	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	7.1	14	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	13	0	1	0.0	7.1	64.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	0.0	0	0
<b>TOTAL TIRGU MURES</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>17.9</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>7.1</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TIVAT																						
	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	21	1



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T										JUL 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	
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	8	1							
GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	50.0	21	8							
GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	20.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	23	100.0	6	8							
GATWICK	MONTENEGRO AIRLINES	S	A	16	0	2	0.0	16.7	33.3	22.2	16.7	0.0	0.0	0.0	0.0	0.0	11.1	18	53.8	14	13							
GATWICK	MONTENEGRO AIRLINES	S	D	16	0	2	0.0	0.0	11.1	16.7	38.9	22.2	0.0	0.0	0.0	0.0	11.1	45	23.1	43	13							
STANSTED	MONTENEGRO AIRLINES	S	A	0	0	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	MONTENEGRO AIRLINES	S	D	0	0	0	0.0	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							
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	58	2							
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	2							
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	22.2	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	47	57.1	52	7							
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	57.1	30	7							
<b>TOTAL TIVAT</b>				<b>69</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>9.6</b>	<b>24.7</b>	<b>27.4</b>	<b>17.8</b>	<b>11.0</b>	<b>4.1</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>30</b>	<b>72</b>							
TOBAGO																												
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	8							
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	55.6	36	9							
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	40.0	26	5							
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	21	5							
<b>TOTAL TOBAGO</b>				<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>14.8</b>	<b>51.9</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.3</b>	<b>24</b>	<b>27</b>							
TOKYO (HANEDA)																												
HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	67.7	19.4	9.7	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	8	100.0	0	31							
HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	16.1	64.5	6.5	6.5	0.0	3.2	3.2	0.0	0.0	0.0	20	93.5	12	31							
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	12.9	32.3	22.6	22.6	6.5	0.0	0.0	0.0	0.0	0.0	3.2	9	87.1	6	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	16.1	51.6	16.1	6.5	6.5	0.0	0.0	0.0	0.0	3.2	15	83.9	13	31							
HEATHROW	JAPAN AIRLINES	S	A	62	0	0	29.0	53.2	14.5	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	5	91.9	16	62							
HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	32.3	59.7	3.2	1.6	0.0	0.0	3.2	0.0	0.0	0.0	12	91.9	20	62							
MANCHESTER	AERONEXUS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
<b>TOTAL TOKYO (HANEDA)</b>				<b>247</b>	<b>0</b>	<b>2</b>	<b>17.3</b>	<b>32.1</b>	<b>36.9</b>	<b>6.8</b>	<b>2.8</b>	<b>0.8</b>	<b>0.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>91.5</b>	<b>13</b>	<b>248</b>							
TOKYO (NARITA)																												
HEATHROW	AEROFLOT	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	100.0	0	7							
HEATHROW	AEROFLOT	S	D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUL 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	
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	29.0	22.6	16.1	9.7	12.9	9.7	0.0	0.0	0.0	0.0	0.0	17	90.3	5	31			
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	3.2	41.9	22.6	22.6	6.5	3.2	0.0	0.0	0.0	0.0	30	74.2	13	31			
<b>TOTAL TOKYO (NARITA)</b>						<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>20.5</b>	<b>26.9</b>	<b>12.8</b>	<b>15.4</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.9</b>	<b>8</b>	<b>78</b>			
TORONTO		EDINBURGH		AIR CANADA	S	A	18	0	0	0.0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	13	58.8	57	17			
TORONTO		EDINBURGH		AIR CANADA	S	D	18	0	1	0.0	10.5	36.8	15.8	31.6	0.0	0.0	0.0	0.0	5.3	19	23.5	75	17			
TORONTO		GLASGOW		AIR CANADA	S	A	13	0	0	23.1	30.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	57.1	21	14			
TORONTO		GLASGOW		AIR CANADA	S	D	13	0	0	0.0	0.0	46.2	30.8	23.1	0.0	0.0	0.0	0.0	0.0	20	42.9	24	14			
TORONTO		GLASGOW		AIR TRANSAT	S	A	22	0	0	4.5	18.2	50.0	4.5	4.5	9.1	9.1	0.0	0.0	0.0	25	71.4	24	21			
TORONTO		GLASGOW		AIR TRANSAT	S	D	22	0	0	4.5	22.7	27.3	22.7	4.5	9.1	4.5	4.5	0.0	0.0	34	95.2	14	21			
TORONTO		GLASGOW		WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	9	31			
TORONTO		GLASGOW		WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	12	31				
TORONTO		GATWICK		AIR TRANSAT	S	A	41	0	0	0.0	14.6	22.0	31.7	29.3	0.0	2.4	0.0	0.0	0.0	24	37.5	40	40			
TORONTO		GATWICK		AIR TRANSAT	S	D	41	0	0	0.0	7.3	43.9	29.3	17.1	0.0	0.0	2.4	0.0	0.0	21	42.5	39	40			
TORONTO		GATWICK		BRITISH AIRWAYS PLC	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	19	76.9	11	13			
TORONTO		GATWICK		BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	5.9	41.2	17.6	5.9	17.6	5.9	5.9	0.0	0.0	47	57.1	26	14			
TORONTO		GATWICK		WEST JET AIRLINES	S	A	31	0	1	12.5	31.3	21.9	21.9	6.3	3.1	0.0	0.0	0.0	3.1	12	80.6	8	31			
TORONTO		GATWICK		WEST JET AIRLINES	S	D	31	0	1	0.0	3.1	31.3	31.3	15.6	9.4	6.3	0.0	0.0	3.1	33	54.5	26	32			
TORONTO		HEATHROW		AIR CANADA	S	A	124	0	0	6.5	25.0	27.4	21.8	13.7	5.6	0.0	0.0	0.0	0.0	17	52.4	33	124			
TORONTO		HEATHROW		AIR CANADA	S	D	124	0	0	0.0	16.1	54.8	16.9	8.1	3.2	0.0	0.8	0.0	0.0	14	48.4	30	124			
TORONTO		HEATHROW		BRITISH AIRWAYS PLC	S	A	61	0	1	8.1	29.0	29.0	11.3	9.7	11.3	0.0	0.0	0.0	1.6	19	77.4	17	61			
TORONTO		HEATHROW		BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	3.2	41.9	21.0	22.6	6.5	1.6	0.0	1.6	0.0	49	54.8	43	62			
TORONTO		STANSTED		PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13				
TORONTO		STANSTED		PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	14	13				
TORONTO		MANCHESTER		AIR CANADA	S	A	27	0	0	3.7	14.8	29.6	14.8	11.1	22.2	3.7	0.0	0.0	0.0	33	31.8	53	22			
TORONTO		MANCHESTER		AIR CANADA	S	D	27	0	0	0.0	0.0	3.7	14.8	44.4	22.2	11.1	3.7	0.0	0.0	69	4.5	98	22			
TORONTO		MANCHESTER		AIR TRANSAT	S	A	22	0	0	4.5	18.2	40.9	13.6	13.6	4.5	0.0	4.5	0.0	0.0	27	45.5	51	22			
TORONTO		MANCHESTER		AIR TRANSAT	S	D	22	0	0	0.0	22.7	50.0	9.1	13.6	0.0	0.0	4.5	0.0	0.0	20	45.5	46	22			
<b>TOTAL TORONTO</b>						<b>753</b>	<b>0</b>	<b>5</b>	<b>3.3</b>	<b>17.3</b>	<b>35.8</b>	<b>19.4</b>	<b>14.6</b>	<b>6.3</b>	<b>1.6</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>24</b>	<b>56.6</b>	<b>32</b>	<b>821</b>			
TOULON / HYERES		SOUTHAMPTON		FLYBE LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	16	9				

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

		Origin/Destinations: T																		JUL 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	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SOUTHAMPTON	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	44.4	26	9	
<b>TOTAL TOULON / HYERES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>44.4</b>	<b>21</b>	<b>18</b>	
TOULOUSE (BLAGNAC)																							
	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	76.5	10	34	
	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	79.4	14	34	
	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	3	
	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	54	4	
	BRISTOL	EASYJET UK LTD	S	A	30	0	1	6.5	29.0	25.8	19.4	16.1	0.0	0.0	0.0	0.0	0.0	3.2	13	60.7	39	28	
	BRISTOL	EASYJET UK LTD	S	D	30	0	1	0.0	19.4	38.7	25.8	12.9	0.0	0.0	0.0	0.0	0.0	3.2	14	63.0	19	27	
	BRISTOL	LOGANAIR LTD	C	A	35	0	0	45.7	48.6	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	LOGANAIR LTD	C	D	35	0	0	11.4	62.9	17.1	2.9	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	22.2	68	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	12	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	58.3	23	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	69.2	21	13	
	GATWICK	EASYJET UK LTD	S	A	77	0	4	4.9	24.7	22.2	9.9	8.6	16.0	3.7	3.7	1.2	0.0	4.9	43	57.6	32	92	
	GATWICK	EASYJET UK LTD	S	D	76	0	3	0.0	10.1	27.8	20.3	24.1	10.1	1.3	2.5	0.0	0.0	3.8	36	53.8	21	91	
	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	14	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	1	13.3	51.0	18.4	6.1	7.1	2.0	1.0	0.0	0.0	0.0	1.0	8	82.4	9	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	1	0.0	28.6	46.9	9.2	9.2	5.1	0.0	0.0	0.0	0.0	1.0	13	71.8	19	85	
	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	28	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
	LUTON	EASYJET UK LTD	S	A	16	0	1	0.0	52.9	29.4	0.0	5.9	5.9	0.0	0.0	0.0	0.0	5.9	11	58.8	28	17	
	LUTON	EASYJET UK LTD	S	D	16	0	1	0.0	23.5	41.2	23.5	0.0	5.9	0.0	0.0	0.0	0.0	5.9	14	43.8	29	16	
	STANSTED	RYANAIR	S	A	62	0	0	8.1	25.8	32.3	9.7	14.5	6.5	1.6	1.6	0.0	0.0	0.0	22	11.1	81	59	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	22.6	51.6	9.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	15	25.8	61	58	
	MANCHESTER	FLYBE LTD	S	A	21	0	0	0.0	38.1	23.8	9.5	4.8	9.5	9.5	4.8	0.0	0.0	0.0	38	77.4	22	31	
	MANCHESTER	FLYBE LTD	S	D	21	0	0	0.0	9.5	52.4	9.5	9.5	9.5	4.8	4.8	0.0	0.0	0.0	36	77.4	22	31	
	SOUTHAMPTON	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	145	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>695</b>	<b>0</b>	<b>13</b>	<b>6.2</b>	<b>30.1</b>	<b>31.1</b>	<b>11.6</b>	<b>10.3</b>	<b>6.2</b>	<b>1.4</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>20</b>	<b>58.0</b>	<b>30</b>	<b>741</b>	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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							
TOURS	STANSTED	RYANAIR	S	A	18	0	0	5.6	44.4	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	16.7	41	16	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	27.8	66.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	22.2	27	16	
<b>TOTAL TOURS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>44.4</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>19.4</b>	<b>34</b>	<b>32</b>	
TREVISO	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	23.1	7.7	23.1	0.0	0.0	0.0	0.0	0.0	34	21.4	55	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	28.6	34	14	
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	42.9	35.7	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	15	46.2	25	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	42.9	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	46.2	28	13	
	LEEDS BRADFORD	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	44.4	20	9	
	LEEDS BRADFORD	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	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	26.3	56	72	
	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	46.7	32	74	
	MANCHESTER	RYANAIR	S	A	12	0	1	0.0	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	7.7	11	46.2	35	12		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	25	13	
<b>TOTAL TREVISO</b>					<b>80</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>32.1</b>	<b>38.3</b>	<b>17.3</b>	<b>3.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>40.6</b>	<b>38</b>	<b>243</b>	
TRIESTE (RONCHI DEI LEGIONARI)	STANSTED	RYANAIR	S	A	18	0	0	0.0	11.1	33.3	33.3	16.7	0.0	5.6	0.0	0.0	0.0	0.0	28	5.6	56	16	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	38.9	38.9	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	48	16	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.1</b>	<b>25.0</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>2.8</b>	<b>52</b>	<b>32</b>	
TROMSOE	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TROMSOE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
TRONDHEIM (VAERNES)	BELFAST INTERNATIONAL	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	115	0.0	0	0	
	BELFAST INTERNATIONAL	JOTA AVIATION LTD	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	200	1	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	0.0	29.4	29.4	11.8	11.8	11.8	0.0	5.9	0.0	0.0	0.0	30	55.6	28	18
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	47.1	35.3	5.9	5.9	0.0	0.0	5.9	0.0	0.0	0.0	16	55.6	32	18
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>30.6</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>56.4</b>	<b>33</b>	<b>39</b>
TUNIS																						
	GATWICK	TUNISAIR	S	A	14	0	0	0.0	14.3	21.4	14.3	21.4	21.4	7.1	0.0	0.0	0.0	0.0	45	23.1	60	13
	GATWICK	TUNISAIR	S	D	14	0	0	0.0	0.0	0.0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	68	23.1	77	13
	HEATHROW	TUNISAIR	S	A	17	0	0	0.0	0.0	17.6	23.5	35.3	11.8	5.9	5.9	0.0	0.0	0.0	54	16.7	51	18
	HEATHROW	TUNISAIR	S	D	17	0	0	0.0	0.0	17.6	11.8	47.1	11.8	0.0	11.8	0.0	0.0	0.0	64	0.0	86	18
<b>TOTAL TUNIS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>14.5</b>	<b>16.1</b>	<b>38.7</b>	<b>16.1</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>14.5</b>	<b>68</b>	<b>62</b>
TURIN																						
	BOURNEMOUTH	DUCAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	38	0	0	7.9	26.3	31.6	13.2	7.9	13.2	0.0	0.0	0.0	0.0	0.0	20	70.6	29	34
	GATWICK	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	28.9	42.1	18.4	7.9	2.6	0.0	0.0	0.0	0.0	0.0	11	76.5	25	34
	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	0.0	0	100.0	0	1
	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	55.6	32	18
	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	50.0	37	18
	STANSTED	RYANAIR	S	A	31	0	0	12.9	51.6	32.3	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	5	71.0	18	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	45.2	51.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	54.8	22	31
<b>TOTAL TURIN</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>37.0</b>	<b>39.1</b>	<b>8.7</b>	<b>5.1</b>	<b>4.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.9</b>	<b>26</b>	<b>168</b>
TURKU																						
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	69.2	23.1	0.0	7.7	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	13	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL TURKU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>23.1</b>	<b>23.1</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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
VAGAR	BELFAST INTERNATIONAL	ATLANTIC AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	BELFAST INTERNATIONAL	ATLANTIC AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	TRADE AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	BELFAST INTERNATIONAL	TRADE AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	ATLANTIC AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
	EDINBURGH	ATLANTIC 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	50.0	14	2
	EDINBURGH	ATLANTIC AIRWAYS	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	44.4	18	9
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	44.4	26	9
<b>TOTAL VAGAR</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>27.3</b>	<b>13.6</b>	<b>31.8</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>27</b>	<b>50.0</b>	<b>20</b>	<b>22</b>
VALENCIA	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	100.0	0	1
	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	4	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	87.5	34	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	9	8
	BRISTOL	RYANAIR	S	A	9	0	0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	44.4	33	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	22.2	43	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	22.2	55.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	88.2	45	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	38.9	38.9	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	12	52.9	39	17
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	53.8	22	13
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.9	15	13
	GLASGOW	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	23	9
	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	5	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.7	18	31
	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	71.0	17	31
	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	45.5	28	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	63.6	15	11
	GATWICK	EASYJET UK LTD	S	A	93	0	0	2.2	17.2	26.9	24.7	16.1	10.8	2.2	0.0	0.0	0.0	0.0	26	65.0	24	80

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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 UK LTD	S	D	93	0	0	0.0	17.2	45.2	19.4	10.8	6.5	1.1	0.0	0.0	0.0	0.0	18	73.8	20	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	1	5.7	41.5	30.2	5.7	11.3	1.9	0.0	0.0	1.9	0.0	1.9	32	100.0	3	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	1	0.0	35.8	34.0	13.2	5.7	7.5	0.0	1.9	0.0	0.0	1.9	18	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	50.0	22	2
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
	LUTON	EASYJET UK LTD	S	A	13	0	0	15.4	23.1	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	17	12
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	18	12
	STANSTED	RYANAIR	S	A	45	0	0	0.0	22.2	33.3	20.0	13.3	8.9	0.0	2.2	0.0	0.0	0.0	26	29.0	37	31
	STANSTED	RYANAIR	S	D	45	0	0	0.0	26.7	62.2	6.7	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7	58.1	20	31
	MANCHESTER	RYANAIR	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	8	58.3	16	12
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	14.3	71.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	22	12
<b>TOTAL VALENCIA</b>					<b>532</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>29.6</b>	<b>38.0</b>	<b>13.5</b>	<b>8.6</b>	<b>5.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>63.3</b>	<b>23</b>	<b>474</b>
VANCOUVER																						
	GLASGOW	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	80.0	8	5
	GLASGOW	AIR TRANSAT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5
	GATWICK	AIR TRANSAT	S	A	31	0	0	6.5	29.0	45.2	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	38.7	31	31
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	32.3	48.4	12.9	0.0	6.5	0.0	0.0	0.0	0.0	0.0	12	54.8	29	31
	GATWICK	WEST JET AIRLINES	S	A	27	0	0	18.5	40.7	22.2	3.7	7.4	3.7	3.7	0.0	0.0	0.0	0.0	14	61.5	14	24
	GATWICK	WEST JET AIRLINES	S	D	27	0	0	3.7	11.1	37.0	22.2	14.8	11.1	0.0	0.0	0.0	0.0	0.0	23	51.9	40	27
	HEATHROW	AIR CANADA	S	A	62	0	0	17.7	50.0	14.5	9.7	6.5	1.6	0.0	0.0	0.0	0.0	0.0	7	87.1	8	62
	HEATHROW	AIR CANADA	S	D	62	0	0	0.0	41.9	46.8	8.1	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	72.6	12	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	19.4	22.6	25.8	12.9	3.2	6.5	9.7	0.0	0.0	0.0	48	64.5	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	9.7	25.8	25.8	12.9	12.9	6.5	0.0	0.0	0.0	65	25.8	39	31
	MANCHESTER	AIR TRANSAT	S	A	14	0	0	7.1	14.3	35.7	28.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	28	46.2	25	13
	MANCHESTER	AIR TRANSAT	S	D	14	0	0	0.0	21.4	50.0	21.4	0.0	0.0	0.0	7.1	0.0	0.0	0.0	22	46.2	35	13
<b>TOTAL VANCOUVER</b>					<b>330</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>31.2</b>	<b>31.8</b>	<b>14.5</b>	<b>7.9</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.1</b>	<b>21</b>	<b>335</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	0.0	0.0	0	0.0	29	5
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4
	MANCHESTER	THOMAS COOK AIRLINES 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	53	75.0	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	58	50.0	21	4
<b>TOTAL VARADERO</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>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>55</b>	<b>52.9</b>	<b>18</b>	<b>17</b>

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
VARNA	BELFAST CITY (GEORGE BEST)	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
	BELFAST INTERNATIONAL	BULGARIA AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	BELFAST INTERNATIONAL	BULGARIAN AIR CHARTER	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	10	5
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	7	0	0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	7	0	0	14.3	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	GATWICK	BH AIR	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	96	50.0	57	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	100.0	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	33.3	0.0	22.2	33.3	11.1	0.0	0.0	0.0	0.0	61	50.0	21	8
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	47	62.5	24	8
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	37	4
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	4
	LUTON	WIZZ AIR	S	A	38	0	0	7.9	21.1	28.9	10.5	18.4	13.2	0.0	0.0	0.0	0.0	0.0	25	77.4	15	31
	LUTON	WIZZ AIR	S	D	38	0	0	0.0	5.3	23.7	21.1	23.7	18.4	5.3	2.6	0.0	0.0	0.0	44	45.2	29	31
	MANCHESTER	BH AIR	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4
	MANCHESTER	BH AIR	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	20	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	11	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	46	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	20	4
<b>TOTAL VARNA</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>11.2</b>	<b>35.5</b>	<b>15.1</b>	<b>18.4</b>	<b>12.5</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>64.3</b>	<b>20</b>	<b>129</b>
VASTERAS	STANSTED	RYANAIR	S	A	14	0	0	0.0	35.7	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	44.4	23	18
	STANSTED	RYANAIR	S	D	14	0	0	0.0	14.3	50.0	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	15	50.0	23	18
<b>TOTAL VASTERAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.9</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>47.2</b>	<b>23</b>	<b>36</b>
VENICE	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	100.0	0	1
	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	0	1



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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	0.0	50.0	12.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	28	62.5	31	8		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	8		
BELFAST INTERNATIONAL	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	0	1		
BELFAST INTERNATIONAL	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	487	1		
BIRMINGHAM	JET2.COM LTD	S A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	20	9		
BIRMINGHAM	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	0.0	0.0	7	77.8	14	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	0.0	0	33.3	39	3		
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	33.3	91	3		
BRISTOL	EASYJET EUROPE	S A	21	0	1	0.0	9.1	31.8	22.7	22.7	9.1	0.0	0.0	0.0	0.0	4.5	23	0.0	0	0			
BRISTOL	EASYJET EUROPE	S D	22	0	0	0.0	0.0	22.7	18.2	36.4	18.2	4.5	0.0	0.0	0.0	0.0	43	0.0	0	0			
BRISTOL	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	52	57.9	23	19			
BRISTOL	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	26.3	48	19			
BRISTOL	RYANAIR	S A	18	0	0	0.0	11.1	22.2	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	36	7.7	36	13			
BRISTOL	RYANAIR	S D	17	0	0	0.0	23.5	47.1	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	69.2	11	13			
CARDIFF WALES	FLYBE LTD	S A	8	0	1	0.0	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	11.1	36	44.4	15	9			
CARDIFF WALES	FLYBE LTD	S D	8	0	1	0.0	11.1	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	17	66.7	10	9			
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	33.3	19	3			
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	36	3			
EDINBURGH	EASYJET EUROPE	S A	17	0	1	0.0	5.6	11.1	27.8	33.3	16.7	0.0	0.0	0.0	0.0	5.6	37	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	18	0	0	0.0	0.0	5.6	16.7	50.0	27.8	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	11	15			
EDINBURGH	EASYJET UK LTD	S D	0	0	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	35	15			
EDINBURGH	JET2.COM LTD	S A	8	0	0	12.5	25.0	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	77.8	8	9			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	3	9			
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	4			
GLASGOW	BA CITYFLYER LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4			
GLASGOW	EASYJET UK LTD	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	0.0	0	0			
GLASGOW	EASYJET UK LTD	S D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	52	9			
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	8	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	0	1			

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

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JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUL 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)
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	100.0	0	1
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	12	0	1	23.1	15.4	15.4	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	7.7	21	88.9	7	9
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	12	0	1	0.0	61.5	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	7.7	16	100.0	2	9
GATWICK	BRITISH AIRWAYS PLC	S A	115	0	1	1.7	24.1	29.3	15.5	17.2	6.0	4.3	0.9	0.0	0.0	0.9	27	49.1	33	115	
GATWICK	BRITISH AIRWAYS PLC	S D	114	0	1	0.0	14.8	45.2	21.7	7.8	7.8	0.9	0.9	0.0	0.0	0.9	21	65.0	22	115	
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	53.3	27	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	56.3	28	15	
GATWICK	EASYJET UK LTD	S A	113	0	4	0.0	13.7	21.4	14.5	23.1	14.5	5.1	2.6	1.7	0.0	3.4	48	52.3	26	104	
GATWICK	EASYJET UK LTD	S D	112	0	4	0.0	2.6	25.9	24.1	19.8	19.0	2.6	2.6	0.0	0.0	3.4	42	55.0	26	104	
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	25.0	32	4	
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	14	100.0	1	4	
HEATHROW	BRITISH AIRWAYS PLC	S A	65	0	1	22.7	40.9	15.2	6.1	10.6	1.5	0.0	0.0	1.5	0.0	1.5	24	71.0	12	62	
HEATHROW	BRITISH AIRWAYS PLC	S D	65	0	1	0.0	19.7	54.5	15.2	4.5	4.5	0.0	0.0	0.0	0.0	1.5	11	62.9	20	62	
LONDON CITY	BA CITYFLYER LTD	S A	0	19	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.5	9.5	0	34.6	34	24	
LONDON CITY	BA CITYFLYER LTD	S D	0	21	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	46.2	27	24	
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	25.0	40	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	25.0	20	4	
LUTON	EASYJET UK LTD	S A	31	0	0	0.0	6.5	29.0	9.7	29.0	12.9	9.7	3.2	0.0	0.0	0.0	45	18.5	46	27	
LUTON	EASYJET UK LTD	S D	31	0	0	0.0	3.2	58.1	19.4	9.7	6.5	0.0	3.2	0.0	0.0	0.0	22	44.4	24	27	
STANSTED	RYANAIR	S A	84	0	0	0.0	1.2	23.8	23.8	28.6	19.0	2.4	1.2	0.0	0.0	0.0	40	0.0	0	0	
STANSTED	RYANAIR	S D	84	0	0	0.0	22.6	61.9	7.1	6.0	2.4	0.0	0.0	0.0	0.0	0.0	10	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	100.0	12	1	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
MANCHESTER	EASYJET UK LTD	S A	17	0	0	11.8	5.9	29.4	35.3	0.0	11.8	0.0	5.9	0.0	0.0	0.0	36	50.0	24	12	
MANCHESTER	EASYJET UK LTD	S D	17	0	0	0.0	41.2	29.4	17.6	0.0	5.9	0.0	5.9	0.0	0.0	0.0	24	58.3	27	12	
MANCHESTER	JET2.COM LTD	S A	21	0	0	0.0	23.8	28.6	23.8	14.3	4.8	4.8	0.0	0.0	0.0	0.0	23	77.3	11	22	
MANCHESTER	JET2.COM LTD	S D	21	0	0	0.0	0.0	85.7	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	14	22	
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	25.0	44	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	5	75.0	16	4	

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

		Origin/Destinations: V																	JUL 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
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	SOUTHEND	RYANAIR	S	A	18	0	0	0.0	0.0	22.2	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	38	0.0	0	0
	SOUTHEND	RYANAIR	S	D	18	0	0	0.0	66.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL VENICE</b>					<b>1183</b>	<b>40</b>	<b>21</b>	<b>1.8</b>	<b>16.6</b>	<b>31.9</b>	<b>17.0</b>	<b>15.3</b>	<b>9.0</b>	<b>2.1</b>	<b>1.0</b>	<b>0.2</b>	<b>3.2</b>	<b>1.7</b>	<b>28</b>	<b>56.1</b>	<b>25</b>	<b>1014</b>
VERONA VILLAFRANCA	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4
	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	73	4
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	68	0.0	141	4
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	91	0.0	145	4
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	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	8	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	77.8	12	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	66.7	16	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	18	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	75.0	14	8
	BRISTOL	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	48	0.0	0	0
	BRISTOL	NEOS SPA	C	A	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	100	0.0	33	4
	BRISTOL	NEOS SPA	C	D	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	108	0.0	43	4
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	0.0	11.1	11.1	0.0	0.0	0.0	49	37.5	46	8
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	30	37.5	39	8
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	8	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	6	100.0	5	4
	EDINBURGH	CARPATAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	EDINBURGH	JET2.COM LTD	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	16	50.0	23	8
	EDINBURGH	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	2	37.5	32	8
	GLASGOW	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	4
	GLASGOW	ALBA STAR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	39	4
	GLASGOW	BA CITYFLYER 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	16	0.0	0	0
	GLASGOW	BA CITYFLYER LTD	C	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	7	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	8	4
	GLASGOW	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	50.0	14	4
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	23	4
	LEEDS BRADFORD	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	10	75.0	9	4

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

		Origin/Destinations: V																	JUL 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
								6.5	17.7	33.9	12.9	19.4	3.2	4.8	0.0	1.6	0.0	0.0	41	49.2	27	61
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	6.5	17.7	33.9	12.9	19.4	3.2	4.8	0.0	1.6	0.0	0.0	41	49.2	27	61
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	14.5	41.9	22.6	14.5	4.8	1.6	0.0	0.0	0.0	0.0	20	67.7	23	62
	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	33.3	30	6
	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	50.0	19	6
	GATWICK	EASYJET UK LTD	S	A	50	0	3	0.0	3.8	22.6	26.4	17.0	13.2	7.5	3.8	0.0	0.0	5.7	47	51.2	27	43
	GATWICK	EASYJET UK LTD	S	D	50	0	3	0.0	13.2	43.4	13.2	18.9	5.7	0.0	0.0	0.0	0.0	5.7	20	76.7	11	43
	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	50.0	15	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	4	4
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	32	50.0	11	4
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	STANSTED	JET2.COM LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	22	8
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	18	8
	STANSTED	RYANAIR	S	A	22	0	0	0.0	40.9	45.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	7	45.5	41	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	72.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	22
	MANCHESTER	ERNEST AIRLINES	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	ERNEST AIRLINES	C	D	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	6	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	0.0	77.8	0.0	0.0	0.0	11.1	11.1	0.0	0.0	0.0	44	25.0	69	8
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	37.5	26	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	58.3	35	12
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	83.3	28	12
	NEWCASTLE	ERNEST AIRLINES	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	NEWCASTLE	ERNEST AIRLINES	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	NEWCASTLE	NEOS SPA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	130	4
	NEWCASTLE	NEOS SPA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	149	4
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	12	4
	SOUTHAMPTON	FLYBE LTD	S	A	8	0	1	11.1	11.1	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	11.1	30	58.3	17	12
	SOUTHAMPTON	FLYBE LTD	S	D	9	0	1	0.0	10.0	30.0	20.0	0.0	20.0	10.0	0.0	0.0	0.0	10.0	46	83.3	12	12
<b>TOTAL VERONA VILAFRANCA</b>					<b>530</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>19.7</b>	<b>40.1</b>	<b>14.5</b>	<b>11.2</b>	<b>6.1</b>	<b>3.0</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>25</b>	<b>56.4</b>	<b>28</b>	<b>500</b>
VIENNA	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	17	0	1	0.0	38.9	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	5.6	11	78.3	7	23

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	EUROWINGS LUFTVERKEHRS	S D	17	0	1	0.0	27.8	27.8	11.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	5.6	24	56.5	20	23		
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	0.0	28	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	0.0	49	1		
BRISTOL	EASYJET UK LTD	S A	9	0	0	0.0	22.2	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	37.5	22	8		
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	22.2	33.3	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	22	8		
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	100.0	2	1		
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	100.0	11	1		
EDINBURGH	EASYJET UK LTD	S A	13	0	1	0.0	42.9	28.6	7.1	7.1	0.0	0.0	0.0	7.1	0.0	7.1	114	75.0	14	12			
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	18	12		
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	0.0	0	80.0	25	10		
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	0.0	0	100.0	3	9		
GLASGOW	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	100.0	15	1		
GATWICK	AIR NIGERIA	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			
GATWICK	AIR NIGERIA	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			
GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S A	47	0	0	0.0	4.3	25.5	29.8	14.9	14.9	2.1	6.4	2.1	0.0	0.0	56	42.9	32	28			
GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S D	47	0	0	0.0	0.0	14.9	29.8	27.7	10.6	6.4	8.5	2.1	0.0	0.0	70	21.4	47	28			
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	36.4	30	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	72.7	14	11			
GATWICK	EASYJET UK LTD	S A	56	0	2	0.0	3.4	8.6	32.8	22.4	17.2	8.6	3.4	0.0	0.0	3.4	54	25.0	42	68			
GATWICK	EASYJET UK LTD	S D	56	0	2	0.0	10.3	44.8	12.1	15.5	6.9	3.4	3.4	0.0	0.0	3.4	30	65.2	23	68			
HEATHROW	AUSTRIAN AIRLINES	S A	123	0	1	3.2	23.4	36.3	15.3	14.5	4.8	0.8	0.8	0.0	0.0	0.8	19	54.8	27	123			
HEATHROW	AUSTRIAN AIRLINES	S D	123	0	1	0.0	0.8	51.6	22.6	16.1	7.3	0.8	0.0	0.0	0.0	0.8	23	44.4	31	122			
HEATHROW	BRITISH AIRWAYS PLC	S A	150	0	1	7.3	34.4	33.8	16.6	4.0	2.0	0.7	0.0	0.7	0.0	0.7	18	68.9	13	149			
HEATHROW	BRITISH AIRWAYS PLC	S D	150	0	1	0.0	26.5	55.0	11.9	4.6	0.7	0.0	0.7	0.0	0.0	0.7	9	78.8	11	149			
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	36	2			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2			
LUTON	EASYJET UK LTD	S A	17	0	0	0.0	29.4	29.4	5.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	22	43.8	54	16			
LUTON	EASYJET UK LTD	S D	17	0	0	0.0	5.9	52.9	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	42	16			
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	44.4	36	27			

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	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	14.8	60	27	
	STANSTED	LAUDA MOTION GMBH	S	A	58	0	0	0.0	15.5	32.8	20.7	22.4	5.2	1.7	0.0	1.7	0.0	0.0	32	0.0	0	0
	STANSTED	LAUDA MOTION GMBH	S	D	58	0	0	0.0	5.2	44.8	20.7	19.0	6.9	1.7	1.7	0.0	0.0	0.0	29	0.0	0	0
	MANCHESTER	AUSTRIAN AIRLINES	S	A	31	0	0	0.0	16.1	54.8	16.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	18	71.0	14	30
	MANCHESTER	AUSTRIAN AIRLINES	S	D	30	0	1	0.0	12.9	58.1	6.5	9.7	6.5	3.2	0.0	0.0	0.0	3.2	19	71.0	14	30
	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	100.0	1	2	
	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	50.0	11	2	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	53.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	16	11
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	14	11
	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	72.2	13	18	
	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	94.4	6	18	
<b>TOTAL VIENNA</b>					<b>1067</b>	<b>0</b>	<b>16</b>	<b>1.4</b>	<b>18.3</b>	<b>38.7</b>	<b>17.9</b>	<b>13.1</b>	<b>5.6</b>	<b>1.8</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>26</b>	<b>58.3</b>	<b>23</b>	<b>1079</b>
VIGO																						
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	100.0	3	8	
	LUTON	AIR NOSTRUM	S	A	0	0	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	
	LUTON	AIR NOSTRUM	S	D	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	
	SOUTHAMPTON	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
<b>TOTAL VIGO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.3</b>	<b>5</b>	<b>23</b>	
VILNIUS																						
	BELFAST INTERNATIONAL	WIZZ AIR	S	A	8	0	0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	22	44.4	16	9
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	46	9	
	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	44.4	73	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	57.1	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	55.6	17	9
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9	
	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	5	77.8	7	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	100.0	2	9	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUL 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			
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0			
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0			
	LUTON	RYANAIR	S	A	23	0	0	4.3	13.0	34.8	13.0	13.0	17.4	0.0	0.0	4.3	0.0	0.0	61	81.8	11	22			
	LUTON	RYANAIR	S	D	23	0	0	0.0	17.4	52.2	4.3	8.7	17.4	0.0	0.0	0.0	0.0	0.0	23	68.2	15	22			
	LUTON	WIZZ AIR	S	A	53	0	0	41.5	34.0	18.9	3.8	0.0	0.0	0.0	1.9	0.0	0.0	0.0	7	77.4	14	61			
	LUTON	WIZZ AIR	S	D	53	0	0	0.0	45.3	49.1	1.9	0.0	0.0	0.0	3.8	0.0	0.0	0.0	11	56.5	28	61			
	STANSTED	RYANAIR	S	A	32	0	0	0.0	34.4	40.6	9.4	12.5	3.1	0.0	0.0	0.0	0.0	0.0	14	61.3	40	31			
	STANSTED	RYANAIR	S	D	31	0	0	0.0	19.4	22.6	32.3	16.1	6.5	0.0	3.2	0.0	0.0	0.0	27	6.5	77	31			
<b>TOTAL VILNIUS</b>					<b>295</b>	<b>106</b>	<b>2</b>	<b>8.9</b>	<b>23.6</b>	<b>25.1</b>	<b>6.0</b>	<b>5.0</b>	<b>3.2</b>	<b>0.2</b>	<b>1.0</b>	<b>0.2</b>	<b>26.3</b>	<b>0.5</b>	<b>17</b>	<b>64.7</b>	<b>26</b>	<b>318</b>			
VOLOS NEA ANCHIOS																									
	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	8	1			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1			
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	34	14.3	35	7			
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	71.4	9	7			
	GATWICK	ENTER AIR	C	D	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	48	75.0	12	4			
<b>TOTAL VOLOS NEA ANCHIOS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>31.8</b>	<b>18.2</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>30</b>	<b>55.0</b>	<b>19</b>	<b>20</b>			

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

		Origin/Destinations: W																	JUL 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	
WARSAW (CHOPIN)																							
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	30.8	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	38.5	31	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	18	0	0	16.7	44.4	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	18	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	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	6	94.4	6	18	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	30	69.2	26	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	36	46.2	36	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	6.5	29.0	24.2	21.0	9.7	6.5	1.6	0.0	0.0	0.0	1.6	18	77.2	37	79	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	17.7	56.5	14.5	6.5	4.8	0.0	0.0	0.0	0.0	0.0	13	78.5	22	79	
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	5	3.2	14.0	20.4	21.5	15.1	10.8	6.5	3.2	0.0	0.0	5.4	40	67.7	16	92	
	HEATHROW	LOT-POLISH AIRLINES	S	D	86	0	7	0.0	4.3	43.0	5.4	22.6	5.4	7.5	4.3	0.0	0.0	7.5	43	50.0	23	92	
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	54	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	
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	54	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	
	LUTON	WIZZ AIR	S	A	99	0	1	12.0	25.0	30.0	13.0	9.0	4.0	3.0	2.0	1.0	0.0	1.0	26	74.8	14	111	
	LUTON	WIZZ AIR	S	D	99	0	2	0.0	13.9	45.5	14.9	13.9	4.0	4.0	2.0	0.0	0.0	2.0	25	54.1	28	111	
<b>TOTAL WARSAW (CHOPIN)</b>					<b>583</b>	<b>108</b>	<b>16</b>	<b>3.5</b>	<b>15.7</b>	<b>30.7</b>	<b>12.4</b>	<b>10.6</b>	<b>4.8</b>	<b>3.0</b>	<b>1.6</b>	<b>0.1</b>	<b>15.3</b>	<b>2.3</b>	<b>26</b>	<b>67.8</b>	<b>22</b>	<b>652</b>	
WARSAW (MODLIN MASOVIA)																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	17	9	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	30.8	61.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	14	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	76.9	0.0	15.4	0.0	7.7	0.0	0.0	0.0	0.0	26	92.9	6	14	
	BRISTOL	RYANAIR	S	A	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	2	14	
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	50.0	29	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	38.5	40	13	
	EDINBURGH	RYANAIR	S	A	17	0	0	17.6	23.5	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	5	10	
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	7	10	
	GLASGOW	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	30.8	51	13	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	15.4	56	13	
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUL 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			
LEEDS BRADFORD		RYANAIR		S D		8 0		0 0		0.0 25.0		62.5 0.0		0.0 0.0		12.5 0.0		0.0 0.0		0.0 0.0		11 77.8 11		9							
LIVERPOOL (JOHN LENNON)		RYANAIR		S A		13 0		0 0		0.0 30.8		61.5 7.7		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 76.5 10		16							
LIVERPOOL (JOHN LENNON)		RYANAIR		S D		13 0		0 0		0.0 46.2		53.8 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 83.3 3		16							
STANSTED		RYANAIR		S A		80 0		0 0		8.8 48.8		17.5 8.8		10.0 6.3		0.0 0.0		0.0 0.0		0.0 0.0		13 33.9 48		112							
STANSTED		RYANAIR		S D		80 0		0 0		0.0 22.5		47.5 17.5		6.3 6.3		0.0 0.0		0.0 0.0		0.0 0.0		15 20.7 46		112							
MANCHESTER		RYANAIR		S A		14 0		0 0		7.1 35.7		35.7 14.3		7.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		9 38.5 32		13							
MANCHESTER		RYANAIR		S D		14 0		0 0		0.0 7.1		50.0 21.4		7.1 14.3		0.0 0.0		0.0 0.0		0.0 0.0		21 53.8 34		13							
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 0.0		0 88.9 5		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 0.0		0 66.7 12		9							
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>						<b>380 0</b>		<b>0 0</b>		<b>5.5 35.0</b>		<b>38.4 10.3</b>		<b>6.3 4.2</b>		<b>0.3 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>11 48.6 32</b>		<b>463</b>							
WASHINGTON (DULLES)																															
BELFAST INTERNATIONAL		UNITED AIRLINES		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 0.0		4 0.0 0		0							
BIRMINGHAM		AIR INDIA		S A		1 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		126 0.0 0		0							
EDINBURGH		UNITED AIRLINES		S A		31 0		0 0		22.6 38.7		32.3 3.2		0.0 0.0		0.0 3.2		0.0 0.0		0.0 0.0		12 77.4 9		30							
EDINBURGH		UNITED AIRLINES		S D		30 0		1 6.5		64.5 19.4		0.0 3.2		0.0 0.0		3.2 0.0		0.0 3.2		10 90.3 6		30									
HEATHROW		BRITISH AIRWAYS PLC		S A		60 0		2 19.4		19.4 14.5		19.4 16.1		4.8 1.6		1.6 0.0		0.0 3.2		23 69.4 21		61									
HEATHROW		BRITISH AIRWAYS PLC		S D		60 0		2 0.0		4.8 40.3		22.6 19.4		6.5 0.0		3.2 0.0		0.0 3.2		29 41.9 39		62									
HEATHROW		UNITED AIRLINES		S A		93 0		1 13.8		33.0 21.3		12.8 9.6		6.4 2.1		0.0 0.0		0.0 1.1		17 81.7 18		93									
HEATHROW		UNITED AIRLINES		S D		92 0		1 0.0		43.0 46.2		2.2 3.2		4.3 0.0		0.0 0.0		0.0 1.1		7 81.7 11		92									
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31 0		0 9.7		35.5 19.4		9.7 6.5		19.4 0.0		0.0 0.0		0.0 0.0		24 74.2 14		31									
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		31 0		0 0.0		25.8 58.1		6.5 3.2		6.5 0.0		0.0 0.0		0.0 0.0		12 96.8 5		31									
MANCHESTER		UNITED AIRLINES		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		UNITED AIRLINES		S D		0 0		1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 100.0		0 0.0 0		0									
<b>TOTAL WASHINGTON (DULLES)</b>						<b>430 0</b>		<b>9 8.4</b>		<b>31.2 31.4</b>		<b>10.5 8.7</b>		<b>5.7 0.9</b>		<b>1.1 0.0</b>		<b>0.0 0.0</b>		<b>0.0 2.1</b>		<b>17 75.1 17</b>		<b>430</b>							
WICK JOHN O GROATS																															
ABERDEEN		FLYBE LTD		S A		30 0		10 2.5		40.0 25.0		5.0 0.0		2.5 0.0		0.0 0.0		0.0 25.0		7 53.8 32		35									
ABERDEEN		FLYBE LTD		S D		33 0		7 0.0		37.5 35.0		7.5 0.0		0.0 2.5		0.0 0.0		0.0 17.5		8 60.0 20		35									
BELFAST CITY (GEORGE BEST)		LOGANAIR 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		95 0.0 0		0									
EDINBURGH		LOGANAIR LTD		S A		19 0		6 8.0		16.0 28.0		16.0 4.0		4.0 0.0		0.0 0.0		0.0 24.0		14 73.9 8		22									
EDINBURGH		LOGANAIR LTD		S D		22 0		4 0.0		38.5 26.9		3.8 11.5		3.8 0.0		0.0 0.0		0.0 15.4		13 87.0 9		23									
<b>TOTAL WICK JOHN O GROATS</b>						<b>105 0</b>		<b>27 2.3</b>		<b>34.1 28.8</b>		<b>7.6 3.0</b>		<b>3.0 0.8</b>		<b>0.0 0.0</b>		<b>0.0 20.5</b>		<b>10 65.6 19</b>		<b>115</b>									

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

		Origin/Destinations: W																	JUL 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
WINNIPEG	GATWICK	WEST JET AIRLINES	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	48	5
	GATWICK	WEST JET AIRLINES	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	18	4
<b>TOTAL WINNIPEG</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>35</b>	<b>9</b>
WROCLAW	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	9	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	19	9
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	26	9
	BIRMINGHAM	WIZZ AIR	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	16	22.2	47	9
	BRISTOL	RYANAIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	7	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	27	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	38	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	16.7	50.0	5.6	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	54.5	21	22
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	44.4	22.2	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	68.2	16	22
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	55.6	15	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9
	GLASGOW	RYANAIR	S	A	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	19	66.7	12	9
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	69	33.3	26	9
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	25.0	50.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	66.7	23	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	66.7	66	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	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	92.9	8	14
	LIVERPOOL (JOHN LENNON)	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	1	85.7	14	14
	LUTON	WIZZ AIR	S	A	43	0	1	25.0	54.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2	95.5	5	44
	LUTON	WIZZ AIR	S	D	43	0	1	0.0	18.2	70.5	6.8	0.0	2.3	0.0	0.0	0.0	0.0	2.3	7	65.9	22	44
	STANSTED	RYANAIR	S	A	53	0	0	13.2	45.3	13.2	7.5	7.5	9.4	1.9	0.0	1.9	0.0	0.0	24	58.5	40	51
	STANSTED	RYANAIR	S	D	53	0	0	0.0	32.1	32.1	18.9	5.7	7.5	3.8	0.0	0.0	0.0	0.0	21	3.8	71	50
	MANCHESTER	RYANAIR	S	A	14	0	0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	18	13
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	21.4	57.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	26	13
	NEWCASTLE	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	66.7	22	9
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	55.6	38	9
<b>TOTAL WROCLAW</b>					<b>412</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>40.8</b>	<b>31.2</b>	<b>8.9</b>	<b>4.6</b>	<b>4.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>59.2</b>	<b>28</b>	<b>431</b>

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUL 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
WUHAN TIANHE INTERNATIONAL	HEATHROW	CHINA SOUTHERN	S	A	14	0	0	42.9	21.4	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	46.2	23	13
	HEATHROW	CHINA SOUTHERN	S	D	14	0	0	21.4	57.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	13	13
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>32.1</b>	<b>39.3</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>0.0</b>	<b>7</b>	<b>65.4</b>	<b>18</b>	<b>26</b>

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

Origin/Destinations: Y

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
YEREVAN	GLASGOW	JETMAGIC (MALTA)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
	GLASGOW	JETMAGIC (MALTA)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL YEREVAN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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
ZADAR																						
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	33	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	43	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	75	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	1	1
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	16	7
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	42.9	25	7
	STANSTED	RYANAIR	S	A	18	0	0	0.0	33.3	16.7	16.7	27.8	0.0	5.6	0.0	0.0	0.0	0.0	25	21.4	50	13
	STANSTED	RYANAIR	S	D	18	0	0	0.0	5.6	61.1	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	7.7	61	12
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	31	60.0	19	5
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	39	20.0	58	5
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	50	55.6	30	9
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	55.6	26	9
	MANCHESTER	TITAN 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	43	20.0	64	5
	MANCHESTER	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	20.0	75	5
	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	0.0	94	5
	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	60.0	77	5
<b>TOTAL ZADAR</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>41.5</b>	<b>15.1</b>	<b>14.2</b>	<b>4.7</b>	<b>4.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>36.3</b>	<b>47</b>	<b>89</b>
ZAGREB																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	3.2	32.3	25.8	12.9	19.4	3.2	0.0	0.0	0.0	0.0	3.2	15	48.4	20	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	22.6	48.4	19.4	6.5	0.0	0.0	0.0	0.0	0.0	3.2	10	90.3	7	31
	HEATHROW	CROATIA AIRLINES	S	A	14	0	0	0.0	0.0	7.1	50.0	28.6	0.0	7.1	7.1	0.0	0.0	0.0	52	0.0	56	13
	HEATHROW	CROATIA AIRLINES	S	D	14	0	0	0.0	0.0	7.1	14.3	57.1	7.1	7.1	7.1	0.0	0.0	0.0	63	5.9	65	17
<b>TOTAL ZAGREB</b>					<b>88</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>18.9</b>	<b>27.8</b>	<b>21.1</b>	<b>22.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>47.8</b>	<b>29</b>	<b>92</b>
ZAKINTHOS																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	16	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	4
	BIRMINGHAM	JET2.COM LTD	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	30.0	36	10
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	35.7	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	50.0	18	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	18	0	0	0.0	11.1	44.4	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	26	72.7	13	22
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	5.6	44.4	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	23	40.9	20	22

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	TUI AIRWAYS LTD	C A	13	0	0	7.7	15.4	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	42.9	33	14			
BIRMINGHAM	TUI AIRWAYS LTD	C D	13	0	0	0.0	0.0	30.8	30.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	26	42.9	36	14			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1			
BRISTOL	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	22	33.3	35	3			
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	29	3			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	17	0	0	17.6	35.3	17.6	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	20	50.0	36	18			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	35.3	41.2	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	13	50.0	21	18			
BRISTOL	TUI AIRWAYS LTD	C A	13	0	0	0.0	15.4	38.5	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	22	35.7	23	14			
BRISTOL	TUI AIRWAYS LTD	C 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	12	35.7	27	14			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	22.2	25	9			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	88.9	6	9			
CARDIFF WALES	TUI AIRWAYS LTD	C 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	21	20.0	55	5			
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	5	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	55.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	50.0	21	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	1	18.2	9.1	45.5	0.0	9.1	9.1	0.0	0.0	0.0	0.0	9.1	15	36.4	26	11			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	10	0	0	0.0	10.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	72.7	15	11			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	15	14			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	6	14			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	14	0	0	7.1	28.6	14.3	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	25	64.3	11	14			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	14	0	0	0.0	35.7	21.4	14.3	21.4	0.0	0.0	7.1	0.0	0.0	0.0	27	78.6	10	14			
EDINBURGH	JET2.COM LTD	S A	8	0	0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	7	9			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	44.4	22	9			
EXETER	TUI AIRWAYS LTD	C A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
EXETER	TUI AIRWAYS LTD	C D	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	50.0	17	4			
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4			
GLASGOW	THOMAS COOK AIRLINES LTD	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	0.0	20	44.4	34	9			

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

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PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
GLASGOW	THOMAS COOK AIRLINES 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	7	88.9	4	9
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	32	5
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	374	40.0	22	5
LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	1	0.0	7.1	21.4	21.4	35.7	7.1	0.0	0.0	0.0	0.0	7.1	26	66.7	19	9
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	23.1	46.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	66.7	16	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	12	1
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	49	37.5	64	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	87.5	45	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	66.7	20	3
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	66.7	9	3
GATWICK	EASYJET UK LTD	S	A	30	0	0	0.0	6.7	16.7	13.3	33.3	23.3	6.7	0.0	0.0	0.0	0.0	46	51.7	26	29
GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	75.9	10	29
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	50.0	30	10
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	80.0	16	10
GATWICK	THOMAS COOK AIRLINES LTD	S	A	23	0	0	0.0	8.7	26.1	21.7	30.4	4.3	4.3	0.0	4.3	0.0	0.0	52	39.1	29	23
GATWICK	THOMAS COOK AIRLINES LTD	S	D	23	0	0	0.0	8.7	60.9	8.7	13.0	4.3	0.0	0.0	4.3	0.0	0.0	35	65.2	17	23
GATWICK	TUI AIRWAYS LTD	C	A	24	0	0	0.0	0.0	20.8	25.0	20.8	20.8	4.2	4.2	4.2	0.0	0.0	65	40.0	31	15
GATWICK	TUI AIRWAYS LTD	C	D	25	0	0	0.0	16.0	20.0	28.0	16.0	8.0	8.0	0.0	4.0	0.0	0.0	51	52.9	15	17
HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	49	12.5	78	8
HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	6	8
LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	32	20.0	38	5
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	58	5
STANSTED	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	50	0.0	67	4
STANSTED	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	100.0	2	4
STANSTED	JET2.COM LTD	S	A	23	0	0	0.0	4.3	43.5	13.0	26.1	8.7	0.0	0.0	4.3	0.0	0.0	77	26.3	37	19
STANSTED	JET2.COM LTD	S	D	23	0	0	0.0	26.1	56.5	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.9	10	19
STANSTED	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	8.3	0.0	16.7	50.0	25.0	0.0	0.0	0.0	0.0	0.0	42	15.4	203	13
STANSTED	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	16.7	33.3	8.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	24	61.5	100	13

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JUL 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	40.0	29	5
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	14	5
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	31	9
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
MANCHESTER	JET2.COM LTD	S A	22	0	0	0.0	18.2	18.2	22.7	18.2	18.2	0.0	0.0	4.5	0.0	0.0	93	76.5	9	17	
MANCHESTER	JET2.COM LTD	S D	22	0	0	0.0	0.0	54.5	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	22	82.4	10	17	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	18	0	0	0.0	0.0	22.2	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	41	37.5	28	24	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	27.8	44.4	11.1	11.1	0.0	0.0	5.6	0.0	0.0	0.0	20	58.3	27	24	
MANCHESTER	TUI AIRWAYS LTD	C A	24	0	0	0.0	8.3	25.0	33.3	20.8	8.3	0.0	4.2	0.0	0.0	0.0	36	60.0	18	25	
MANCHESTER	TUI AIRWAYS LTD	C D	25	0	0	0.0	8.0	28.0	36.0	20.0	4.0	4.0	0.0	0.0	0.0	0.0	30	85.2	9	27	
NEWCASTLE	JET2.COM LTD	S A	9	0	0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	41	8	
NEWCASTLE	JET2.COM LTD	S D	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	37.5	34	8	
NEWCASTLE	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	17	88.9	4	9	
NEWCASTLE	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	8	88.9	4	9	
NEWCASTLE	TUI AIRWAYS LTD	S A	9	0	0	0.0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	29	44.4	30	9	
NEWCASTLE	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	33.3	22	9	
<b>TOTAL ZAKINTHOS</b>			<b>844</b>	<b>10</b>	<b>2</b>	<b>1.3</b>	<b>14.7</b>	<b>34.1</b>	<b>19.9</b>	<b>18.8</b>	<b>7.2</b>	<b>1.3</b>	<b>0.5</b>	<b>0.8</b>	<b>1.2</b>	<b>0.2</b>	<b>31</b>	<b>56.8</b>	<b>26</b>	<b>850</b>	
ZARAGOZA																					
EDINBURGH	ENTER AIR	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
EDINBURGH	ENTER AIR	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STANSTED	RYANAIR	S A	22	0	0	4.5	63.6	4.5	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	10	13.6	58	21	
STANSTED	RYANAIR	S D	22	0	0	0.0	27.3	50.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	36.4	47	21	
<b>TOTAL ZARAGOZA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>45.7</b>	<b>26.1</b>	<b>13.0</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>25.0</b>	<b>52</b>	<b>42</b>	
ZHENGZHOU XINZHENG																					
HEATHROW	CHINA SOUTHERN	S A	9	0	0	11.1	22.2	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
HEATHROW	CHINA SOUTHERN	S D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZURICH																					
BIRMINGHAM	SWISS AIRLINES	S A	53	0	1	0.0	24.1	53.7	11.1	7.4	1.9	0.0	0.0	0.0	0.0	1.9	10	75.5	14	52	
BIRMINGHAM	SWISS AIRLINES	S D	53	0	1	0.0	11.1	31.5	33.3	18.5	0.0	1.9	1.9	0.0	0.0	1.9	27	42.6	23	52	
CARDIFF WALES	SWISS AIRLINES	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	
EDINBURGH	BA CITYFLYER 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	10	75.0	6	4	
EDINBURGH	BA CITYFLYER LTD	C D	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	60	60.0	33	5	
EDINBURGH	EDELWEISS AIR	S A	21	0	0	0.0	23.8	38.1	19.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	16	82.4	9	17	



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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 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	EDELWEISS AIR	S	D	21	0	0	0.0	19.0	28.6	23.8	19.0	9.5	0.0	0.0	0.0	0.0	0.0	22	47.1	19	17	
	GLASGOW	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	64	0.0	42	4	
	JERSEY	BLUE ISLANDS LIMITED	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	75.0	7	4	
	LIVERPOOL (JOHN LENNON)	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	8	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	50.0	24	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	33.3	26	6	
	GATWICK	EASYJET UK LTD	S	A	42	0	2	0.0	18.2	20.5	22.7	15.9	15.9	0.0	0.0	2.3	0.0	4.5	39	47.6	28	41	
	GATWICK	EASYJET UK LTD	S	D	42	0	2	0.0	13.6	38.6	11.4	15.9	13.6	2.3	0.0	0.0	0.0	4.5	27	68.3	19	40	
	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	135	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	5	5.8	35.3	35.8	11.0	6.4	2.3	0.6	0.0	0.0	0.0	2.9	10	75.9	18	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	4	0.0	28.5	50.6	8.7	8.7	0.0	1.2	0.0	0.0	0.0	2.3	10	74.7	15	168	
	HEATHROW	SWISS AIRLINES	S	A	215	0	2	2.8	25.3	37.3	17.1	10.6	6.0	0.0	0.0	0.0	0.0	0.9	15	70.5	15	214	
	HEATHROW	SWISS AIRLINES	S	D	212	0	5	0.0	9.2	45.6	20.7	17.5	4.1	0.5	0.0	0.0	0.0	2.3	20	55.5	22	214	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	89	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	73.0	13	88		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	89	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	60.7	21	89		
	LONDON CITY	HELVETIC AIRWAYS	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1		
	LONDON CITY	SWISS AIRLINES	S	A	0	139	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.2	4.8	0	75.9	10	138		
	LONDON CITY	SWISS AIRLINES	S	D	0	140	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.6	5.4	0	50.3	21	138		
	LUTON	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	19	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	12.5	73	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	12.5	59	8	
	LUTON	EASYJET UK LTD	S	A	57	0	1	1.7	25.9	31.0	20.7	8.6	10.3	0.0	0.0	0.0	0.0	1.7	19	48.0	33	49	
	LUTON	EASYJET UK LTD	S	D	57	0	1	0.0	10.3	46.6	17.2	15.5	8.6	0.0	0.0	0.0	0.0	1.7	21	50.0	31	49	
	MANCHESTER	SWISS AIRLINES	S	A	60	0	2	0.0	14.5	51.6	12.9	11.3	6.5	0.0	0.0	0.0	0.0	3.2	18	70.2	14	57	
	MANCHESTER	SWISS AIRLINES	S	D	60	0	2	0.0	0.0	33.9	25.8	24.2	12.9	0.0	0.0	0.0	0.0	3.2	32	40.4	29	57	
<b>TOTAL ZURICH</b>					<b>1247</b>	<b>459</b>	<b>49</b>	<b>1.1</b>	<b>14.8</b>	<b>29.5</b>	<b>12.1</b>	<b>9.2</b>	<b>3.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>26.2</b>	<b>2.8</b>	<b>18</b>	<b>63.3</b>	<b>19</b>	<b>1695</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	133	0	3	9.6	27.9	39.0	10.3	8.8	2.2	0.0	0.0	0.0	0.0	2.2	10	86.7	9	104
SCHEDULED FLIGHTS(ALL ROUTES)	3239	0	140	4.9	40.2	32.2	7.5	5.4	3.7	1.3	0.6	0.0	0.0	4.1	12	74.1	16	3499
<b>AIRPORT TOTAL</b>	<b>3372</b>	<b>0</b>	<b>143</b>	<b>5.0</b>	<b>39.8</b>	<b>32.5</b>	<b>7.6</b>	<b>5.5</b>	<b>3.6</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>12</b>	<b>74.5</b>	<b>15</b>	<b>3603</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	1	0	20.0	20.0	10.0	0.0	20.0	20.0	0.0	0.0	0.0	10.0	0.0	28	70.0	11	10
SCHEDULED FLIGHTS(ALL ROUTES)	3212	0	52	2.5	30.5	39.8	10.5	8.9	4.8	1.0	0.3	0.0	0.0	1.6	14	82.5	9	3198
<b>AIRPORT TOTAL</b>	<b>3221</b>	<b>1</b>	<b>52</b>	<b>2.5</b>	<b>30.5</b>	<b>39.7</b>	<b>10.5</b>	<b>9.0</b>	<b>4.9</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>82.5</b>	<b>9</b>	<b>3208</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	335	0	0	6.9	28.1	36.4	8.4	8.7	7.8	1.5	2.4	0.0	0.0	0.0	22	76.5	25	341
SCHEDULED FLIGHTS(ALL ROUTES)	3705	0	1	6.4	41.0	27.2	10.5	7.6	5.1	1.7	0.5	0.0	0.0	0.0	15	69.2	22	3829
<b>AIRPORT TOTAL</b>	<b>4040</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>39.9</b>	<b>28.0</b>	<b>10.3</b>	<b>7.7</b>	<b>5.3</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.8</b>	<b>22</b>	<b>4170</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	1050	0	0	4.6	19.4	39.2	17.0	11.0	4.3	2.2	1.8	0.6	0.0	0.0	27	55.1	26	998
SCHEDULED FLIGHTS(ALL ROUTES)	8923	0	115	4.9	22.6	36.5	15.3	11.5	5.7	1.5	0.6	0.0	0.0	1.3	20	62.2	22	8867
<b>AIRPORT TOTAL</b>	<b>9973</b>	<b>0</b>	<b>115</b>	<b>4.9</b>	<b>22.3</b>	<b>36.8</b>	<b>15.5</b>	<b>11.5</b>	<b>5.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>61.5</b>	<b>22</b>	<b>9865</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	153	0	0	6.5	35.3	35.9	11.1	7.2	2.6	1.3	0.0	0.0	0.0	0.0	12	75.6	10	135
SCHEDULED FLIGHTS(ALL ROUTES)	428	0	0	6.1	42.1	33.2	8.6	6.1	1.2	1.9	0.9	0.0	0.0	0.0	13	80.3	15	307
<b>AIRPORT TOTAL</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>40.3</b>	<b>33.9</b>	<b>9.3</b>	<b>6.4</b>	<b>1.5</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.8</b>	<b>13</b>	<b>442</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	665	0	0	6.6	34.3	29.9	10.7	9.0	5.9	1.2	1.2	1.2	0.0	0.0	25	64.9	18	663
SCHEDULED FLIGHTS(ALL ROUTES)	5738	0	52	3.3	28.3	35.1	13.8	11.4	5.5	1.2	0.4	0.0	0.0	0.9	18	61.5	22	5923
<b>AIRPORT TOTAL</b>	<b>6403</b>	<b>0</b>	<b>52</b>	<b>3.7</b>	<b>28.9</b>	<b>34.6</b>	<b>13.5</b>	<b>11.1</b>	<b>5.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>61.8</b>	<b>22</b>	<b>6586</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	534	3	0	2.4	22.0	39.5	16.2	11.9	4.3	1.7	1.3	0.2	0.6	0.0	21	67.6	15	479
SCHEDULED FLIGHTS(ALL ROUTES)	1233	42	27	2.3	29.5	42.6	9.0	6.6	2.7	1.5	0.5	0.0	3.2	2.1	13	78.5	13	1299
<b>AIRPORT TOTAL</b>	<b>1767</b>	<b>45</b>	<b>27</b>	<b>2.3</b>	<b>27.3</b>	<b>41.7</b>	<b>11.1</b>	<b>8.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>2.4</b>	<b>1.5</b>	<b>16</b>	<b>75.6</b>	<b>14</b>	<b>1778</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	372	0	0	2.2	25.5	44.1	11.3	10.5	3.5	1.6	0.3	1.1	0.0	0.0	23	81.7	14	334
SCHEDULED FLIGHTS(ALL ROUTES)	731	0	6	6.9	33.1	38.1	9.0	6.5	4.5	0.7	0.3	0.1	0.0	0.8	14	69.2	19	660
<b>AIRPORT TOTAL</b>	<b>1103</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>30.6</b>	<b>40.1</b>	<b>9.7</b>	<b>7.8</b>	<b>4.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>73.4</b>	<b>17</b>	<b>994</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	11	0	0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
SCHEDULED FLIGHTS(ALL ROUTES)	253	0	25	5.8	38.1	30.2	9.0	4.0	3.2	0.7	0.0	0.0	0.0	9.0	10	76.4	13	263
<b>AIRPORT TOTAL</b>	<b>264</b>	<b>0</b>	<b>25</b>	<b>5.5</b>	<b>38.4</b>	<b>30.4</b>	<b>9.0</b>	<b>4.2</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>10</b>	<b>76.5</b>	<b>13</b>	<b>264</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	400	0	0	5.0	27.5	36.0	13.5	11.0	4.8	1.8	0.5	0.0	0.0	0.0	18	71.4	16	399
SCHEDULED FLIGHTS(ALL ROUTES)	3281	0	15	7.5	32.4	36.7	11.0	7.2	3.5	0.8	0.3	0.1	0.0	0.5	13	72.7	16	3463
<b>AIRPORT TOTAL</b>	<b>3681</b>	<b>0</b>	<b>15</b>	<b>7.2</b>	<b>31.9</b>	<b>36.6</b>	<b>11.3</b>	<b>7.6</b>	<b>3.7</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>72.6</b>	<b>16</b>	<b>3862</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	195	0	2	4.1	11.7	32.5	15.2	13.7	15.2	2.0	2.5	2.0	0.0	1.0	50	62.7	24	243
SCHEDULED FLIGHTS(ALL ROUTES)	11420	0	138	3.4	30.1	35.3	13.8	9.9	4.6	1.2	0.5	0.0	0.0	1.2	17	65.9	20	11262
<b>AIRPORT TOTAL</b>	<b>11615</b>	<b>0</b>	<b>140</b>	<b>3.4</b>	<b>29.7</b>	<b>35.3</b>	<b>13.8</b>	<b>10.0</b>	<b>4.8</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>65.8</b>	<b>20</b>	<b>11505</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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	170	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.5	8	169
SCHEDULED FLIGHTS(ALL ROUTES)	0	1324	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7	0.3	0	78.9	14	1166
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>1494</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.7</b>	<b>0.3</b>	<b>0</b>	<b>79.1</b>	<b>14</b>	<b>1335</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	1657	0	23	1.8	9.6	35.9	20.1	15.8	9.8	3.3	1.5	0.9	0.0	1.4	39	60.2	24	1798
SCHEDULED FLIGHTS(ALL ROUTES)	25614	0	470	2.9	14.8	31.3	18.3	17.0	9.9	2.5	1.2	0.2	0.0	1.8	30	58.1	25	25827
<b>AIRPORT TOTAL</b>	<b>27271</b>	<b>0</b>	<b>493</b>	<b>2.8</b>	<b>14.5</b>	<b>31.6</b>	<b>18.4</b>	<b>16.9</b>	<b>9.9</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>31</b>	<b>58.2</b>	<b>25</b>	<b>27625</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	388	0	0	5.9	24.7	33.0	13.7	13.9	6.4	0.5	1.0	0.8	0.0	0.0	26	61.1	22	378
SCHEDULED FLIGHTS(ALL ROUTES)	7341	0	168	4.1	32.3	33.9	12.4	8.1	5.0	1.5	0.5	0.0	0.0	2.2	16	69.2	19	7878
<b>AIRPORT TOTAL</b>	<b>7729</b>	<b>0</b>	<b>168</b>	<b>4.2</b>	<b>31.9</b>	<b>33.9</b>	<b>12.5</b>	<b>8.4</b>	<b>5.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>68.8</b>	<b>19</b>	<b>8256</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	96	0	0	1.0	19.8	34.4	17.7	15.6	8.3	1.0	2.1	0.0	0.0	0.0	26	60.9	21	138
SCHEDULED FLIGHTS(ALL ROUTES)	41754	0	535	8.2	27.3	36.8	12.5	8.7	3.7	0.9	0.5	0.1	0.0	1.3	16	71.0	18	41397
<b>AIRPORT TOTAL</b>	<b>41850</b>	<b>0</b>	<b>535</b>	<b>8.2</b>	<b>27.3</b>	<b>36.7</b>	<b>12.5</b>	<b>8.7</b>	<b>3.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>71.0</b>	<b>18</b>	<b>41535</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	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	7	62.5	26	8
SCHEDULED FLIGHTS(ALL ROUTES)	1092	0	17	6.8	36.6	36.9	8.0	6.1	2.4	1.1	0.5	0.1	0.0	1.5	12	76.1	18	1057
<b>AIRPORT TOTAL</b>	<b>1100</b>	<b>0</b>	<b>17</b>	<b>6.7</b>	<b>36.8</b>	<b>36.8</b>	<b>8.0</b>	<b>6.2</b>	<b>2.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>76.0</b>	<b>18</b>	<b>1065</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	40	0	0	10.0	30.0	25.0	7.5	10.0	10.0	0.0	5.0	2.5	0.0	0.0	41	53.6	29	28
SCHEDULED FLIGHTS(ALL ROUTES)	2442	0	33	4.2	39.9	30.1	9.6	8.2	4.8	1.4	0.4	0.0	0.0	1.3	15	70.5	16	2290
<b>AIRPORT TOTAL</b>	<b>2482</b>	<b>0</b>	<b>33</b>	<b>4.3</b>	<b>39.8</b>	<b>30.0</b>	<b>9.5</b>	<b>8.3</b>	<b>4.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>70.3</b>	<b>16</b>	<b>2318</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	53	0	1	0.0	14.8	24.1	24.1	20.4	9.3	5.6	0.0	0.0	0.0	1.9	31	71.5	19	165
SCHEDULED FLIGHTS(ALL ROUTES)	3309	0	19	8.4	30.6	37.8	10.1	7.6	3.5	0.9	0.3	0.1	0.0	0.6	13	77.2	14	3256
<b>AIRPORT TOTAL</b>	<b>3362</b>	<b>0</b>	<b>20</b>	<b>8.3</b>	<b>30.4</b>	<b>37.6</b>	<b>10.3</b>	<b>7.8</b>	<b>3.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>77.0</b>	<b>14</b>	<b>3421</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	14	0	0	0.0	14.3	21.4	7.1	14.3	21.4	14.3	7.1	0.0	0.0	0.0	68	77.8	12	36
SCHEDULED FLIGHTS(ALL ROUTES)	3234	0	22	6.1	39.0	33.0	8.8	6.8	4.0	1.0	0.6	0.0	0.0	0.7	13	76.6	15	3249
<b>AIRPORT TOTAL</b>	<b>3248</b>	<b>0</b>	<b>22</b>	<b>6.1</b>	<b>38.9</b>	<b>32.9</b>	<b>8.8</b>	<b>6.8</b>	<b>4.1</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>76.6</b>	<b>15</b>	<b>3285</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)
SCHEDULED FLIGHTS(ALL ROUTES)	0	6771	187	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	67.4	17	6539
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>6771</b>	<b>187</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.3</b>	<b>2.7</b>	<b>0</b>	<b>67.4</b>	<b>17</b>	<b>6539</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	178	0	1	1.7	7.3	30.7	26.3	21.8	7.3	2.8	1.1	0.6	0.0	0.6	37	53.8	25	286
SCHEDULED FLIGHTS(ALL ROUTES)	10417	0	105	4.7	20.8	35.0	15.3	13.3	6.8	1.8	1.1	0.2	0.0	1.0	24	53.4	28	9743
<b>AIRPORT TOTAL</b>	<b>10595</b>	<b>0</b>	<b>106</b>	<b>4.7</b>	<b>20.6</b>	<b>34.9</b>	<b>15.5</b>	<b>13.5</b>	<b>6.8</b>	<b>1.8</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>24</b>	<b>53.4</b>	<b>28</b>	<b>10029</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	1532	0	0	2.5	12.5	39.5	19.6	15.4	6.6	2.3	1.4	0.2	0.0	0.0	28	56.8	25	1627
SCHEDULED FLIGHTS(ALL ROUTES)	17959	0	127	4.4	22.6	40.2	14.4	10.5	5.3	1.3	0.4	0.1	0.0	0.7	19	66.9	20	17385
<b>AIRPORT TOTAL</b>	<b>19491</b>	<b>0</b>	<b>127</b>	<b>4.3</b>	<b>21.9</b>	<b>40.1</b>	<b>14.8</b>	<b>10.9</b>	<b>5.4</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>66.1</b>	<b>20</b>	<b>19012</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	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	33	62.5	11	8
SCHEDULED FLIGHTS(ALL ROUTES)	4107	0	42	6.3	28.6	39.6	12.4	7.5	3.3	1.0	0.3	0.1	0.0	1.0	14	73.8	17	4349
<b>AIRPORT TOTAL</b>	<b>4111</b>	<b>0</b>	<b>42</b>	<b>6.3</b>	<b>28.6</b>	<b>39.5</b>	<b>12.4</b>	<b>7.6</b>	<b>3.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>73.8</b>	<b>16</b>	<b>4357</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	38	0	2	10.0	22.5	27.5	7.5	5.0	17.5	5.0	0.0	0.0	0.0	5.0	28	67.4	14	46
SCHEDULED FLIGHTS(ALL ROUTES)	2946	0	98	2.2	29.5	40.6	10.1	6.9	5.5	1.2	0.7	0.0	0.0	3.2	16	73.6	15	3096
<b>AIRPORT TOTAL</b>	<b>2984</b>	<b>0</b>	<b>100</b>	<b>2.3</b>	<b>29.4</b>	<b>40.4</b>	<b>10.1</b>	<b>6.9</b>	<b>5.7</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>73.6</b>	<b>15</b>	<b>3142</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	2113	2	12	5.2	37.6	31.0	11.8	7.9	4.2	1.2	0.4	0.1	0.1	0.6	16	65.3	26	1724
<b>AIRPORT TOTAL</b>	<b>2113</b>	<b>2</b>	<b>12</b>	<b>5.2</b>	<b>37.6</b>	<b>31.0</b>	<b>11.8</b>	<b>7.9</b>	<b>4.2</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>16</b>	<b>65.3</b>	<b>26</b>	<b>1724</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2019

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUL 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUL 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)	275	0	11	1.7	13.3	34.3	16.4	17.5	7.0	4.5	1.4	0.0	0.0	3.8	30	50.8	32	299
SCHEDULED FLIGHTS(ALL ROUTES)	16022	1	66	4.8	28.8	36.1	12.8	10.5	4.8	1.1	0.5	0.2	0.0	0.4	17	39.1	42	16173
<b>AIRPORT TOTAL</b>	<b>16297</b>	<b>1</b>	<b>77</b>	<b>4.8</b>	<b>28.5</b>	<b>36.1</b>	<b>12.9</b>	<b>10.6</b>	<b>4.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>39.3</b>	<b>42</b>	<b>16472</b>