

# Punctuality Statistics



Aberdeen, Belfast City (George Best), Belfast International, Birmingham, Bournemouth, Bristol, Cardiff Wales, Doncaster Sheffield, Durham Tees Valley, East Midlands International, Edinburgh, Exeter, Gatwick, Glasgow, Heathrow, Isle Of Man, Jersey, Leeds Bradford, Liverpool (John Lennon), London City, Luton, Manchester, Newcastle, Southampton, Southend, Stansted.

## Full and Summary Analysis

August 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 AUGUST 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>BELGIUM</b>																					
ANTWERP	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	11	28	
<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>78.6</b>	<b>11</b>	<b>28</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>78.6</b>	<b>11</b>	<b>28</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	10	
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
<b>CROATIA</b>																					
RIJEKA	MALETH AERO	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
RIJEKA	TRADE AIR	C	2	0	1	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	34	0.0	0	0	
<b>TOTAL RIJEKA</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	54	0	0	0.0	33.3	55.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	65.0	15	40	
<b>TOTAL COPENHAGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.0</b>	<b>15</b>	<b>40</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	87.0	7	46	
ESBJERG	DANISH AIR TRANSPORT	S	40	0	0	0.0	42.5	47.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ESBJERG	LOGANAIR LTD	S	52	0	0	7.7	59.6	25.0	1.9	1.9	0.0	0.0	3.8	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ESBJERG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>52.2</b>	<b>34.8</b>	<b>5.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.0</b>	<b>7</b>	<b>46</b>	
<b>TOTAL DENMARK</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>45.2</b>	<b>42.5</b>	<b>6.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.7</b>	<b>10</b>	<b>86</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	117	0	1	4.2	48.3	29.7	8.5	5.9	2.5	0.0	0.0	0.0	0.0	0.8	8	71.9	12	119	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>48.3</b>	<b>29.7</b>	<b>8.5</b>	<b>5.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>72.1</b>	<b>12</b>	<b>120</b>	
<b>TOTAL FRANCE</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>48.3</b>	<b>29.7</b>	<b>8.5</b>	<b>5.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>72.1</b>	<b>12</b>	<b>120</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	80.0	9	10	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL RHODES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>26.3</b>	<b>31.6</b>	<b>15.8</b>	<b>21.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	88	0	0	5.7	39.8	34.1	9.1	4.5	6.8	0.0	0.0	0.0	0.0	0.0	11	87.5	7	88	



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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	
ALICANTE	RYANAIR	S	18	0	0	11.1	44.4	27.8	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	3	18	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	100.0	2	10	
<b>TOTAL IBIZA</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>24</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
MALAGA	RYANAIR	S	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	15.4	7.7	50.0	11.5	3.8	7.7	0.0	3.8	0.0	0.0	0.0	25	62.5	60	24	
<b>TOTAL PALMA DE MALLORCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.7</b>	<b>50.0</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.5</b>	<b>60</b>	<b>24</b>	
REUS	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	14	8	
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>14</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>32.1</b>	<b>39.7</b>	<b>7.7</b>	<b>6.4</b>	<b>3.8</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.6</b>	<b>21</b>	<b>78</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	1	8	
<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>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	4	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TURKEY</b>																					
DALAMAN	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	90.0	6	10	
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
<b>TOTAL TURKEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	62	0	0	3.2	37.1	40.3	6.5	6.5	4.8	0.0	1.6	0.0	0.0	0.0	14	82.3	13	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.1</b>	<b>40.3</b>	<b>6.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.3</b>	<b>13</b>	<b>62</b>	
BIRMINGHAM	FLYBE LTD	S	156	0	0	1.9	39.1	35.3	10.3	4.5	4.5	3.8	0.6	0.0	0.0	0.0	16	81.3	10	158	
<b>TOTAL BIRMINGHAM</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>39.1</b>	<b>35.3</b>	<b>10.3</b>	<b>4.5</b>	<b>4.5</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.3</b>	<b>10</b>	<b>158</b>	
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	44	
BRISTOL	LOGANAIR LTD	S	52	0	0	7.7	50.0	30.8	7.7	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>50.0</b>	<b>30.8</b>	<b>7.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.9</b>	<b>4</b>	<b>44</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	29.6	27	31	
<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>29.6</b>	<b>27</b>	<b>31</b>	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>DURHAM TEES VALLEY</b>	FLYBE LTD	S	108	0	9	28.2	43.6	10.3	4.3	1.7	3.4	0.9	0.0	0.0	0.0	7.7	7	47.1	38	87	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 DURHAM TEES VALLEY</b>			<b>108</b>	<b>0</b>	<b>9</b>	<b>28.2</b>	<b>43.6</b>	<b>10.3</b>	<b>4.3</b>	<b>1.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>7</b>	<b>47.5</b>	<b>38</b>	<b>88</b>
EDINBURGH	LOGANAIR 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 EDINBURGH</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>
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	37.0	43	50
<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>37.0</b>	<b>43</b>	<b>50</b>
HEATHROW	BRITISH AIRWAYS PLC	S	356	0	6	4.1	42.0	24.6	12.7	9.7	2.2	2.2	0.8	0.0	0.0	1.7	16	86.3	8	392
HEATHROW	FLYBE LTD	S	165	0	1	4.2	39.8	34.3	12.0	5.4	1.8	0.6	1.2	0.0	0.0	0.6	12	86.5	7	170
<b>TOTAL HEATHROW</b>			<b>521</b>	<b>0</b>	<b>7</b>	<b>4.2</b>	<b>41.3</b>	<b>27.7</b>	<b>12.5</b>	<b>8.3</b>	<b>2.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>86.3</b>	<b>8</b>	<b>562</b>
HUMBERSIDE	FLYBE LTD	S	96	0	3	33.3	36.4	14.1	6.1	3.0	3.0	0.0	1.0	0.0	0.0	3.0	8	50.4	23	95
<b>TOTAL HUMBERSIDE</b>			<b>96</b>	<b>0</b>	<b>3</b>	<b>33.3</b>	<b>36.4</b>	<b>14.1</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>8</b>	<b>50.4</b>	<b>23</b>	<b>95</b>
JERSEY	FLYBE LTD	S	10	0	0	0.0	0.0	30.0	10.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	57	50.0	29	8
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>50.0</b>	<b>29</b>	<b>8</b>
KIRKWALL	LOGANAIR LTD	S	171	0	0	15.2	49.1	25.1	5.3	4.7	0.6	0.0	0.0	0.0	0.0	0.0	5	95.4	3	195
<b>TOTAL KIRKWALL</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>49.1</b>	<b>25.1</b>	<b>5.3</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.4</b>	<b>3</b>	<b>195</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	67.6	21	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>67.6</b>	<b>21</b>	<b>93</b>
LUTON	EASYJET UK LTD	S	44	0	0	0.0	25.0	38.6	6.8	18.2	11.4	0.0	0.0	0.0	0.0	0.0	20	60.9	24	46
<b>TOTAL LUTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>38.6</b>	<b>6.8</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>20</b>	<b>60.9</b>	<b>24</b>	<b>46</b>
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	57	2
MANCHESTER	FLYBE LTD	S	303	0	3	3.3	43.1	39.5	7.5	3.6	0.7	1.3	0.0	0.0	0.0	1.0	8	83.8	12	325
MANCHESTER	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	66	2
<b>TOTAL MANCHESTER</b>			<b>303</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>43.1</b>	<b>39.5</b>	<b>7.5</b>	<b>3.6</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>83.4</b>	<b>13</b>	<b>329</b>
NEWCASTLE	FLYBE LTD	S	107	0	6	1.8	61.1	17.7	6.2	8.0	0.0	0.0	0.0	0.0	0.0	5.3	6	38.2	29	60
<b>TOTAL NEWCASTLE</b>			<b>107</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>61.1</b>	<b>17.7</b>	<b>6.2</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>5.3</b>	<b>6</b>	<b>38.2</b>	<b>29</b>	<b>60</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	75.0	9	8
<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>75.0</b>	<b>9</b>	<b>8</b>
NORWICH	FLYBE LTD	S	138	0	0	5.1	46.4	37.7	5.8	4.3	0.7	0.0	0.0	0.0	0.0	0.0	5	82.5	7	131
<b>TOTAL NORWICH</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>46.4</b>	<b>37.7</b>	<b>5.8</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>0.0</b>	<b>5</b>	<b>82.5</b>	<b>7</b>	<b>131</b>
SOUTHEND	LOGANAIR LTD	S	144	0	0	11.8	52.1	21.5	2.1	5.6	4.9	0.7	1.4	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>52.1</b>	<b>21.5</b>	<b>2.1</b>	<b>5.6</b>	<b>4.9</b>	<b>0.7</b>	<b>1.4</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>
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	59.2	15	41
<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>59.2</b>	<b>15</b>	<b>41</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	26.7	71	98
SUMBURGH	LOGANAIR LTD	S	253	0	9	4.2	38.5	34.4	6.9	5.7	4.6	2.3	0.0	0.0	0.0	3.4	14	87.5	6	256
<b>TOTAL SUMBURGH</b>			<b>253</b>	<b>0</b>	<b>9</b>	<b>4.2</b>	<b>38.5</b>	<b>34.4</b>	<b>6.9</b>	<b>5.7</b>	<b>4.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>14</b>	<b>87.5</b>	<b>6</b>	<b>256</b>
WICK JOHN O GROATS	FLYBE LTD	S	63	0	5	2.9	54.4	25.0	7.4	0.0	2.9	0.0	0.0	0.0	0.0	7.4	6	48.8	34	68

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: ABERDEEN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOTAL WICK JOHN O GROATS			63	0	5	2.9	54.4	25.0	7.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7.4	6	48.8	34	68
TOTAL UNITED KINGDOM			2231	0	42	7.6	43.5	29.2	7.9	5.6	2.7	1.3	0.4	0.0	0.0	1.8	11	72.2	15	2423	
TOTAL ABERDEEN			3399	0	52	6.4	44.6	30.8	7.7	5.1	2.5	0.9	0.4	0.0	0.0	1.5	10	75.9	13	3519	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
DUBLIN	SUN AIR OF SCANDINAVIA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	62	0	0	0.0	30.6	50.0	9.7	8.1	1.6	0.0	0.0	0.0	0.0	0.0	10	90.3	6	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>50.0</b>	<b>9.7</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>10</b>	<b>90.3</b>	<b>6</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>50.0</b>	<b>9.7</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>10</b>	<b>90.3</b>	<b>6</b>	<b>62</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	AER LINGUS	S	62	0	0	25.8	48.4	17.7	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	2	62	
<b>TOTAL FARO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>48.4</b>	<b>17.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>TOTAL PORTUGAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>48.4</b>	<b>17.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>SPAIN</b>																					
MALAGA	AER LINGUS	S	62	0	0	11.3	58.1	25.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	4	62	
<b>TOTAL MALAGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>58.1</b>	<b>25.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.3</b>	<b>4</b>	<b>62</b>	
<b>TOTAL SPAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>58.1</b>	<b>25.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.3</b>	<b>4</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	62	0	0	4.8	35.5	38.7	6.5	6.5	6.5	0.0	1.6	0.0	0.0	0.0	13	82.3	13	62	
ABERDEEN	LOGANAIR LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.9</b>	<b>37.5</b>	<b>7.8</b>	<b>6.3</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>13</b>	<b>82.3</b>	<b>13</b>	<b>62</b>	
BELFAST INTERNATIONAL	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	2	
<b>TOTAL BELFAST 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>100.0</b>	<b>0</b>	<b>2</b>	
BIRMINGHAM	FLYBE LTD	S	385	0	2	0.3	33.6	39.3	9.8	9.0	4.7	2.6	0.3	0.0	0.0	0.5	17	72.6	16	388	
<b>TOTAL BIRMINGHAM</b>			<b>385</b>	<b>0</b>	<b>2</b>	<b>0.3</b>	<b>33.6</b>	<b>39.3</b>	<b>9.8</b>	<b>9.0</b>	<b>4.7</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>72.6</b>	<b>16</b>	<b>388</b>	
CARDIFF WALES	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	0.0	0	0.0	21	1	
CARDIFF WALES	FLYBE LTD	S	92	0	1	0.0	33.3	39.8	15.1	9.7	1.1	0.0	0.0	0.0	0.0	1.1	10	88.0	7	100	
<b>TOTAL CARDIFF WALES</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>33.3</b>	<b>39.8</b>	<b>15.1</b>	<b>9.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>87.1</b>	<b>7</b>	<b>101</b>	
CARLISLE	LOGANAIR LTD	S	45	0	0	8.9	60.0	20.0	4.4	0.0	0.0	2.2	4.4	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>60.0</b>	<b>20.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	50	0	2	0.0	26.9	51.9	13.5	1.9	0.0	0.0	1.9	0.0	0.0	3.8	11	97.8	4	46	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.9</b>	<b>51.9</b>	<b>13.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>97.8</b>	<b>4</b>	<b>46</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	196	0	4	3.0	37.5	36.0	6.5	5.0	9.0	0.0	1.0	0.0	0.0	2.0	15	85.5	9	220	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>196</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>37.5</b>	<b>36.0</b>	<b>6.5</b>	<b>5.0</b>	<b>9.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>85.5</b>	<b>9</b>	<b>220</b>	
EDINBURGH	FLYBE LTD	S	227	0	1	0.9	44.7	36.8	7.9	4.4	4.8	0.0	0.0	0.0	0.0	0.4	10	78.6	12	220	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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 EDINBURGH</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>44.7</b>	<b>36.8</b>	<b>7.9</b>	<b>4.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>78.6</b>	<b>12</b>	<b>220</b>
EXETER	FLYBE LTD	S	63	0	0	1.6	28.6	52.4	12.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	87.3	8	63
<b>TOTAL EXETER</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>28.6</b>	<b>52.4</b>	<b>12.7</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>87.3</b>	<b>8</b>	<b>63</b>
GLASGOW	CAT AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GLASGOW	FLYBE LTD	S	234	0	1	1.7	32.3	45.1	5.5	3.4	6.4	3.4	1.7	0.0	0.0	0.4	21	91.9	4	222
<b>TOTAL GLASGOW</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>32.3</b>	<b>45.1</b>	<b>5.5</b>	<b>3.4</b>	<b>6.4</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>91.9</b>	<b>4</b>	<b>223</b>
HEATHROW	AER LINGUS	S	220	0	2	9.0	50.9	27.5	6.3	4.5	0.5	0.0	0.0	0.5	0.0	0.9	8	90.3	5	184
HEATHROW	BRITISH AIRWAYS PLC	S	272	0	2	1.8	44.9	27.4	7.7	12.0	2.9	1.8	0.7	0.0	0.0	0.7	15	86.0	8	258
<b>TOTAL HEATHROW</b>			<b>492</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>47.6</b>	<b>27.4</b>	<b>7.1</b>	<b>8.7</b>	<b>1.8</b>	<b>1.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>87.8</b>	<b>7</b>	<b>442</b>
INVERNESS	FLYBE LTD	S	62	0	0	0.0	46.8	43.5	1.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	6	88.7	11	62
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>43.5</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>11</b>	<b>62</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	0.0	26	1
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>
LEEDS BRADFORD	FLYBE LTD	S	213	0	3	2.8	40.3	40.7	7.9	5.6	0.9	0.5	0.0	0.0	0.0	1.4	7	91.3	4	250
<b>TOTAL LEEDS BRADFORD</b>			<b>213</b>	<b>0</b>	<b>3</b>	<b>2.8</b>	<b>40.3</b>	<b>40.7</b>	<b>7.9</b>	<b>5.6</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7</b>	<b>91.3</b>	<b>4</b>	<b>250</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	92.3	6	52
<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>92.3</b>	<b>6</b>	<b>52</b>
LONDON CITY	FLYBE LTD	S	284	0	1	6.3	37.9	38.6	7.0	6.3	3.2	0.4	0.0	0.0	0.0	0.4	10	81.5	12	286
<b>TOTAL LONDON CITY</b>			<b>284</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>37.9</b>	<b>38.6</b>	<b>7.0</b>	<b>6.3</b>	<b>3.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>81.5</b>	<b>12</b>	<b>286</b>
MANCHESTER	FLYBE LTD	S	404	0	0	0.7	29.2	49.0	10.6	5.9	3.5	0.7	0.2	0.0	0.0	0.0	12	82.0	9	393
MANCHESTER	SUN AIR OF SCANDINAVIA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>405</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>29.1</b>	<b>48.9</b>	<b>10.6</b>	<b>6.2</b>	<b>3.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.0</b>	<b>9</b>	<b>393</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	83.3	8	18
<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>83.3</b>	<b>8</b>	<b>18</b>
SOUTHAMPTON	FLYBE LTD	S	168	0	0	2.4	36.9	44.6	8.3	3.6	3.6	0.6	0.0	0.0	0.0	0.0	9	86.6	10	187
<b>TOTAL SOUTHAMPTON</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>36.9</b>	<b>44.6</b>	<b>8.3</b>	<b>3.6</b>	<b>3.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.6</b>	<b>10</b>	<b>187</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2999</b>	<b>0</b>	<b>19</b>	<b>2.6</b>	<b>37.9</b>	<b>39.3</b>	<b>8.3</b>	<b>6.3</b>	<b>3.6</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>84.2</b>	<b>9</b>	<b>3016</b>
<b>USA</b>																				
LOS ANGELES INTERNATIONAL	CAT AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
<b>TOTAL BELFAST CITY</b>			<b>3187</b>	<b>0</b>	<b>19</b>	<b>3.1</b>	<b>38.3</b>	<b>38.8</b>	<b>8.2</b>	<b>6.1</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>84.7</b>	<b>9</b>	<b>3203</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	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	0.0	11	0.0	0	0
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</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>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AZERBAIJAN</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>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	5.6	55.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18	
BURGAS	JET2.COM LTD	S	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	30	0.0	0	0	
BURGAS	JETNETHERLANDS	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	
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	87.5	9	8	
BURGAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	62.5	12	8	
<b>TOTAL BURGAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>25.0</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>16</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
SOFIA	JETNETHERLANDS	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	
SOFIA	RYANAIR	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 SOFIA</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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.5</b>	<b>26.3</b>	<b>13.2</b>	<b>7.9</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	16	0	0	0.0	18.8	50.0	0.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	24	72.2	14	18	
DUBROVNIK	JET2.COM LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	8	
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
SPLIT	EASYJET UK LTD	S	17	0	0	0.0	47.1	41.2	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	93.8	6	16	
<b>TOTAL SPLIT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>41.2</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>0.0</b>	<b>10</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.1</b>	<b>46.3</b>	<b>2.4</b>	<b>7.3</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.7</b>	<b>9</b>	<b>42</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	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	83.3	10	18	
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
PAPHOS	JET2.COM LTD	S	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	7	10	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>7</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>35.3</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.7</b>	<b>9</b>	<b>28</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	CSA CZECH AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH 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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	18	0	0	5.6	83.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>83.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
NICE	EASYJET UK LTD	S	28	0	0	3.6	35.7	21.4	25.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	42.3	26	26	
<b>TOTAL NICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>21.4</b>	<b>25.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>42.3</b>	<b>26</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	52	0	0	0.0	15.4	50.0	15.4	11.5	5.8	1.9	0.0	0.0	0.0	0.0	18	61.1	20	54	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>50.0</b>	<b>15.4</b>	<b>11.5</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>18</b>	<b>61.1</b>	<b>20</b>	<b>54</b>	
<b>TOTAL FRANCE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>33.7</b>	<b>32.7</b>	<b>17.3</b>	<b>10.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.2</b>	<b>19</b>	<b>98</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	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	2	94.4	6	18	
<b>TOTAL BERLIN (SCHONEFELD)</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>2</b>	<b>94.4</b>	<b>6</b>	<b>18</b>	
<b>TOTAL GERMANY</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>2</b>	<b>94.4</b>	<b>6</b>	<b>18</b>	
<b>GREECE</b>																					
CORFU	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	11	40.0	18	10	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>40.0</b>	<b>18</b>	<b>10</b>	
HERAKLION	JET2.COM LTD	S	8	0	0	0.0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	50.0	38	8	
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>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>50.0</b>	<b>38</b>	<b>8</b>	
RHODES	JET2.COM LTD	S	10	0	0	0.0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	33.3	362	9	
RHODES	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	10	60.0	16	10	
<b>TOTAL RHODES</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>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>47.4</b>	<b>180</b>	<b>19</b>	
ZAKINTHOS	JET2.COM LTD	S	8	0	0	12.5	12.5	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	16	10	
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</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>16</b>	<b>70.0</b>	<b>16</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>40.9</b>	<b>25.0</b>	<b>11.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>51.1</b>	<b>86</b>	<b>47</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	18	0	0	5.6	55.6	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18	
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
NAPLES	EASYJET UK LTD	S	18	0	0	16.7	16.7	38.9	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	1	16	
NAPLES	JET2.COM LTD	S	10	0	0	10.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	10	
<b>TOTAL NAPLES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.0</b>	<b>39.3</b>	<b>10.7</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>26</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	100.0	7	1	
<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>100.0</b>	<b>7</b>	<b>1</b>	

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VENICE	EASYJET UK LTD	S	18	0	0	0.0	33.3	27.8	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	100.0	3	18	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</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>13</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
VERONA VILLAFRANCA	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	106	8	
<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>37.5</b>	<b>106</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>35.9</b>	<b>34.4</b>	<b>14.1</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.0</b>	<b>14</b>	<b>71</b>	
<b>LEBANON</b>																					
BEIRUT	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	100.0	0	1	
<b>TOTAL BEIRUT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL LEBANON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	18	0	0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	19	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	10	10	
MALTA	RYANAIR	S	18	0	0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	10	16	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	80	0	0	2.5	28.8	33.8	18.8	13.8	0.0	2.5	0.0	0.0	0.0	0.0	15	52.5	20	78	
<b>TOTAL AMSTERDAM</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>28.8</b>	<b>33.8</b>	<b>18.8</b>	<b>13.8</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>15</b>	<b>52.5</b>	<b>20</b>	<b>78</b>	
<b>TOTAL NETHERLANDS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>28.8</b>	<b>33.8</b>	<b>18.8</b>	<b>13.8</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>15</b>	<b>52.5</b>	<b>20</b>	<b>78</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	0.0	77.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</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>0.0</b>	<b>2</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
KRAKOW	EASYJET UK LTD	S	26	0	0	3.8	53.8	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	26	
KRAKOW	RYANAIR	S	26	0	0	11.5	42.3	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	8	26	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>48.1</b>	<b>36.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.6</b>	<b>6</b>	<b>52</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	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	6	68.8	9	16	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>9</b>	<b>16</b>	
WROCLAW	RYANAIR	S	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	6	72.2	45	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>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>72.2</b>	<b>45</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>35.8</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.8</b>	<b>13</b>	<b>104</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	106	0	0	4.7	43.4	31.1	8.5	4.7	4.7	2.8	0.0	0.0	0.0	0.0	15	72.9	12	106	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	54	0	0	31.5	51.9	14.8	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	8	52
FARO	RYANAIR	S	18	0	0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.8	11	16
<b>TOTAL FARO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>46.6</b>	<b>24.7</b>	<b>5.6</b>	<b>3.4</b>	<b>2.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.3</b>	<b>11</b>	<b>174</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>46.6</b>	<b>24.7</b>	<b>5.6</b>	<b>3.4</b>	<b>2.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.3</b>	<b>11</b>	<b>174</b>
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
<b>TOTAL PORTUGAL REPUBLIC OF PODGORICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
PODGORICA	Unknown	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	21	0.0	0	0
<b>TOTAL PODGORICA</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF SLOVENIA</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LJUBLJANA	ADRIA AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
<b>TOTAL LJUBLJANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	80	0	0	8.8	41.3	35.0	7.5	6.3	1.3	0.0	0.0	0.0	0.0	0.0	7	70.9	15	79
ALICANTE	JET2.COM LTD	S	54	0	0	13.0	46.3	29.6	3.7	3.7	1.9	0.0	0.0	1.9	0.0	0.0	12	96.2	4	52
ALICANTE	RYANAIR	S	44	0	0	2.3	54.5	43.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	13	44
<b>TOTAL ALICANTE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>46.1</b>	<b>35.4</b>	<b>4.5</b>	<b>3.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.9</b>	<b>11</b>	<b>175</b>
ALMERIA	JET2.COM LTD	S	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	12	16
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>12</b>	<b>16</b>
BARCELONA	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	4	0.0	0	0
BARCELONA	EASYJET UK LTD	S	26	0	0	3.8	42.3	34.6	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	71.7	27	44
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>38.6</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>0.0</b>	<b>6</b>	<b>71.7</b>	<b>27</b>	<b>44</b>
GIRONA	JET2.COM LTD	S	18	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	88.9	9	18
GIRONA	RYANAIR	S	18	0	0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	15	18
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>61.1</b>	<b>25.0</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>4</b>	<b>80.6</b>	<b>12</b>	<b>36</b>
IBIZA	EASYJET UK LTD	S	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	88.9	92	18
IBIZA	JET2.COM LTD	S	36	0	0	33.3	33.3	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	80.6	8	36
IBIZA	TUI AIRWAYS LTD	C	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8
<b>TOTAL IBIZA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>33.9</b>	<b>27.4</b>	<b>1.6</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.5</b>	<b>32</b>	<b>62</b>
MAHON	JET2.COM LTD	S	18	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	14	18
MAHON	TUI AIRWAYS 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	6	90.0	4	10
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.1</b>	<b>10</b>	<b>28</b>
MALAGA	EASYJET UK LTD	S	90	0	0	8.9	34.4	40.0	7.8	3.3	5.6	0.0	0.0	0.0	0.0	0.0	11	75.0	17	88

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	JET2.COM LTD	S	28	0	0	25.0	42.9	17.9	0.0	3.6	7.1	3.6	0.0	0.0	0.0	0.0	16	83.3	11	24	
MALAGA	RYANAIR	S	34	0	0	2.9	67.6	23.5	0.0	2.9	0.0	2.9	0.0	0.0	0.0	0.0	7	66.7	13	42	
MALAGA	TUI AIRWAYS LTD	C	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	3	75.0	27	8	
<b>TOTAL MALAGA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>42.5</b>	<b>32.5</b>	<b>4.4</b>	<b>3.1</b>	<b>4.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.1</b>	<b>16</b>	<b>162</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	62	0	0	3.2	8.1	17.7	9.7	37.1	17.7	3.2	3.2	0.0	0.0	0.0	49	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	36	0	0	5.6	25.0	38.9	11.1	8.3	11.1	0.0	0.0	0.0	0.0	0.0	18	48.0	39	97	
PALMA DE MALLORCA	JET2.COM LTD	S	54	0	0	5.6	40.7	40.7	9.3	0.0	0.0	0.0	3.7	0.0	0.0	0.0	11	81.5	15	54	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	33	0	0	9.1	42.4	42.4	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	32	
<b>TOTAL PALMA DE MALLORCA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>27.0</b>	<b>33.0</b>	<b>8.6</b>	<b>14.6</b>	<b>8.1</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.8</b>	<b>24</b>	<b>201</b>	
REUS	JET2.COM LTD	S	36	0	0	16.7	58.3	19.4	2.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	4	88.2	6	34	
REUS	THOMAS COOK AIRLINES LTD	C	26	0	0	23.1	53.8	19.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	4	26	
REUS	TUI AIRWAYS LTD	C	18	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	5	18	
<b>TOTAL REUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>56.3</b>	<b>22.5</b>	<b>1.3</b>	<b>1.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.0</b>	<b>5</b>	<b>78</b>	
VALENCIA	EASYJET UK LTD	S	18	0	0	16.7	38.9	5.6	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	18	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>5.6</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>16</b>	<b>87.5</b>	<b>18</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>797</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>40.9</b>	<b>31.1</b>	<b>5.9</b>	<b>5.9</b>	<b>3.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>17</b>	<b>818</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	18	0	0	44.4	16.7	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	3	17	
ARRECIFE	RYANAIR	S	18	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	88.9	6	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	50.0	30.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	88.9	3	18	
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	60	80.0	14	10	
<b>TOTAL ARRECIFE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>30.4</b>	<b>1.8</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.3</b>	<b>6</b>	<b>63</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	33.3	22.2	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	10	77.8	84	18	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>84</b>	<b>18</b>	
LAS PALMAS	JET2.COM LTD	S	19	0	0	15.8	42.1	26.3	5.3	0.0	5.3	0.0	0.0	5.3	0.0	0.0	57	88.9	3	18	
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	0.0	4	100.0	2	8	
<b>TOTAL LAS PALMAS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>41.4</b>	<b>34.5</b>	<b>3.4</b>	<b>0.0</b>	<b>3.4</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>92.3</b>	<b>3</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	47.1	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	10	17	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	5.6	55.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	18	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	5.6	61.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	50.0	25	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>50.8</b>	<b>19.7</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.6</b>	<b>9</b>	<b>61</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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 SWEDEN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>44.5</b>	<b>26.2</b>	<b>5.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>15</b>	<b>168</b>	
LULEA	CSA CZECH AIRLINES	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
LULEA	VALLJET	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0	
<b>TOTAL LULEA</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>136</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</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>136</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	55.6	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>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>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	10	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	30.0	164	10	
ANTALYA	THOMAS COOK AIRLINES LTD	C	16	0	0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	10	8	
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>96</b>	<b>18</b>	
DALAMAN	JET2.COM LTD	S	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	16	77.8	6	9	
DALAMAN	THOMAS COOK AIRLINES LTD	C	28	0	0	10.7	39.3	25.0	17.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	66.7	16	18	
<b>TOTAL DALAMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>33.3</b>	<b>13.9</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>0.0</b>	<b>12</b>	<b>70.4</b>	<b>13</b>	<b>27</b>	
<b>TOTAL TURKEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.9</b>	<b>38.7</b>	<b>9.7</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>11</b>	<b>64.4</b>	<b>46</b>	<b>45</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	EASYJET UK LTD	S	150	0	0	1.3	54.0	24.7	14.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	8	59.9	25	150	
BIRMINGHAM	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BIRMINGHAM</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>54.0</b>	<b>24.7</b>	<b>14.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.1</b>	<b>25</b>	<b>151</b>	
BRISTOL	EASYJET UK LTD	S	172	0	0	2.3	29.7	28.5	12.8	13.4	7.6	4.1	1.7	0.0	0.0	0.0	26	52.7	23	146	
<b>TOTAL BRISTOL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.7</b>	<b>28.5</b>	<b>12.8</b>	<b>13.4</b>	<b>7.6</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>52.7</b>	<b>23</b>	<b>146</b>	
CARDIFF WALES	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	S	200	0	0	2.5	40.0	34.5	5.5	11.0	4.5	1.0	1.0	0.0	0.0	0.0	16	64.6	20	206	
<b>TOTAL EDINBURGH</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>40.0</b>	<b>34.5</b>	<b>5.5</b>	<b>11.0</b>	<b>4.5</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.6</b>	<b>20</b>	<b>206</b>	
GATWICK	EASYJET UK LTD	S	290	0	0	1.7	17.9	20.0	14.8	22.4	13.4	5.2	4.5	0.0	0.0	0.0	44	44.1	33	298	
<b>TOTAL GATWICK</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>17.9</b>	<b>20.0</b>	<b>14.8</b>	<b>22.4</b>	<b>13.4</b>	<b>5.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>44.1</b>	<b>33</b>	<b>298</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	EASYJET UK LTD	S	150	0	0	6.0	60.0	21.3	8.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	7	150
<b>TOTAL GLASGOW</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>60.0</b>	<b>21.3</b>	<b>8.0</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>0.0</b>	<b>5</b>	<b>88.0</b>	<b>7</b>	<b>150</b>
ISLE OF MAN	EASYJET UK LTD	S	18	0	1	10.5	47.4	21.1	5.3	10.5	0.0	0.0	0.0	0.0	0.0	5.3	6	94.4	5	18
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>47.4</b>	<b>21.1</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>6</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
JERSEY	EASYJET UK LTD	S	36	0	0	2.8	50.0	36.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	11	36
JERSEY	VISTAJET LTD MALTA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL JERSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>50.0</b>	<b>36.8</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>11</b>	<b>36</b>
LEEDS BRADFORD	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	272	0	0	3.3	57.4	19.9	7.4	8.1	3.3	0.7	0.0	0.0	0.0	0.0	10	88.0	9	272
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>57.4</b>	<b>19.9</b>	<b>7.4</b>	<b>8.1</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.0</b>	<b>9</b>	<b>272</b>
LUTON	EASYJET UK LTD	S	210	0	0	1.9	33.8	28.6	15.7	13.3	4.3	1.4	1.0	0.0	0.0	0.0	18	61.2	19	214
<b>TOTAL LUTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>33.8</b>	<b>28.6</b>	<b>15.7</b>	<b>13.3</b>	<b>4.3</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.2</b>	<b>19</b>	<b>214</b>
MANCHESTER	EASYJET UK LTD	S	182	0	0	4.4	51.6	24.2	11.5	4.9	0.5	2.7	0.0	0.0	0.0	0.0	11	63.4	17	140
MANCHESTER	RYANAIR	S	98	0	0	4.1	57.1	35.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.3	8	62
<b>TOTAL MANCHESTER</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>53.6</b>	<b>28.2</b>	<b>8.2</b>	<b>3.6</b>	<b>0.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.1</b>	<b>15</b>	<b>202</b>
NEWCASTLE	EASYJET UK LTD	S	168	0	0	1.2	48.2	26.8	10.1	5.4	6.5	1.8	0.0	0.0	0.0	0.0	13	67.6	21	170
<b>TOTAL NEWCASTLE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>48.2</b>	<b>26.8</b>	<b>10.1</b>	<b>5.4</b>	<b>6.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.6</b>	<b>21</b>	<b>170</b>
STANSTED	EASYJET UK LTD	S	234	0	0	1.7	41.5	30.8	8.5	8.5	6.4	2.1	0.4	0.0	0.0	0.0	17	65.0	25	240
STANSTED	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
STANSTED	RYANAIR	S	18	0	0	11.1	0.0	16.7	22.2	33.3	16.7	0.0	0.0	0.0	0.0	0.0	31	70.8	12	178
STANSTED	TITAN AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL STANSTED</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.3</b>	<b>29.6</b>	<b>9.5</b>	<b>10.3</b>	<b>7.1</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.6</b>	<b>20</b>	<b>420</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2204</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>42.5</b>	<b>26.2</b>	<b>10.5</b>	<b>10.1</b>	<b>4.9</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.5</b>	<b>19</b>	<b>2285</b>
<b>USA</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	77.8	12	18
<b>TOTAL NEWBURGH/USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>12</b>	<b>18</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	22	8
<b>TOTAL ORLANDO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>22</b>	<b>8</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	81.3	6	16
<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>81.3</b>	<b>6</b>	<b>16</b>
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>73.8</b>	<b>12</b>	<b>42</b>
<b>TOTAL BELFAST</b>			<b>4000</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>41.7</b>	<b>28.5</b>	<b>9.6</b>	<b>8.0</b>	<b>4.1</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.9</b>	<b>19</b>	<b>4107</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>ARMENIA</b>																					
YEREVAN	KLASJET UAB	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL YEREVAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ARMENIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	FLYBE LTD	C	10	0	0	0.0	0.0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	64	33.3	33	9	
INNSBRUCK	FLYBE LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>18.2</b>	<b>27.3</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>33.3</b>	<b>33</b>	<b>9</b>	
SALZBURG	FLYBE LTD	C	20	0	0	0.0	15.0	25.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	32	56.3	22	16	
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>25.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>56.3</b>	<b>22</b>	<b>16</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	33	0	0	3.0	27.3	33.3	21.2	9.1	6.1	0.0	0.0	0.0	0.0	0.0	15	59.5	16	40	
<b>TOTAL VIENNA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>27.3</b>	<b>33.3</b>	<b>21.2</b>	<b>9.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>59.5</b>	<b>16</b>	<b>40</b>	
<b>TOTAL AUSTRIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>26.6</b>	<b>17.2</b>	<b>18.8</b>	<b>12.5</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>55.2</b>	<b>20</b>	<b>65</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	100.0	0	16	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
BRUSSELS	BRUSSELS AIRLINES	S	147	0	2	2.0	26.8	45.6	12.1	7.4	3.4	1.3	0.0	0.0	0.0	1.3	14	72.9	11	140	
BRUSSELS	EUROWINGS LUFTVERKEHRS	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	117	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>26.7</b>	<b>45.3</b>	<b>12.0</b>	<b>7.3</b>	<b>4.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>72.9</b>	<b>11</b>	<b>140</b>	
<b>TOTAL BELGIUM</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>26.7</b>	<b>45.3</b>	<b>12.0</b>	<b>7.3</b>	<b>4.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>75.6</b>	<b>10</b>	<b>156</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	0.0	16.7	33.3	27.8	11.1	5.6	5.6	0.0	0.0	0.0	0.0	25	88.9	6	18	
BURGAS	JET2.COM LTD	S	18	0	0	0.0	11.1	33.3	16.7	11.1	11.1	16.7	0.0	0.0	0.0	0.0	46	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	22.2	5.6	11.1	0.0	0.0	11.1	0.0	0.0	77	72.2	14	18	
BURGAS	TUI AIRWAYS LTD	C	28	0	0	3.6	25.0	35.7	28.6	0.0	3.6	3.6	0.0	0.0	0.0	0.0	18	60.7	19	28	
<b>TOTAL BURGAS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>18.3</b>	<b>34.1</b>	<b>24.4</b>	<b>6.1</b>	<b>7.3</b>	<b>6.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>71.9</b>	<b>14</b>	<b>64</b>	
SOFIA	RYANAIR	S	28	0	0	0.0	3.6	21.4	21.4	35.7	17.9	0.0	0.0	0.0	0.0	0.0	35	34.6	34	26	
<b>TOTAL SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>21.4</b>	<b>21.4</b>	<b>35.7</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>35</b>	<b>34.6</b>	<b>34</b>	<b>26</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	87.5	10	8	
<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>87.5</b>	<b>10</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>14.5</b>	<b>30.9</b>	<b>23.6</b>	<b>13.6</b>	<b>10.0</b>	<b>4.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>63.3</b>	<b>19</b>	<b>98</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	16	0	0	12.5	31.3	31.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	90.0	6	10	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	10	0	0	30.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	9	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>12</b>	<b>9</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 CAPE VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>26.9</b>	<b>26.9</b>	<b>23.1</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>10</b>	<b>84.2</b>	<b>9</b>	<b>19</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	18	0	0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	4	16
DUBROVNIK	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	44.4	11.1	11.1	5.6	5.6	0.0	11.1	0.0	0.0	155	50.0	35	18
<b>TOTAL DUBROVNIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>19.4</b>	<b>44.4</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>70.6</b>	<b>20</b>	<b>34</b>
PULA	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
PULA	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	21	16
<b>TOTAL PULA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>50.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>21</b>	<b>16</b>
SPLIT	JET2.COM LTD	S	16	0	0	6.3	25.0	50.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	72.2	10	18
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>50.0</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>15</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>25.6</b>	<b>47.4</b>	<b>7.7</b>	<b>2.6</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>72.1</b>	<b>18</b>	<b>68</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	44	0	0	15.9	18.2	31.8	13.6	15.9	4.5	0.0	0.0	0.0	0.0	0.0	16	52.9	29	34
LARNACA	JET2.COM LTD	S	26	0	0	0.0	11.5	26.9	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	23	61.1	16	18
LARNACA	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	0.0	41.2	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	22	38.9	35	18
LARNACA	TUI AIRWAYS LTD	C	27	0	0	0.0	7.4	14.8	33.3	37.0	0.0	7.4	0.0	0.0	0.0	0.0	34	32.1	25	28
<b>TOTAL LARNACA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>11.4</b>	<b>28.1</b>	<b>24.6</b>	<b>26.3</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>23</b>	<b>45.9</b>	<b>26</b>	<b>98</b>
PAPHOS	JET2.COM LTD	S	35	0	0	11.4	20.0	31.4	25.7	5.7	5.7	0.0	0.0	0.0	0.0	0.0	14	60.7	24	28
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	66.7	15	9
PAPHOS	TUI AIRWAYS LTD	C	36	0	0	0.0	16.7	19.4	27.8	25.0	8.3	2.8	0.0	0.0	0.0	0.0	30	58.3	19	36
<b>TOTAL PAPHOS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>18.3</b>	<b>25.4</b>	<b>26.8</b>	<b>15.5</b>	<b>7.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>60.3</b>	<b>20</b>	<b>73</b>
<b>TOTAL CYPRUS</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>14.1</b>	<b>27.0</b>	<b>25.4</b>	<b>22.2</b>	<b>3.8</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>52.0</b>	<b>24</b>	<b>171</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	CSA CZECH AIRLINES	S	62	0	0	0.0	0.0	9.7	30.6	32.3	17.7	8.1	1.6	0.0	0.0	0.0	52	40.3	29	62
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	5.6	27.8	33.3	27.8	5.6	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.3</b>	<b>13.8</b>	<b>31.3</b>	<b>31.3</b>	<b>15.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>40.3</b>	<b>29</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.3</b>	<b>13.8</b>	<b>31.3</b>	<b>31.3</b>	<b>15.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>40.3</b>	<b>29</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	5	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>5</b>	<b>2</b>
COPENHAGEN	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	99	1
COPENHAGEN	SAS	S	100	0	0	0.0	26.0	44.0	21.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	12	63.0	17	88
<b>TOTAL COPENHAGEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>44.0</b>	<b>21.0</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>0.0</b>	<b>12</b>	<b>62.4</b>	<b>18</b>	<b>89</b>
<b>TOTAL DENMARK</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>44.0</b>	<b>21.0</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>0.0</b>	<b>12</b>	<b>63.2</b>	<b>17</b>	<b>91</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	17	0	0	5.9	29.4	41.2	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	17	70.6	12	17
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.6</b>	<b>12</b>	<b>17</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL DOMINICAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.6</b>	<b>12</b>	<b>17</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	27	0	0	29.6	14.8	37.0	11.1	0.0	3.7	3.7	0.0	0.0	0.0	0.0	15	55.6	20	27
HURGHADA	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	2	1
HURGHADA	TUI AIRWAYS LTD	S	18	0	0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	67	17
<b>TOTAL HURGHADA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.7</b>	<b>33.3</b>	<b>13.3</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.2</b>	<b>38</b>	<b>45</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	13	8
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>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>75.0</b>	<b>13</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>24.5</b>	<b>35.8</b>	<b>15.1</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.2</b>	<b>34</b>	<b>53</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	25.0	48	4
<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>25.0</b>	<b>48</b>	<b>4</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>25.0</b>	<b>48</b>	<b>4</b>
<b>FRANCE</b>																				
AVIGNON	FLYBE LTD	S	10	0	0	0.0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	42	61.1	21	18
<b>TOTAL AVIGNON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>61.1</b>	<b>21</b>	<b>18</b>
BASTIA	FLYBE LTD	S	8	0	0	0.0	0.0	62.5	0.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	66	62.5	23	8
<b>TOTAL BASTIA</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>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>66</b>	<b>62.5</b>	<b>23</b>	<b>8</b>
BERGERAC	FLYBE LTD	S	47	0	1	4.2	27.1	31.3	8.3	16.7	6.3	4.2	0.0	0.0	0.0	2.1	22	55.8	72	43
BERGERAC	JET2.COM 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	2	0.0	0	0
<b>TOTAL BERGERAC</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>29.3</b>	<b>34.5</b>	<b>6.9</b>	<b>13.8</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>55.8</b>	<b>72</b>	<b>43</b>
BIARRITZ	FLYBE LTD	S	26	0	0	0.0	7.7	42.3	11.5	19.2	11.5	7.7	0.0	0.0	0.0	0.0	34	73.1	18	26
<b>TOTAL BIARRITZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>42.3</b>	<b>11.5</b>	<b>19.2</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>34</b>	<b>73.1</b>	<b>18</b>	<b>26</b>
BORDEAUX	FLYBE LTD	S	44	0	0	0.0	18.2	47.7	15.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	77.3	8	44
<b>TOTAL BORDEAUX</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>47.7</b>	<b>15.9</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.3</b>	<b>8</b>	<b>44</b>
BREST	FLYBE LTD	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	71	8
<b>TOTAL BREST</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>6</b>	<b>25.0</b>	<b>71</b>	<b>8</b>
LA ROCHELLE	FLYBE LTD	S	18	0	1	0.0	15.8	21.1	26.3	15.8	15.8	0.0	0.0	0.0	0.0	5.3	31	61.1	40	18
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.8</b>	<b>21.1</b>	<b>26.3</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>31</b>	<b>61.1</b>	<b>40</b>	<b>18</b>
LYON	FLYBE LTD	S	62	0	0	0.0	6.5	32.3	22.6	19.4	8.1	4.8	6.5	0.0	0.0	0.0	44	59.6	36	52
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>32.3</b>	<b>22.6</b>	<b>19.4</b>	<b>8.1</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>59.6</b>	<b>36</b>	<b>52</b>
MARSEILLE	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	36	1
<b>TOTAL MARSEILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>1</b>
NANTES	FLYBE LTD	S	34	0	0	0.0	23.5	44.1	5.9	20.6	5.9	0.0	0.0	0.0	0.0	0.0	17	86.1	8	36
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>5.9</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>86.1</b>	<b>8</b>	<b>36</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	174	0	0	1.7	31.6	50.0	8.6	4.6	3.4	0.0	0.0	0.0	0.0	0.0	10	73.1	12	156

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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)	FLYBE LTD	S	176	0	0	0.6	13.6	35.8	19.9	16.5	10.2	1.7	1.7	0.0	0.0	0.0	28	67.4	23	177	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>22.6</b>	<b>42.9</b>	<b>14.3</b>	<b>10.6</b>	<b>6.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.1</b>	<b>18</b>	<b>333</b>	
PERPIGNAN	RYANAIR	S	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	21	16	
<b>TOTAL PERPIGNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	66.7	6	3	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>66.7</b>	<b>6</b>	<b>3</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL 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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>640</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>21.0</b>	<b>40.3</b>	<b>14.0</b>	<b>13.4</b>	<b>6.5</b>	<b>1.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>68.2</b>	<b>23</b>	<b>606</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	62	0	0	0.0	4.8	29.0	8.1	24.2	19.4	12.9	1.6	0.0	0.0	0.0	51	52.5	29	80	
<b>TOTAL BERLIN (TEGEL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>29.0</b>	<b>8.1</b>	<b>24.2</b>	<b>19.4</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>52.5</b>	<b>29</b>	<b>80</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	126	0	0	0.8	27.8	38.1	22.2	9.5	1.6	0.0	0.0	0.0	0.0	0.0	13	70.6	14	134	
DUSSELDORF	FLYBE LTD	S	133	0	0	1.5	21.8	39.1	18.0	10.5	7.5	0.8	0.8	0.0	0.0	0.0	21	64.8	19	207	
<b>TOTAL DUSSELDORF</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>24.7</b>	<b>38.6</b>	<b>20.1</b>	<b>10.0</b>	<b>4.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.1</b>	<b>17</b>	<b>341</b>	
FRANKFURT MAIN	LUFTHANSA	S	248	0	0	0.0	21.8	54.0	14.5	5.6	2.8	0.8	0.0	0.4	0.0	0.0	14	72.6	12	244	
<b>TOTAL FRANKFURT MAIN</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.8</b>	<b>54.0</b>	<b>14.5</b>	<b>5.6</b>	<b>2.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.6</b>	<b>12</b>	<b>244</b>	
HAMBURG	FLYBE LTD	S	52	0	1	0.0	11.3	32.1	26.4	9.4	15.1	0.0	3.8	0.0	0.0	1.9	33	63.0	22	54	
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.3</b>	<b>32.1</b>	<b>26.4</b>	<b>9.4</b>	<b>15.1</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>33</b>	<b>63.0</b>	<b>22</b>	<b>54</b>	
HANOVER	FLYBE LTD	S	36	0	0	0.0	2.8	25.0	33.3	16.7	13.9	8.3	0.0	0.0	0.0	0.0	42	33.3	32	54	
<b>TOTAL HANOVER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>25.0</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>42</b>	<b>33.3</b>	<b>32</b>	<b>54</b>	
MUNICH	LUFTHANSA	S	166	0	2	0.0	11.3	59.5	12.5	10.1	4.8	0.6	0.0	0.0	0.0	1.2	15	82.9	10	168	
<b>TOTAL MUNICH</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.3</b>	<b>59.5</b>	<b>12.5</b>	<b>10.1</b>	<b>4.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>82.9</b>	<b>10</b>	<b>168</b>	
STUTTGART	FLYBE LTD	S	56	0	1	0.0	10.5	22.8	19.3	24.6	17.5	3.5	0.0	0.0	0.0	1.8	37	72.2	16	54	
<b>TOTAL STUTTGART</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>22.8</b>	<b>19.3</b>	<b>24.6</b>	<b>17.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>37</b>	<b>72.2</b>	<b>16</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>879</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>17.3</b>	<b>44.3</b>	<b>17.1</b>	<b>11.0</b>	<b>7.0</b>	<b>1.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>68.2</b>	<b>17</b>	<b>995</b>	
<b>GREECE</b>																					
CHANIA	JET2.COM LTD	S	8	0	0	25.0	25.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	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	37.5	30	8	
CHANIA	RYANAIR	S	17	0	0	0.0	0.0	23.5	11.8	41.2	17.6	5.9	0.0	0.0	0.0	0.0	45	29.4	67	17	
CHANIA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	38.9	5.6	11.1	11.1	0.0	0.0	11.1	0.0	0.0	83	75.0	6	8	
<b>TOTAL CHANIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>14.0</b>	<b>27.9</b>	<b>9.3</b>	<b>20.9</b>	<b>16.3</b>	<b>2.3</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>42.4</b>	<b>44</b>	<b>33</b>	
CORFU	JET2.COM LTD	S	18	0	0	0.0	5.6	27.8	16.7	16.7	27.8	5.6	0.0	0.0	0.0	0.0	47	81.3	64	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	RYANAIR	S	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	12	87.5	11	16	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18	
CORFU	TUI AIRWAYS LTD	C	44	0	0	13.6	15.9	45.5	18.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0	10	73.9	10	46	
<b>TOTAL CORFU</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.3</b>	<b>46.9</b>	<b>14.3</b>	<b>8.2</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.3</b>	<b>18</b>	<b>96</b>	
HERAKLION	JET2.COM LTD	S	46	0	0	0.0	17.4	15.2	30.4	17.4	10.9	4.3	4.3	0.0	0.0	0.0	41	41.7	25	36	
HERAKLION	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	16.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	29	83.3	10	18	
HERAKLION	TUI AIRWAYS LTD	C	26	0	0	3.8	26.9	23.1	26.9	11.5	7.7	0.0	0.0	0.0	0.0	0.0	19	69.2	16	26	
<b>TOTAL HERAKLION</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>20.0</b>	<b>21.1</b>	<b>26.7</b>	<b>15.6</b>	<b>10.0</b>	<b>3.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>60.0</b>	<b>18</b>	<b>80</b>	
KALAMATA	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8	
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
KAVALA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	8	
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
KEFALLINIA	FLYBE LTD	C	10	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	38	37.5	75	8	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	3	8	
KEFALLINIA	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	33.3	27.8	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	66.7	11	18	
<b>TOTAL KEFALLINIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>30.6</b>	<b>22.2</b>	<b>13.9</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>25</b>	<b>67.6</b>	<b>24</b>	<b>34</b>	
KOS	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	0.0	13	66.7	17	18	
KOS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	38.9	16.7	5.6	16.7	0.0	0.0	0.0	0.0	0.0	20	77.8	12	18	
KOS	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	29.4	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	29	50.0	21	18	
<b>TOTAL KOS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>13.2</b>	<b>37.7</b>	<b>24.5</b>	<b>13.2</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.8</b>	<b>17</b>	<b>54</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	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	30	50.0	27	8	
<b>TOTAL MYTILINI</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>30</b>	<b>50.0</b>	<b>27</b>	<b>8</b>	
PREVEZA	FLYBE LTD	C	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	67	8	
PREVEZA	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL PREVEZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>67</b>	<b>8</b>	
RHODES	JET2.COM LTD	S	36	0	0	0.0	2.8	19.4	13.9	36.1	25.0	2.8	0.0	0.0	0.0	0.0	45	52.9	23	34	
RHODES	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	0.0	17.6	11.8	52.9	17.6	0.0	0.0	0.0	0.0	0.0	44	55.6	34	18	
RHODES	TUI AIRWAYS LTD	C	35	0	0	2.9	5.7	22.9	17.1	31.4	11.4	8.6	0.0	0.0	0.0	0.0	41	67.6	14	37	
<b>TOTAL RHODES</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>3.4</b>	<b>20.5</b>	<b>14.8</b>	<b>37.5</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>59.6</b>	<b>22</b>	<b>89</b>	
SALONIKA	JET2.COM LTD	S	10	0	0	0.0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	19	10	
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	100.0	4	8	
SALONIKA	TUI AIRWAYS LTD	C	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	42	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.8</b>	<b>12</b>	<b>18</b>	
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	17	18	
<b>TOTAL SKIATHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	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	16	100.0	13	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	8	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>8</b>	<b>9</b>	
ZAKINTHOS	JET2.COM LTD	S	26	0	0	11.5	30.8	34.6	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	34.6	20	26	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	34	0	0	0.0	11.8	44.1	23.5	14.7	5.9	0.0	0.0	0.0	0.0	0.0	18	50.0	26	46	
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	7.7	7.7	26.9	23.1	11.5	7.7	7.7	0.0	7.7	0.0	0.0	121	46.2	31	26	
<b>TOTAL ZAKINTHOS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>16.3</b>	<b>36.0</b>	<b>19.8</b>	<b>11.6</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>47</b>	<b>44.9</b>	<b>26</b>	<b>98</b>	
<b>TOTAL GREECE</b>			<b>582</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.9</b>	<b>32.0</b>	<b>20.3</b>	<b>17.0</b>	<b>9.1</b>	<b>1.9</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>62.6</b>	<b>22</b>	<b>561</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	28	0	0	3.6	3.6	39.3	39.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	19	53.8	20	26	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>39.3</b>	<b>39.3</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>53.8</b>	<b>20</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>39.3</b>	<b>39.3</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>53.8</b>	<b>20</b>	<b>26</b>	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	20	0	0	25.0	40.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.7	13	29	
<b>TOTAL AMRITSAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>86.7</b>	<b>13</b>	<b>29</b>	
DELHI	AIR INDIA	S	20	0	0	15.0	20.0	5.0	30.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	28	56.7	28	29	
<b>TOTAL DELHI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>20.0</b>	<b>5.0</b>	<b>30.0</b>	<b>15.0</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>28</b>	<b>56.7</b>	<b>28</b>	<b>29</b>	
MUMBAI	AIR INDIA	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
<b>TOTAL MUMBAI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>28.6</b>	<b>19.0</b>	<b>14.3</b>	<b>11.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.7</b>	<b>20</b>	<b>58</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
CORK	STOBART AIR	S	169	0	1	15.9	47.1	20.0	9.4	5.9	0.6	0.6	0.0	0.0	0.0	0.6	7	89.5	5	123	
<b>TOTAL CORK</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>15.8</b>	<b>46.8</b>	<b>20.5</b>	<b>9.4</b>	<b>5.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>89.5</b>	<b>5</b>	<b>123</b>	
DUBLIN	AER LINGUS	S	174	0	2	5.1	22.7	30.1	19.3	17.0	4.5	0.0	0.0	0.0	0.0	1.1	17	62.0	17	178	
DUBLIN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	451	1	
DUBLIN	RYANAIR	S	326	0	0	8.9	19.6	36.2	19.0	13.5	1.8	0.6	0.3	0.0	0.0	0.0	15	62.2	17	324	
DUBLIN	STOBART AIR	S	82	0	0	2.4	20.7	34.1	23.2	14.6	2.4	2.4	0.0	0.0	0.0	0.0	19	87.2	6	78	
<b>TOTAL DUBLIN</b>			<b>582</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>20.7</b>	<b>34.1</b>	<b>19.7</b>	<b>14.7</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>65.4</b>	<b>16</b>	<b>581</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	54	0	0	1.9	33.3	40.7	13.0	3.7	3.7	3.7	0.0	0.0	0.0	0.0	17	77.4	12	62	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>33.3</b>	<b>40.7</b>	<b>13.0</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.4</b>	<b>12</b>	<b>62</b>	
SHANNON	AER LINGUS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
SHANNON	STOBART AIR	S	61	0	1	29.0	46.8	19.4	1.6	1.6	0.0	0.0	0.0	0.0	0.0	1.6	2	88.7	6	61	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>28.6</b>	<b>46.0</b>	<b>19.0</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>1.6</b>	<b>3</b>	<b>88.7</b>	<b>6</b>	<b>61</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>868</b>	<b>0</b>	<b>4</b>	<b>9.9</b>	<b>28.4</b>	<b>30.7</b>	<b>15.9</b>	<b>11.5</b>	<b>2.2</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>71.6</b>	<b>13</b>	<b>827</b>	
<b>ITALY</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
ALGERO (FERTILIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	26	37.5	30	8	
<b>TOTAL ALGERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>26</b>	<b>37.5</b>	<b>30</b>	<b>8</b>	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	124	8	
<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>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>50.0</b>	<b>124</b>	<b>8</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	0	10	
<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>0</b>	<b>10</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	75.0	8	8	
<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>75.0</b>	<b>8</b>	<b>8</b>	
MILAN (MALPENSA)	FLYBE LTD	S	85	0	1	0.0	4.7	17.4	25.6	31.4	12.8	4.7	2.3	0.0	0.0	1.2	45	64.4	22	88	
<b>TOTAL MILAN (MALPENSA)</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>4.7</b>	<b>17.4</b>	<b>25.6</b>	<b>31.4</b>	<b>12.8</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>45</b>	<b>64.4</b>	<b>22</b>	<b>88</b>	
NAPLES	JET2.COM LTD	S	16	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	18	
NAPLES	TUI AIRWAYS LTD	C	26	0	0	0.0	3.8	61.5	15.4	7.7	7.7	3.8	0.0	0.0	0.0	0.0	27	44.4	21	18	
<b>TOTAL NAPLES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>61.9</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.1</b>	<b>15</b>	<b>36</b>	
PISA	JET2.COM LTD	S	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	8	66.7	15	18	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	38	0	0	0.0	31.6	28.9	15.8	10.5	5.3	2.6	5.3	0.0	0.0	0.0	31	69.4	14	36	
<b>TOTAL ROME (FIUMICINO)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>28.9</b>	<b>15.8</b>	<b>10.5</b>	<b>5.3</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.4</b>	<b>14</b>	<b>36</b>	
TURIN	CARPATAIR	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
TURIN	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL TURIN</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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	JET2.COM LTD	S	18	0	0	0.0	11.1	55.6	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	66.7	16	18	
<b>TOTAL VENICE</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>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>66.7</b>	<b>16</b>	<b>18</b>	
VERONA VILLAFRANCA	FLYBE LTD	C	10	0	0	0.0	0.0	20.0	20.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	60	50.0	38	10	
VERONA VILLAFRANCA	JET2.COM LTD	S	10	0	0	20.0	10.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
VERONA VILLAFRANCA	RYANAIR	S	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	9	88.9	6	18	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	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	94.4	5	18	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>46.4</b>	<b>12.5</b>	<b>7.1</b>	<b>5.4</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>82.6</b>	<b>13</b>	<b>46</b>	
<b>TOTAL ITALY</b>			<b>278</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>14.3</b>	<b>38.4</b>	<b>18.3</b>	<b>16.8</b>	<b>7.2</b>	<b>2.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>28</b>	<b>68.3</b>	<b>20</b>	<b>276</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	17	0	0	23.5	5.9	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	8	18	
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>5.9</b>	<b>41.2</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
<b>TOTAL JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>5.9</b>	<b>41.2</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>8</b>	<b>18</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	62.5	19	16	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 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>62.5</b>	<b>19</b>	<b>16</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>62.5</b>	<b>19</b>	<b>16</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	8	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	37	12.5	63	8	
MALTA	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	2	87.5	9	8	
MALTA	RYANAIR	S	26	0	0	7.7	3.8	46.2	15.4	15.4	11.5	0.0	0.0	0.0	0.0	0.0	21	65.4	14	26	
MALTA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	30.0	20.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	31	50.0	15	10	
MALTA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	20	10	
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>6.5</b>	<b>40.3</b>	<b>17.7</b>	<b>21.0</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>21</b>	<b>58.1</b>	<b>21</b>	<b>62</b>	
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>6.5</b>	<b>40.3</b>	<b>17.7</b>	<b>21.0</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>21</b>	<b>58.1</b>	<b>21</b>	<b>62</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	18	0	0	16.7	27.8	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	6	17	
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	0.0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	29	100.0	5	9	
<b>TOTAL MARRAKESH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>29</b>	<b>100.0</b>	<b>5</b>	<b>9</b>	
<b>TOTAL MOROCCO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>40.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>5</b>	<b>9</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	272	0	0	2.6	18.8	35.7	15.4	12.1	9.6	4.0	1.8	0.0	0.0	0.0	29	60.8	22	292	
AMSTERDAM	KLM	S	292	0	0	2.4	36.0	39.0	12.0	8.6	1.4	0.7	0.0	0.0	0.0	0.0	11	76.6	9	291	
<b>TOTAL AMSTERDAM</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.7</b>	<b>37.4</b>	<b>13.7</b>	<b>10.3</b>	<b>5.3</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.7</b>	<b>16</b>	<b>583</b>	
<b>TOTAL NETHERLANDS</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.7</b>	<b>37.4</b>	<b>13.7</b>	<b>10.3</b>	<b>5.3</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.7</b>	<b>16</b>	<b>583</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	30.0	219	28	
<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>30.0</b>	<b>219</b>	<b>28</b>	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	28	0	0	0.0	28.6	39.3	14.3	3.6	3.6	7.1	3.6	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>39.3</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</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 PAKISTAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>39.3</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>30.0</b>	<b>219</b>	<b>28</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	28	0	0	10.7	46.4	25.0	0.0	0.0	14.3	0.0	3.6	0.0	0.0	0.0	25	80.8	6	26	
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>46.4</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</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>25</b>	<b>80.8</b>	<b>6</b>	<b>26</b>	
GDANSK	RYANAIR	S	16	0	0	6.3	18.8	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	10	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
KATOWICE	RYANAIR	S	18	0	0	0.0	38.9	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	18	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
KRAKOW	JET2.COM 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	8	94.4	4	18	
KRAKOW	RYANAIR	S	24	0	0	0.0	25.0	58.3	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	10	55.6	20	18	
<b>TOTAL KRAKOW</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>57.1</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>12</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	0.0	0	56.3	22	16	
<b>TOTAL POZNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>56.3</b>	<b>22</b>	<b>16</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	28	0	0	3.6	35.7	42.9	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	14	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>42.9</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>14</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	27	0	0	7.4	37.0	40.7	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	14	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.6</b>	<b>14</b>	<b>26</b>	
WROCLAW	WIZZ AIR	S	18	0	0	5.6	38.9	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	27.8	34	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>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>27.8</b>	<b>34</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.5</b>	<b>43.5</b>	<b>8.5</b>	<b>4.5</b>	<b>4.0</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>72.3</b>	<b>14</b>	<b>184</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	
FARO	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
FARO	JET2.COM LTD	S	116	0	0	17.2	33.6	41.4	4.3	0.9	0.9	0.0	1.7	0.0	0.0	0.0	8	82.3	8	96	
FARO	RYANAIR	S	82	0	0	6.1	34.1	36.6	14.6	3.7	4.9	0.0	0.0	0.0	0.0	0.0	11	90.3	5	62	
FARO	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	30.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8	
FARO	TUI AIRWAYS LTD	C	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	84.6	6	26	
<b>TOTAL FARO</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.4</b>	<b>38.8</b>	<b>9.7</b>	<b>2.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.0</b>	<b>6</b>	<b>193</b>	
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	0.0	12.5	37.5	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	21	55.6	21	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>21</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.9</b>	<b>38.7</b>	<b>10.7</b>	<b>3.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.4</b>	<b>8</b>	<b>211</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8	
FUNCHAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
PORTO SANTO	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	18	8	
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>62.5</b>	<b>18</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	3.2	27.4	45.2	14.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	72.6	14	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>27.4</b>	<b>45.2</b>	<b>14.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>14</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>27.4</b>	<b>45.2</b>	<b>14.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>14</b>	<b>62</b>
<b>REPUBLIC OF</b>																				
<b>PODGORICA</b>	TUI AIRWAYS LTD	C	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	10	80.0	11	10
<b>TOTAL PODGORICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>11</b>	<b>10</b>
<b>TOTAL REPUBLIC OF</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>11</b>	<b>10</b>
<b>ROMANIA</b>																				
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	44	0	0	0.0	4.5	36.4	25.0	27.3	6.8	0.0	0.0	0.0	0.0	0.0	25	38.2	30	34
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	28	0	0	0.0	3.6	3.6	28.6	39.3	25.0	0.0	0.0	0.0	0.0	0.0	48	69.2	17	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.2</b>	<b>23.6</b>	<b>26.4</b>	<b>31.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>51.7</b>	<b>24</b>	<b>60</b>
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	16	0	0	0.0	12.5	25.0	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</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>5.7</b>	<b>23.9</b>	<b>29.5</b>	<b>29.5</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>31</b>	<b>51.7</b>	<b>24</b>	<b>60</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	JOTA AVIATION LTD	C	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	20	0.0	0	0
<b>BRATISLAVA</b>	RYANAIR	S	28	0	0	0.0	14.3	35.7	32.1	17.9	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	34	26
<b>TOTAL BRATISLAVA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>37.8</b>	<b>32.4</b>	<b>13.5</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>17</b>	<b>50.0</b>	<b>34</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>37.8</b>	<b>32.4</b>	<b>13.5</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>17</b>	<b>50.0</b>	<b>34</b>	<b>26</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	JET2.COM LTD	S	116	0	0	15.5	29.3	43.1	7.8	2.6	1.7	0.0	0.0	0.0	0.0	0.0	7	88.5	9	96
<b>ALICANTE</b>	RYANAIR	S	125	0	0	7.2	37.6	35.2	10.4	6.4	2.4	0.8	0.0	0.0	0.0	0.0	11	82.4	8	108
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	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	17	37.5	142	16
<b>TOTAL ALICANTE</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>32.0</b>	<b>39.4</b>	<b>10.0</b>	<b>5.8</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>9</b>	<b>81.8</b>	<b>18</b>	<b>220</b>
<b>ALMERIA</b>	JET2.COM LTD	S	18	0	0	27.8	22.2	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	18
<b>ALMERIA</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	14	18
<b>TOTAL ALMERIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>32.4</b>	<b>47.1</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>9</b>	<b>36</b>
<b>BARCELONA</b>	RYANAIR	S	80	0	0	1.3	25.0	46.3	8.8	13.8	3.8	1.3	0.0	0.0	0.0	0.0	15	48.7	36	78
<b>BARCELONA</b>	VUELING AIRLINES	S	62	0	0	3.2	16.1	25.8	21.0	30.6	3.2	0.0	0.0	0.0	0.0	0.0	23	44.2	42	52
<b>TOTAL BARCELONA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>21.1</b>	<b>37.3</b>	<b>14.1</b>	<b>21.1</b>	<b>3.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>46.9</b>	<b>39</b>	<b>130</b>
<b>GIRONA</b>	JET2.COM LTD	S	18	0	0	22.2	33.3	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18
<b>GIRONA</b>	RYANAIR	S	26	0	0	7.7	42.3	26.9	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	50.0	36	34
<b>GIRONA</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	10
<b>GIRONA</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	14	16
<b>TOTAL GIRONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>43.1</b>	<b>31.9</b>	<b>5.6</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>8</b>	<b>71.3</b>	<b>20</b>	<b>78</b>
<b>IBIZA</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	100.0	0	1
<b>IBIZA</b>	JET2.COM LTD	S	70	0	0	10.0	24.3	35.7	17.1	5.7	5.7	0.0	1.4	0.0	0.0	0.0	18	72.6	12	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
IBIZA	RYANAIR	S	18	0	0	27.8	11.1	38.9	5.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	20	66.7	15	18	
IBIZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	25	10	
IBIZA	TUI AIRWAYS LTD	C	56	0	0	3.6	33.9	42.9	1.8	7.1	3.6	3.6	0.0	3.6	0.0	0.0	48	89.1	6	55	
<b>TOTAL IBIZA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>27.6</b>	<b>39.5</b>	<b>9.2</b>	<b>5.9</b>	<b>3.9</b>	<b>2.6</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>78.1</b>	<b>11</b>	<b>146</b>	
MADRID	IBERIA EXPRESS	S	36	0	0	8.3	11.1	52.8	19.4	5.6	2.8	0.0	0.0	0.0	0.0	0.0	14	86.1	5	36	
MADRID	RYANAIR	S	34	0	0	2.9	14.7	41.2	14.7	17.6	8.8	0.0	0.0	0.0	0.0	0.0	20	55.6	23	36	
<b>TOTAL MADRID</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>12.9</b>	<b>47.1</b>	<b>17.1</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.8</b>	<b>14</b>	<b>72</b>	
MAHON	JET2.COM LTD	S	46	0	0	2.2	23.9	47.8	8.7	10.9	6.5	0.0	0.0	0.0	0.0	0.0	16	79.4	10	34	
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	20	18	
MAHON	TUI AIRWAYS LTD	C	36	0	0	0.0	25.0	50.0	13.9	8.3	2.8	0.0	0.0	0.0	0.0	0.0	13	72.2	10	36	
<b>TOTAL MAHON</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>26.0</b>	<b>47.0</b>	<b>13.0</b>	<b>9.0</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>14</b>	<b>75.0</b>	<b>12</b>	<b>88</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	12.5	64	8	
MALAGA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	156	1	
MALAGA	JET2.COM LTD	S	116	0	0	14.7	25.0	37.1	10.3	4.3	3.4	2.6	2.6	0.0	0.0	0.0	19	80.0	9	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	42.6	33	54	
MALAGA	RYANAIR	S	114	0	0	7.0	24.6	43.9	12.3	9.6	2.6	0.0	0.0	0.0	0.0	0.0	11	69.5	13	82	
MALAGA	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	57.7	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	58.3	15	36	
<b>TOTAL MALAGA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>23.8</b>	<b>42.2</b>	<b>11.3</b>	<b>7.8</b>	<b>2.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.6</b>	<b>18</b>	<b>261</b>	
MURCIA INTERNATIONAL	RYANAIR	S	36	0	0	8.3	33.3	41.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>41.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	34	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>34</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	37.5	34	16	
PALMA DE MALLORCA	JET2.COM LTD	S	170	0	0	7.1	30.6	37.6	11.8	4.7	5.9	2.4	0.0	0.0	0.0	0.0	15	73.7	11	114	
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	42.1	41	57	
PALMA DE MALLORCA	RYANAIR	S	96	0	0	7.3	19.8	40.6	20.8	6.3	3.1	1.0	0.0	1.0	0.0	0.0	18	61.5	19	96	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	19.4	50.0	22.2	0.0	5.6	0.0	2.8	0.0	0.0	0.0	20	70.6	14	34	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	98	0	0	5.1	27.6	43.9	13.3	4.1	3.1	1.0	2.0	0.0	0.0	0.0	18	74.7	12	87	
<b>TOTAL PALMA DE MALLORCA</b>			<b>400</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>26.3</b>	<b>41.0</b>	<b>15.3</b>	<b>4.5</b>	<b>4.5</b>	<b>1.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.9</b>	<b>19</b>	<b>404</b>	
REUS	JET2.COM LTD	S	36	0	0	27.8	30.6	33.3	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	26	
REUS	RYANAIR	S	16	0	0	0.0	25.0	50.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	72.2	10	18	
REUS	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	10	18	
<b>TOTAL REUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>32.9</b>	<b>35.7</b>	<b>8.6</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	
VALENCIA	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 VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL SPAIN</b>			<b>1591</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>27.2</b>	<b>40.6</b>	<b>11.8</b>	<b>7.3</b>	<b>3.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.8</b>	<b>18</b>	<b>1532</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	54	0	0	27.8	25.9	29.6	13.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	8	44	
ARRECIFE	RYANAIR	S	26	0	0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	12	28	
ARRECIFE	THOMAS COOK AIRLINES LTD	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	23	61.1	22	18	
ARRECIFE	TUI AIRWAYS LTD	C	26	0	0	15.4	19.2	15.4	19.2	11.5	11.5	0.0	7.7	0.0	0.0	0.0	39	57.7	20	26	
<b>TOTAL ARRECIFE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>25.8</b>	<b>29.0</b>	<b>12.1</b>	<b>6.5</b>	<b>4.0</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>72.4</b>	<b>14</b>	<b>116</b>	
FUERTEVENTURA	JET2.COM LTD	S	25	0	0	32.0	32.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	55.6	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	22.2	27.8	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	9	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	11.1	11.1	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	83.3	10	18	
<b>TOTAL FUERTEVENTURA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>30.4</b>	<b>29.1</b>	<b>10.1</b>	<b>10.1</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>11</b>	<b>88.9</b>	<b>8</b>	<b>72</b>	
LAS PALMAS	JET2.COM LTD	S	36	0	0	13.9	25.0	33.3	8.3	11.1	5.6	2.8	0.0	0.0	0.0	0.0	18	80.8	8	26	
LAS PALMAS	RYANAIR	S	18	0	0	27.8	22.2	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	8	28	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	27.8	5.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	25	55.6	26	18	
LAS PALMAS	TUI AIRWAYS LTD	C	28	0	0	10.7	21.4	39.3	17.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	7	26	
<b>TOTAL LAS PALMAS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>23.0</b>	<b>34.0</b>	<b>11.0</b>	<b>12.0</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>16</b>	<b>74.5</b>	<b>11</b>	<b>98</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	90	0	0	18.9	25.6	34.4	8.9	5.6	5.6	1.1	0.0	0.0	0.0	0.0	13	68.9	13	61	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	2.8	36.1	41.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	15	36	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	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	11	68.4	13	19	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	36	0	0	2.8	22.2	36.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	45	36	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>26.7</b>	<b>38.3</b>	<b>12.8</b>	<b>6.7</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>11</b>	<b>71.7</b>	<b>21</b>	<b>152</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>483</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>26.3</b>	<b>33.5</b>	<b>11.8</b>	<b>8.3</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>13</b>	<b>75.3</b>	<b>15</b>	<b>438</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	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	55	1	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>1</b>	
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>1</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	S	25	0	1	0.0	42.3	34.6	11.5	7.7	0.0	0.0	0.0	0.0	0.0	3.8	8	50.0	24	28	
GENEVA	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>40.7</b>	<b>37.0</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>50.0</b>	<b>24</b>	<b>28</b>	
ZURICH	SWISS AIRLINES	S	107	0	0	0.0	18.7	49.5	15.9	10.3	4.7	0.9	0.0	0.0	0.0	0.0	16	72.2	15	108	
<b>TOTAL ZURICH</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.7</b>	<b>49.5</b>	<b>15.9</b>	<b>10.3</b>	<b>4.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.2</b>	<b>15</b>	<b>108</b>	
<b>TOTAL SWITZERLAND</b>			<b>133</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.1</b>	<b>47.0</b>	<b>14.9</b>	<b>9.7</b>	<b>3.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>67.6</b>	<b>17</b>	<b>136</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	8	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	90.0	6	10	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>69.2</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>69.2</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>9</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	33.3	29	18	
ANTALYA	JET2.COM LTD	S	45	0	0	4.4	0.0	26.7	37.8	26.7	2.2	0.0	0.0	2.2	0.0	0.0	47	55.2	29	29	
ANTALYA	THOMAS COOK AIRLINES LTD	S	45	0	0	6.7	22.2	28.9	22.2	15.6	4.4	0.0	0.0	0.0	0.0	0.0	17	51.7	27	60	
ANTALYA	TUI AIRWAYS LTD	C	36	0	0	0.0	0.0	22.2	27.8	30.6	16.7	2.8	0.0	0.0	0.0	0.0	40	25.0	30	8	
<b>TOTAL ANTALYA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>7.9</b>	<b>26.2</b>	<b>29.4</b>	<b>23.8</b>	<b>7.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>47.8</b>	<b>28</b>	<b>115</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	100.0	3	8	
BODRUM (MILAS)	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	17	87.5	6	8	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	40.0	0.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	23	40.0	28	10	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	160	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>22.2</b>	<b>25.0</b>	<b>16.7</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>50</b>	<b>73.1</b>	<b>14</b>	<b>26</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	15	8	
DALAMAN	JET2.COM LTD	S	54	0	0	14.8	16.7	29.6	13.0	14.8	7.4	1.9	0.0	1.9	0.0	0.0	40	67.4	19	46	
DALAMAN	THOMAS COOK AIRLINES LTD	S	36	0	0	5.6	11.1	25.0	25.0	19.4	8.3	5.6	0.0	0.0	0.0	0.0	30	62.8	15	43	
DALAMAN	TUI AIRWAYS LTD	C	41	0	0	4.9	22.0	36.6	17.1	7.3	12.2	0.0	0.0	0.0	0.0	0.0	19	52.0	15	25	
<b>TOTAL DALAMAN</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>16.8</b>	<b>30.5</b>	<b>17.6</b>	<b>13.7</b>	<b>9.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.3</b>	<b>16</b>	<b>122</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	0.0	5.6	39.5	31.5	16.9	6.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>39.5</b>	<b>31.5</b>	<b>16.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>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	55.7	18	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>55.7</b>	<b>18</b>	<b>106</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	87.5	8	8	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>25.0</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>445</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>11.7</b>	<b>31.2</b>	<b>25.8</b>	<b>18.0</b>	<b>7.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>57.3</b>	<b>20</b>	<b>377</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	47.7	42	44	
<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>47.7</b>	<b>42</b>	<b>44</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>47.7</b>	<b>42</b>	<b>44</b>	
<b>UNITED ARAB EMIRATES</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
DUBAI	EMIRATES	S	124	0	0	5.6	34.7	37.1	12.1	7.3	3.2	0.0	0.0	0.0	0.0	0.0	11	75.8	12	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>34.7</b>	<b>37.1</b>	<b>12.1</b>	<b>7.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.8</b>	<b>12</b>	<b>124</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>34.7</b>	<b>37.1</b>	<b>12.1</b>	<b>7.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.8</b>	<b>12</b>	<b>124</b>	
ABERDEEN	FLYBE LTD	S	157	0	0	4.5	37.6	34.4	8.9	6.4	3.8	3.8	0.6	0.0	0.0	0.0	17	78.1	11	158	
<b>TOTAL ABERDEEN</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>37.6</b>	<b>34.4</b>	<b>8.9</b>	<b>6.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.1</b>	<b>11</b>	<b>158</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	385	0	2	2.8	28.7	35.1	12.9	10.9	6.2	2.3	0.5	0.0	0.0	0.5	19	70.7	17	390	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>385</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>28.7</b>	<b>35.1</b>	<b>12.9</b>	<b>10.9</b>	<b>6.2</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>70.7</b>	<b>17</b>	<b>390</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	0	14.7	40.0	30.0	9.3	6.0	0.0	0.0	0.0	0.0	0.0	0.0	7	65.8	23	150	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>40.0</b>	<b>30.0</b>	<b>9.3</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>7</b>	<b>65.8</b>	<b>23</b>	<b>150</b>	
BOURNEMOUTH	LOGANAIR 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	
BOURNEMOUTH	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BOURNEMOUTH</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>	
BRISTOL	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	67	0.0	0	0	
BRISTOL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
BRISTOL	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
BRISTOL	RYANAIR	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	55	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>65</b>	<b>1</b>	
CARDIFF WALES	FLYBE LTD	S	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	65	2	
<b>TOTAL CARDIFF WALES</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>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</b>	<b>0.0</b>	<b>65</b>	<b>2</b>	
DONCASTER SHEFFIELD	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	52	0.0	0	0	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	238	0.0	27	1	
EAST MIDLANDS INTERNATIONAL	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	36	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	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	23	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
EDINBURGH	FLYBE LTD	S	368	0	4	1.6	20.7	40.6	15.3	8.3	9.7	2.4	0.3	0.0	0.0	1.1	22	67.7	20	376	
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	100.0	7	1	
EDINBURGH	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL EDINBURGH</b>			<b>368</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>20.7</b>	<b>40.6</b>	<b>15.3</b>	<b>8.3</b>	<b>9.7</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>67.9</b>	<b>19</b>	<b>378</b>	
EXETER	FLYBE LTD	S	14	0	0	14.3	21.4	28.6	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	25	100.0	4	6	
<b>TOTAL EXETER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>4</b>	<b>6</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	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	22	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
GLASGOW	FLYBE LTD	S	355	0	13	6.0	33.7	32.3	9.0	7.9	6.8	0.8	0.0	0.0	0.0	3.5	15	66.4	19	356	
<b>TOTAL GLASGOW</b>			<b>355</b>	<b>0</b>	<b>13</b>	<b>6.0</b>	<b>33.7</b>	<b>32.3</b>	<b>9.0</b>	<b>7.9</b>	<b>6.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>15</b>	<b>66.4</b>	<b>19</b>	<b>356</b>	
GUERNSEY	FLYBE LTD	S	21	0	0	0.0	9.5	57.1	23.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	12	78.3	16	44	
<b>TOTAL GUERNSEY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>57.1</b>	<b>23.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.3</b>	<b>16</b>	<b>44</b>	
INVERNESS	FLYBE LTD	S	62	0	1	0.0	19.0	47.6	14.3	9.5	1.6	6.3	0.0	0.0	0.0	1.6	20	63.5	20	62	
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>19.0</b>	<b>47.6</b>	<b>14.3</b>	<b>9.5</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>20</b>	<b>63.5</b>	<b>20</b>	<b>62</b>	
ISLE OF MAN	FLYBE LTD	S	60	0	2	0.0	8.1	30.6	16.1	24.2	16.1	1.6	0.0	0.0	0.0	3.2	35	56.5	22	62	
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.1</b>	<b>30.6</b>	<b>16.1</b>	<b>24.2</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>35</b>	<b>56.5</b>	<b>22</b>	<b>62</b>	
JERSEY	FLYBE LTD	S	130	0	1	9.9	19.1	26.0	15.3	17.6	10.7	0.0	0.8	0.0	0.0	0.8	22	54.5	30	134	
<b>TOTAL JERSEY</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>19.1</b>	<b>26.0</b>	<b>15.3</b>	<b>17.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>54.5</b>	<b>30</b>	<b>134</b>	
LEEDS BRADFORD	JET2.COM LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	17	3	
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>33.3</b>	<b>17</b>	<b>3</b>	
LONDON CITY	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	59	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	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 LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	FLYBE LTD	S	7	0	0	14.3	14.3	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	40.0	35	5	
MANCHESTER	JET2.COM LTD	S	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	16	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	121	0.0	0	0	
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	100.0	0	1	
<b>TOTAL MANCHESTER</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>41.2</b>	<b>23.5</b>	<b>0.0</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>29</b>	<b>6</b>	
NEWCASTLE	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	5	8	
NEWCASTLE	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	
<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>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
NEWQUAY	FLYBE LTD	S	62	0	0	1.6	22.6	48.4	12.9	6.5	4.8	3.2	0.0	0.0	0.0	0.0	17	37.5	35	63	
<b>TOTAL NEWQUAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>48.4</b>	<b>12.9</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>37.5</b>	<b>35</b>	<b>63</b>	
NORWICH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	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>19</b>	<b>1</b>	
SOUTHAMPTON	FLYBE LTD	S	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	44	2	
<b>TOTAL SOUTHAMPTON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>44</b>	<b>2</b>	
STANSTED	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	56	1	
STANSTED	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
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	0.0	24	2	
STANSTED	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	



Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
TOTAL STANSTED			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	16	0.0	35	3
TOTAL UNITED KINGDOM USA			1810	0	23	4.9	27.1	35.3	12.7	9.7	6.8	2.0	0.3	0.0	0.0	1.3	19	66.3	20	1831
SANFORD	TUI AIRWAYS LTD	C	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	10
TOTAL SANFORD			10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	10
TOTAL USA			10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	10
TOTAL BIRMINGHAM			10142	0	37	5.4	23.4	36.9	15.3	11.0	5.5	1.4	0.5	0.1	0.0	0.4	19	67.8	19	9974

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>																					
PAPHOS	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	25	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	11	10	
<b>TOTAL PAPHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>42.3</b>	<b>7.7</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>20</b>	<b>80.0</b>	<b>11</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>42.3</b>	<b>7.7</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>20</b>	<b>80.0</b>	<b>11</b>	<b>10</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	16	0	0	0.0	6.3	81.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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>81.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</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>81.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</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	66.7	10	3	
<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>66.7</b>	<b>10</b>	<b>3</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>66.7</b>	<b>10</b>	<b>3</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	0.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	37	90.0	5	10	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
HERAKLION	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	30.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>63</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>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>	
RHODES	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	10.0	70.0	0.0	0.0	0.0	10.0	0.0	0.0	185	85.7	7	7	
<b>TOTAL RHODES</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>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>185</b>	<b>85.7</b>	<b>7</b>	<b>7</b>	
<b>TOTAL GREECE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.6</b>	<b>28.9</b>	<b>10.5</b>	<b>23.7</b>	<b>26.3</b>	<b>5.3</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	34	0	0	0.0	8.8	29.4	35.3	17.6	8.8	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>29.4</b>	<b>35.3</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>29.4</b>	<b>35.3</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</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	50.0	18	10	
<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>50.0</b>	<b>18</b>	<b>10</b>	
TRIESTE (RONCHI DEI LEGIONARI)	TYROL AIR AMBULANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>54.5</b>	<b>17</b>	<b>11</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	13	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>13</b>	<b>18</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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		
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>NORWAY</b>																				
ALESUND	AIR ALLIANCE EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL ALESUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>TOTAL NORWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	18	0	0	0.0	16.7	61.1	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	28	44.4	32	18
<b>TOTAL KRAKOW</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>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.4</b>	<b>32</b>	<b>18</b>
<b>TOTAL POLAND</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>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.4</b>	<b>32</b>	<b>18</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	34	0	0	14.7	58.8	11.8	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	94.3	4	35
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>58.8</b>	<b>11.8</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.3</b>	<b>4</b>	<b>35</b>
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>58.8</b>	<b>11.8</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.3</b>	<b>4</b>	<b>35</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	44	0	0	4.5	47.7	29.5	9.1	6.8	2.3	0.0	0.0	0.0	0.0	0.0	9	75.0	13	36
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>47.7</b>	<b>29.5</b>	<b>9.1</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>13</b>	<b>36</b>
GIRONA	RYANAIR	S	36	0	0	13.9	30.6	25.0	25.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	86.1	8	36
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>30.6</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.1</b>	<b>8</b>	<b>36</b>
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
MAHON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
MAHON	TUI 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	2	62.5	13	8
MAHON	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>12</b>	<b>9</b>
MALAGA	RYANAIR	S	52	0	0	23.1	55.8	15.4	1.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	92.6	5	54
<b>TOTAL MALAGA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>55.8</b>	<b>15.4</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.6</b>	<b>5</b>	<b>54</b>
MURCIA INTERNATIONAL	RYANAIR	S	34	0	0	11.8	70.6	11.8	2.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0	13	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>70.6</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</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	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	34
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>34</b>
PALMA DE MALLORCA	RYANAIR	S	68	0	0	2.9	25.0	66.2	1.5	0.0	1.5	2.9	0.0	0.0	0.0	0.0	10	60.0	17	70
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	34	0	0	2.9	47.1	32.4	8.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	9	88.2	7	34
<b>TOTAL PALMA DE MALLORCA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>54.9</b>	<b>3.9</b>	<b>1.0</b>	<b>2.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.2</b>	<b>14</b>	<b>104</b>
SANTIAGO DE COMPOSTELA (SPAIN)	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	5	1
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 SPAIN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>45.4</b>	<b>33.1</b>	<b>6.7</b>	<b>2.1</b>	<b>2.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.0</b>	<b>9</b>	<b>284</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	16	0	0	25.0	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>LAS PALMAS</b>	RYANAIR	S	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	8	
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	39	87.5	3	8	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>3</b>	<b>16</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	8	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8	
<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	62.5	10	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>7</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>57.7</b>	<b>13.5</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.0</b>	<b>3</b>	<b>50</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	10	0	0	0.0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>DALAMAN</b>	FREEBIRD AIRLINES	C	10	0	0	10.0	20.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	66.7	14	9	
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>14</b>	<b>9</b>	
<b>TOTAL TURKEY</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>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>14</b>	<b>9</b>	
<b>UNITED KINGDOM</b>																					
<b>ALDERNEY</b>	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ALDERNEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BIRMINGHAM</b>	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	
<b>BIRMINGHAM</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CARDIFF WALES</b>	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>CARDIFF WALES</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	1	2	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>7</b>	<b>3</b>	
<b>DONCASTER SHEFFIELD</b>	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	
<b>TOTAL DONCASTER SHEFFIELD</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>EAST MIDLANDS INTERNATIONAL</b>	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	11	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HAWARDEN</b>	LOGANAIR LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL HAWARDEN</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>	

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
JERSEY	LOGANAIR LTD	S	22	0	0	9.1	27.3	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL JERSEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>50.0</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	82	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>82</b>	<b>1</b>
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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>3</b>	<b>1</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	100.0	7	3
SOUTHAMPTON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>50.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>13</b>	<b>10</b>
<b>TOTAL BOURNEMOUTH</b>			<b>566</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>37.8</b>	<b>33.2</b>	<b>9.7</b>	<b>5.7</b>	<b>4.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.5</b>	<b>10</b>	<b>466</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	10	0	0	0.0	0.0	20.0	40.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	52	0.0	71	7	
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>52</b>	<b>0.0</b>	<b>71</b>	<b>7</b>	
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	33.3	33.3	0.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	28	55.6	19	18	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>55.6</b>	<b>19</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>40.0</b>	<b>34</b>	<b>25</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	75.9	15	136	
<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>75.9</b>	<b>15</b>	<b>136</b>	
LIEGE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>1</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.1</b>	<b>15</b>	<b>137</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8	
BURGAS	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	9	100.0	2	10	
BURGAS	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	70.6	28	17	
<b>TOTAL BURGAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.7</b>	<b>14</b>	<b>35</b>	
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.7</b>	<b>14</b>	<b>35</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	9	0	0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	10	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</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>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</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>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	26	0	0	0.0	19.2	26.9	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	25	44.4	19	18	
DUBROVNIK	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
DUBROVNIK	TUI AIRWAYS LTD	S	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	8	18	
<b>TOTAL DUBROVNIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>20.5</b>	<b>36.4</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>61.1</b>	<b>13</b>	<b>36</b>	
PULA	EASYJET UK LTD	S	18	0	0	5.6	22.2	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	27	18	
PULA	TUI AIRWAYS LTD	C	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	5	18	
<b>TOTAL PULA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>36.1</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>0.0</b>	<b>7</b>	<b>66.7</b>	<b>16</b>	<b>36</b>	
SPLIT	EASYJET UK LTD	S	42	0	2	0.0	27.3	50.0	9.1	6.8	2.3	0.0	0.0	0.0	0.0	4.5	9	69.0	12	42	
<b>TOTAL SPLIT</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.3</b>	<b>50.0</b>	<b>9.1</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>9</b>	<b>69.0</b>	<b>12</b>	<b>42</b>	
<b>TOTAL CROATIA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>26.6</b>	<b>41.1</b>	<b>16.1</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>65.8</b>	<b>14</b>	<b>114</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	11.1	38.9	5.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
LARNACA	THOMAS COOK AIRLINES LTD	S	19	0	0	0.0	10.5	26.3	15.8	36.8	10.5	0.0	0.0	0.0	0.0	0.0	29	66.7	75	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LARNACA	TUI AIRWAYS LTD	C	18	0	0	22.2	16.7	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	139	18	
<b>TOTAL LARNACA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>12.7</b>	<b>34.5</b>	<b>12.7</b>	<b>27.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.3</b>	<b>107</b>	<b>36</b>	
PAPHOS	EASYJET UK LTD	S	27	0	0	0.0	3.7	22.2	18.5	40.7	3.7	11.1	0.0	0.0	0.0	0.0	44	26.9	29	26	
PAPHOS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	40.0	33	10	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	52.9	11.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	25	44.4	29	18	
<b>TOTAL PAPHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>35.2</b>	<b>18.5</b>	<b>29.6</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>32</b>	<b>35.2</b>	<b>29</b>	<b>54</b>	
<b>TOTAL CYPRUS</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>9.2</b>	<b>34.9</b>	<b>15.6</b>	<b>28.4</b>	<b>5.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>44.4</b>	<b>61</b>	<b>90</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	52	0	0	0.0	19.2	48.1	15.4	7.7	9.6	0.0	0.0	0.0	0.0	0.0	18	48.1	28	54	
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>48.1</b>	<b>15.4</b>	<b>7.7</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>18</b>	<b>48.1</b>	<b>28</b>	<b>54</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>48.1</b>	<b>15.4</b>	<b>7.7</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>18</b>	<b>48.1</b>	<b>28</b>	<b>54</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	26	0	0	0.0	23.1	34.6	15.4	23.1	3.8	0.0	0.0	0.0	0.0	0.0	17	53.6	17	28	
<b>TOTAL COPENHAGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>15.4</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>17</b>	<b>53.6</b>	<b>17</b>	<b>28</b>	
<b>TOTAL DENMARK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>15.4</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>17</b>	<b>53.6</b>	<b>17</b>	<b>28</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	70.0	10	10	
<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>70.0</b>	<b>10</b>	<b>10</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>70.0</b>	<b>10</b>	<b>10</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9	
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	126	8	
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.1</b>	<b>60</b>	<b>17</b>	
<b>TOTAL EGYPT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.1</b>	<b>60</b>	<b>17</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	18	0	0	11.1	38.9	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	18	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
BEZIERS	RYANAIR	S	26	0	0	3.8	50.0	26.9	0.0	15.4	0.0	3.8	0.0	0.0	0.0	0.0	13	60.7	12	28	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.7</b>	<b>12</b>	<b>28</b>	
BIARRITZ	EASYJET UK LTD	S	16	0	0	0.0	31.3	56.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL BIARRITZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>0.0</b>	<b>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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BORDEAUX	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	29	0.0	0	0	
BORDEAUX	EASYJET UK LTD	S	60	0	0	6.7	41.7	28.3	8.3	11.7	3.3	0.0	0.0	0.0	0.0	0.0	12	59.1	20	44	
<b>TOTAL BORDEAUX</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>41.0</b>	<b>27.9</b>	<b>9.8</b>	<b>11.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>59.1</b>	<b>20</b>	<b>44</b>	
LA ROCHELLE	EASYJET UK LTD	S	18	0	0	0.0	38.9	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	31	16	
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>31</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
LIMOGES	RYANAIR	S	18	0	0	5.6	38.9	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	72.2	16	18
<b>TOTAL LIMOGES</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>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>18</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
LYON	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	49	1
LYON	EASYJET UK LTD	S	18	0	0	5.6	27.8	38.9	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>49</b>	<b>1</b>
MARSEILLE	EASYJET UK LTD	S	28	0	0	0.0	17.9	32.1	25.0	14.3	10.7	0.0	0.0	0.0	0.0	0.0	22	53.8	22	26
<b>TOTAL MARSEILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>32.1</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>53.8</b>	<b>22</b>	<b>26</b>
MONTPELLIER	EASYJET UK LTD	S	16	0	0	12.5	43.8	18.8	6.3	6.3	6.3	6.3	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL MONTPELLIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NANTES	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	41	1
NANTES	EASYJET UK LTD	S	27	0	1	0.0	14.3	39.3	25.0	10.7	3.6	3.6	0.0	0.0	0.0	3.6	22	53.8	19	26
<b>TOTAL NANTES</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.3</b>	<b>39.3</b>	<b>25.0</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>22</b>	<b>51.9</b>	<b>19</b>	<b>27</b>
NICE	EASYJET UK LTD	S	86	0	2	0.0	28.4	31.8	14.8	12.5	5.7	4.5	0.0	0.0	0.0	2.3	23	55.7	22	88
<b>TOTAL NICE</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>28.4</b>	<b>31.8</b>	<b>14.8</b>	<b>12.5</b>	<b>5.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>23</b>	<b>55.7</b>	<b>22</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	71.0	23	62
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	124	0	0	0.0	23.4	42.7	12.9	8.1	8.1	3.2	1.6	0.0	0.0	0.0	23	72.6	13	62
<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>42.7</b>	<b>12.9</b>	<b>8.1</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>71.8</b>	<b>18</b>	<b>124</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	96.8	2	31
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	61	0	1	0.0	11.3	48.4	24.2	8.1	4.8	1.6	0.0	0.0	0.0	1.6	18	54.8	19	62
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	36	0	0	25.0	52.8	11.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>26.5</b>	<b>34.7</b>	<b>18.4</b>	<b>6.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>68.8</b>	<b>13</b>	<b>93</b>
<b>TOTAL FRANCE</b>			<b>553</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>29.6</b>	<b>35.0</b>	<b>13.3</b>	<b>9.3</b>	<b>5.4</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>64.6</b>	<b>18</b>	<b>483</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET EUROPE	S	16	0	0	12.5	43.8	25.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	36	0	0	2.8	38.9	36.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	84.8	8	46
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>40.4</b>	<b>32.7</b>	<b>3.8</b>	<b>13.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.8</b>	<b>8</b>	<b>46</b>
COLOGNE BONN	RYANAIR	S	26	0	0	3.8	11.5	30.8	23.1	19.2	11.5	0.0	0.0	0.0	0.0	0.0	25	34.6	35	22
<b>TOTAL COLOGNE BONN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>30.8</b>	<b>23.1</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>34.6</b>	<b>35</b>	<b>22</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	51.9	17	48
<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>51.9</b>	<b>17</b>	<b>48</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	65.0	18	160
<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>65.0</b>	<b>18</b>	<b>160</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	70.0	22	40



CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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 HAMBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>22</b>	<b>40</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	50.0	26	114
<b>TOTAL MUNICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>114</b>
<b>TOTAL GERMANY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>30.8</b>	<b>32.1</b>	<b>10.3</b>	<b>15.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>20</b>	<b>430</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	25	0	1	3.8	38.5	34.6	11.5	3.8	0.0	0.0	3.8	0.0	0.0	3.8	15	88.5	15	26
<b>TOTAL GIBRALTAR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>11.5</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>3.8</b>	<b>15</b>	<b>88.5</b>	<b>15</b>	<b>26</b>
<b>TOTAL GIBRALTAR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>11.5</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>3.8</b>	<b>15</b>	<b>88.5</b>	<b>15</b>	<b>26</b>
<b>GREECE</b>																				
ATHENS	EASYJET UK LTD	S	19	0	0	0.0	10.5	26.3	15.8	36.8	0.0	10.5	0.0	0.0	0.0	0.0	38	61.1	24	18
<b>TOTAL ATHENS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>26.3</b>	<b>15.8</b>	<b>36.8</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>61.1</b>	<b>24</b>	<b>18</b>
CHANIA	RYANAIR	S	16	0	0	0.0	37.5	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	14	18
CHANIA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	12.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	65	88.9	5	9
<b>TOTAL CHANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>70.4</b>	<b>11</b>	<b>27</b>
CORFU	EASYJET UK LTD	S	27	0	0	0.0	14.8	22.2	14.8	37.0	11.1	0.0	0.0	0.0	0.0	0.0	28	64.3	14	28
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	37	18
CORFU	TUI AIRWAYS LTD	C	28	0	0	3.6	39.3	32.1	7.1	3.6	14.3	0.0	0.0	0.0	0.0	0.0	18	63.0	14	27
<b>TOTAL CORFU</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>28.8</b>	<b>31.5</b>	<b>11.0</b>	<b>16.4</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>58.9</b>	<b>20</b>	<b>73</b>
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	5.6	44.4	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	22	33.3	36	18
HERAKLION	THOMAS COOK AIRLINES LTD	S	8	0	0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	218	9
HERAKLION	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	38.9	23	18
<b>TOTAL HERAKLION</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>18.2</b>	<b>45.5</b>	<b>15.9</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>40.0</b>	<b>67</b>	<b>45</b>
KAVALA	THOMAS COOK AIRLINES LTD	S	3	0	0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	24	25.0	0	1
<b>TOTAL KAVALA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>25.0</b>	<b>0</b>	<b>1</b>
KEFALLINIA	EASYJET UK LTD	S	19	0	0	0.0	26.3	31.6	10.5	26.3	5.3	0.0	0.0	0.0	0.0	0.0	20	66.7	12	18
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	14	8
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	14	8
KEFALLINIA	TUI AIRWAYS LTD	S	10	0	0	10.0	30.0	20.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL KEFALLINIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>28.9</b>	<b>33.3</b>	<b>15.6</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.7</b>	<b>13</b>	<b>34</b>
KOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	23	37.5	24	8
KOS	TUI AIRWAYS LTD	C	17	0	0	0.0	64.7	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	83	16
<b>TOTAL KOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.0</b>	<b>28.0</b>	<b>12.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>45.8</b>	<b>64</b>	<b>24</b>
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	33	75.0	14	8
<b>TOTAL PREVEZA</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>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>33</b>	<b>75.0</b>	<b>14</b>	<b>8</b>
RHODES	EASYJET UK LTD	S	16	0	0	0.0	6.3	12.5	18.8	50.0	12.5	0.0	0.0	0.0	0.0	0.0	35	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	19	80.0	8	10
RHODES	TUI AIRWAYS LTD	C	27	0	0	0.0	7.4	18.5	25.9	18.5	22.2	0.0	7.4	0.0	0.0	0.0	48	50.0	22	28

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 RHODES</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>19.2</b>	<b>26.9</b>	<b>26.9</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>39</b>	<b>57.9</b>	<b>18</b>	<b>38</b>	
SALONIKA	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SALONIKA</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	5	0	0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	2	5	
SKIATHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	50.0	14	8	
<b>TOTAL SKIATHOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>53.8</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>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.3</b>	<b>10</b>	<b>13</b>	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	17	9	
<b>TOTAL THIRA (SANTORINI)</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>0.0</b>	<b>7</b>	<b>55.6</b>	<b>17</b>	<b>9</b>	
ZAKINTHOS	EASYJET UK LTD	S	18	0	0	0.0	5.6	38.9	16.7	22.2	5.6	11.1	0.0	0.0	0.0	0.0	35	40.0	18	10	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	36	0	0	5.6	30.6	36.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.8	17	34	
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	3.8	19.2	46.2	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	73.1	13	26	
<b>TOTAL ZAKINTHOS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.3</b>	<b>40.0</b>	<b>17.5</b>	<b>13.8</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.9</b>	<b>15</b>	<b>70</b>	
<b>TOTAL GREECE</b>			<b>404</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.5</b>	<b>34.2</b>	<b>15.3</b>	<b>16.3</b>	<b>5.9</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.0</b>	<b>26</b>	<b>360</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	28	0	0	0.0	14.3	39.3	21.4	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	23.1	45	26	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>39.3</b>	<b>21.4</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>23.1</b>	<b>45</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>39.3</b>	<b>21.4</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>23.1</b>	<b>45</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	61	0	1	8.1	22.6	43.5	17.7	6.5	0.0	0.0	0.0	0.0	0.0	1.6	10	91.9	3	62	
<b>TOTAL CORK</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>22.6</b>	<b>43.5</b>	<b>17.7</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>1.6</b>	<b>10</b>	<b>91.9</b>	<b>3</b>	<b>62</b>	
DUBLIN	RYANAIR	S	176	0	2	1.1	22.5	44.9	11.2	11.8	6.7	0.0	0.6	0.0	0.0	1.1	17	60.5	18	175	
DUBLIN	STOBART AIR	S	188	0	1	0.0	10.1	41.3	26.5	14.3	7.4	0.0	0.0	0.0	0.0	0.5	22	75.0	12	182	
<b>TOTAL DUBLIN</b>			<b>364</b>	<b>0</b>	<b>3</b>	<b>0.5</b>	<b>16.1</b>	<b>43.1</b>	<b>19.1</b>	<b>13.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>67.9</b>	<b>15</b>	<b>357</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	3.8	19.2	26.9	19.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	30	53.6	25	28	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>53.6</b>	<b>25</b>	<b>28</b>	
SHANNON	RYANAIR	S	18	0	0	11.1	22.2	11.1	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	18	
<b>TOTAL SHANNON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>469</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>17.3</b>	<b>41.0</b>	<b>19.2</b>	<b>12.9</b>	<b>5.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>71.4</b>	<b>13</b>	<b>465</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	28	0	0	7.1	17.9	25.0	25.0	7.1	17.9	0.0	0.0	0.0	0.0	0.0	24	34.6	42	26	
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>25.0</b>	<b>25.0</b>	<b>7.1</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>24</b>	<b>34.6</b>	<b>42</b>	<b>26</b>	
BOLOGNA	RYANAIR	S	16	0	0	0.0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	19	18	
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>62.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.1</b>	<b>19</b>	<b>18</b>	
BRINDISI	EASYJET UK LTD	S	16	0	0	0.0	31.3	43.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BRINDISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	18	0	0	0.0	38.9	27.8	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	61.1	12	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.1</b>	<b>12</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	37.5	46	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>37.5</b>	<b>46</b>	<b>7</b>	
GENOA	EASYJET UK LTD	S	18	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	1	16	
<b>TOTAL GENOA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>16</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	37.5	29	16	
MILAN (MALPENSA)	EASYJET EUROPE	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	112	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	36	0	0	5.6	36.1	36.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	26	0	0	34.6	19.2	26.9	11.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>28.6</b>	<b>31.7</b>	<b>11.1</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>37.5</b>	<b>29</b>	<b>16</b>	
NAPLES	EASYJET UK LTD	S	28	0	0	0.0	25.0	46.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	16	26	
NAPLES	TUI AIRWAYS LTD	C	26	0	0	0.0	46.2	30.8	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	88.9	4	18	
<b>TOTAL NAPLES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.2</b>	<b>38.9</b>	<b>14.8</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.7</b>	<b>11</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	71.4	19	7	
OLBIA	EASYJET UK LTD	S	26	0	0	0.0	7.7	30.8	15.4	34.6	3.8	0.0	7.7	0.0	0.0	0.0	40	34.6	35	26	
OLBIA	LOGANAIR LTD	C	10	0	0	0.0	10.0	20.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL OLBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>27.8</b>	<b>19.4</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>42.4</b>	<b>31</b>	<b>33</b>	
PISA	EASYJET UK LTD	S	61	0	1	0.0	12.9	40.3	24.2	8.1	4.8	6.5	1.6	0.0	0.0	1.6	28	71.0	12	62	
<b>TOTAL PISA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>12.9</b>	<b>40.3</b>	<b>24.2</b>	<b>8.1</b>	<b>4.8</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>28</b>	<b>71.0</b>	<b>12</b>	<b>62</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	62	0	0	0.0	25.8	41.9	14.5	11.3	6.5	0.0	0.0	0.0	0.0	0.0	18	50.0	25	62	
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>41.9</b>	<b>14.5</b>	<b>11.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>25</b>	<b>62</b>	
VENICE	EASYJET EUROPE	S	44	0	0	0.0	11.4	34.1	25.0	22.7	6.8	0.0	0.0	0.0	0.0	0.0	24	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	0.0	0.0	0	40.4	31	52	
VENICE	RYANAIR	S	35	0	1	0.0	19.4	47.2	11.1	8.3	5.6	5.6	0.0	0.0	0.0	2.8	24	65.4	12	26	
<b>TOTAL VENICE</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.0</b>	<b>40.0</b>	<b>18.8</b>	<b>16.3</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>24</b>	<b>48.7</b>	<b>25</b>	<b>78</b>	
VERONA VILLAFRANCA	NEOS SPA	C	10	0	0	0.0	40.0	10.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	9	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>20.0</b>	<b>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>16</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>461</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>23.8</b>	<b>36.3</b>	<b>17.3</b>	<b>11.2</b>	<b>5.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>56.8</b>	<b>21</b>	<b>388</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	17	0	1	0.0	44.4	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5	70.8	20	24	
<b>TOTAL KAUNAS</b>			<b>17</b>	<b>0</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5</b>	<b>70.8</b>	<b>20</b>	<b>24</b>	
<b>TOTAL LITHUANIA</b>			<b>17</b>	<b>0</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5</b>	<b>70.8</b>	<b>20</b>	<b>24</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	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	19	0.0	0	0	
MALTA	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	8	
MALTA	RYANAIR	S	26	0	0	19.2	38.5	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	11	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
MALTA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.0	49	10
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>29.5</b>	<b>38.6</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.5</b>	<b>24</b>	<b>44</b>
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>29.5</b>	<b>38.6</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.5</b>	<b>24</b>	<b>44</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	17	0	0	5.9	29.4	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	17	8
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>41.2</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>50.0</b>	<b>17</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>41.2</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>50.0</b>	<b>17</b>	<b>8</b>
<b>MOROCCO</b>																				
MARRAKESH	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL MARRAKESH</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	103	0	1	0.0	25.0	45.2	10.6	8.7	5.8	3.8	0.0	0.0	0.0	1.0	20	66.0	21	106
AMSTERDAM	KLM	S	249	0	0	1.6	41.4	42.2	6.4	6.0	2.0	0.0	0.4	0.0	0.0	0.0	8	82.3	9	246
<b>TOTAL AMSTERDAM</b>			<b>352</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>36.5</b>	<b>43.1</b>	<b>7.6</b>	<b>6.8</b>	<b>3.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>77.4</b>	<b>12</b>	<b>352</b>
<b>TOTAL NETHERLANDS</b>			<b>352</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>36.5</b>	<b>43.1</b>	<b>7.6</b>	<b>6.8</b>	<b>3.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>77.4</b>	<b>12</b>	<b>352</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	17	0	1	0.0	22.2	44.4	16.7	0.0	11.1	0.0	0.0	0.0	0.0	5.6	15	96.4	3	28
<b>TOTAL GDANSK</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>15</b>	<b>96.4</b>	<b>3</b>	<b>28</b>
KATOWICE	WIZZ AIR	S	28	0	0	0.0	25.0	46.4	10.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	11	26
<b>TOTAL KATOWICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>46.4</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.9</b>	<b>11</b>	<b>26</b>
KRAKOW	EASYJET UK LTD	S	35	0	1	0.0	30.6	52.8	5.6	5.6	2.8	0.0	0.0	0.0	0.0	2.8	9	69.4	18	36
KRAKOW	RYANAIR	S	26	0	0	0.0	42.3	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	8	28
<b>TOTAL KRAKOW</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>35.5</b>	<b>46.8</b>	<b>9.7</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>76.6</b>	<b>14</b>	<b>64</b>
POZNAN	RYANAIR	S	16	0	0	0.0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	18
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>3</b>	<b>18</b>
RZESZOW	RYANAIR	S	18	0	0	0.0	50.0	27.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	22	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.6</b>	<b>22</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	36	0	1	8.1	37.8	40.5	5.4	0.0	2.7	2.7	0.0	0.0	0.0	2.7	10	92.3	6	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>37.8</b>	<b>40.5</b>	<b>5.4</b>	<b>0.0</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>10</b>	<b>92.3</b>	<b>6</b>	<b>26</b>
WROCLAW	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	10	77.8	11	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>11</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>192</b>	<b>0</b>	<b>3</b>	<b>2.1</b>	<b>35.4</b>	<b>43.1</b>	<b>9.2</b>	<b>4.6</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>80.8</b>	<b>10</b>	<b>198</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	141	0	1	2.1	25.4	36.6	16.9	8.5	8.5	1.4	0.0	0.0	0.0	0.7	19	64.0	19	139

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	45.2	38.7	8.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5	75.8	23	62
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	1	87.5	4	8
<b>TOTAL FARO</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>32.5</b>	<b>37.3</b>	<b>13.7</b>	<b>5.7</b>	<b>6.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>68.4</b>	<b>20</b>	<b>209</b>
LISBON	EASYJET UK LTD	S	43	0	1	0.0	6.8	43.2	25.0	15.9	6.8	0.0	0.0	0.0	0.0	2.3	22	52.2	24	46
<b>TOTAL LISBON</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.8</b>	<b>43.2</b>	<b>25.0</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>22</b>	<b>52.2</b>	<b>24</b>	<b>46</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	28	0	0	0.0	17.9	28.6	32.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	19	26.9	44	24
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>28.6</b>	<b>32.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>26.9</b>	<b>44</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>27.1</b>	<b>37.3</b>	<b>17.3</b>	<b>8.8</b>	<b>5.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>61.9</b>	<b>22</b>	<b>279</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	S	18	0	0	0.0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	27	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>0.0</b>	<b>7</b>	<b>77.8</b>	<b>27</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>0.0</b>	<b>7</b>	<b>77.8</b>	<b>27</b>	<b>18</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	18	0	0	0.0	11.1	50.0	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	33	16
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>5.6</b>	<b>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>50.0</b>	<b>33</b>	<b>16</b>
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>5.6</b>	<b>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>50.0</b>	<b>33</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	125	0	0	0.8	21.6	32.0	13.6	18.4	11.2	1.6	0.0	0.8	0.0	0.0	36	58.1	28	122
ALICANTE	RYANAIR	S	107	0	0	8.4	37.4	32.7	6.5	2.8	10.3	1.9	0.0	0.0	0.0	0.0	16	70.0	24	90
ALICANTE	TUI AIRWAYS LTD	C	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	1	100.0	2	8
<b>TOTAL ALICANTE</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>30.2</b>	<b>32.6</b>	<b>9.9</b>	<b>10.7</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>64.4</b>	<b>25</b>	<b>220</b>
ALMERIA	THOMAS COOK AIRLINES LTD	S	9	0	1	10.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1	75.0	12	8
<b>TOTAL ALMERIA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>1</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
BARCELONA	EASYJET EUROPE	S	42	0	0	7.1	42.9	26.2	19.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
BARCELONA	EASYJET UK LTD	S	78	0	2	3.8	22.5	37.5	15.0	11.3	5.0	2.5	0.0	0.0	0.0	2.5	19	66.9	22	124
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>29.5</b>	<b>33.6</b>	<b>16.4</b>	<b>7.4</b>	<b>4.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>66.9</b>	<b>22</b>	<b>124</b>
BILBAO	EASYJET UK LTD	S	26	0	0	0.0	11.5	53.8	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	73.1	21	26
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>53.8</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>0.0</b>	<b>13</b>	<b>73.1</b>	<b>21</b>	<b>26</b>
GIRONA	RYANAIR	S	52	0	0	5.8	36.5	28.8	15.4	9.6	3.8	0.0	0.0	0.0	0.0	0.0	11	50.0	20	46
GIRONA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8
GIRONA	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
<b>TOTAL GIRONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.1</b>	<b>34.3</b>	<b>12.9</b>	<b>7.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.1</b>	<b>17</b>	<b>62</b>
IBIZA	EASYJET UK LTD	S	34	0	0	0.0	32.4	41.2	11.8	14.7	0.0	0.0	0.0	0.0	0.0	0.0	11	67.6	14	34
IBIZA	RYANAIR	S	26	0	0	3.8	38.5	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	11	28
IBIZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	8
IBIZA	TUI AIRWAYS LTD	C	36	0	1	2.7	59.5	18.9	2.7	10.8	2.7	0.0	0.0	0.0	0.0	2.7	7	88.9	3	36

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 IBIZA</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>43.8</b>	<b>32.4</b>	<b>9.5</b>	<b>10.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>78.3</b>	<b>9</b>	<b>106</b>	
MADRID	EASYJET UK LTD	S	60	0	0	10.0	13.3	36.7	11.7	18.3	6.7	3.3	0.0	0.0	0.0	0.0	24	64.5	25	62	
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>13.3</b>	<b>36.7</b>	<b>11.7</b>	<b>18.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>64.5</b>	<b>25</b>	<b>62</b>	
MAHON	EASYJET UK LTD	S	38	0	0	0.0	18.4	39.5	18.4	13.2	10.5	0.0	0.0	0.0	0.0	0.0	22	55.6	34	36	
MAHON	THOMAS COOK AIRLINES LTD	S	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	10	55.6	20	18	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	5.6	5.6	0.0	0.0	11.1	0.0	0.0	0.0	36	66.7	31	18	
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.0</b>	<b>40.5</b>	<b>13.5</b>	<b>9.5</b>	<b>6.8</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>58.3</b>	<b>29</b>	<b>72</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	68.8	11	16	
MALAGA	EASYJET UK LTD	S	141	0	1	4.9	33.8	27.5	12.0	11.3	8.5	0.7	0.0	0.7	0.0	0.7	24	69.7	26	142	
MALAGA	RYANAIR	S	68	0	2	2.9	31.4	37.1	14.3	8.6	0.0	1.4	1.4	0.0	0.0	2.9	16	68.6	17	70	
MALAGA	TUI AIRWAYS LTD	C	15	0	1	0.0	6.3	56.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	6.3	18	72.2	19	18	
<b>TOTAL MALAGA</b>			<b>224</b>	<b>0</b>	<b>4</b>	<b>3.9</b>	<b>31.1</b>	<b>32.5</b>	<b>12.7</b>	<b>10.5</b>	<b>5.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>69.5</b>	<b>22</b>	<b>246</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	61	0	1	11.3	32.3	37.1	6.5	8.1	3.2	0.0	0.0	0.0	0.0	1.6	8	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>32.3</b>	<b>37.1</b>	<b>6.5</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>1.6</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	98.4	2	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>98.4</b>	<b>2</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	75.0	14	8	
PALMA DE MALLORCA	EASYJET UK LTD	S	167	0	1	1.2	26.8	25.0	19.0	16.7	8.9	0.6	1.2	0.0	0.0	0.6	24	56.7	27	148	
PALMA DE MALLORCA	RYANAIR	S	88	0	2	1.1	32.2	42.2	5.6	10.0	4.4	1.1	1.1	0.0	0.0	2.2	18	55.7	26	88	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	34.6	42.3	0.0	15.4	3.8	0.0	3.8	0.0	0.0	0.0	18	83.3	15	24	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	35	0	1	5.6	30.6	44.4	5.6	0.0	8.3	0.0	2.8	0.0	0.0	2.8	17	70.5	22	44	
<b>TOTAL PALMA DE MALLORCA</b>			<b>316</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>29.4</b>	<b>33.4</b>	<b>12.2</b>	<b>12.8</b>	<b>7.2</b>	<b>0.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>60.8</b>	<b>25</b>	<b>312</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	50.0	13	8	
REUS	TUI AIRWAYS LTD	C	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>16</b>	
SEVILLE	EASYJET UK LTD	S	28	0	0	21.4	28.6	25.0	17.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	18	16	
SEVILLE	RYANAIR	S	18	0	0	16.7	16.7	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>23.9</b>	<b>23.9</b>	<b>23.9</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.8</b>	<b>18</b>	<b>16</b>	
VALENCIA	RYANAIR	S	18	0	0	11.1	38.9	22.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	44.4	26	18	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.4</b>	<b>26</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>1380</b>	<b>0</b>	<b>13</b>	<b>4.5</b>	<b>30.7</b>	<b>33.6</b>	<b>12.3</b>	<b>10.6</b>	<b>5.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>66.9</b>	<b>21</b>	<b>1350</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	11.1	38.9	27.8	5.6	5.6	5.6	0.0	0.0	5.6	0.0	0.0	94	87.5	6	16	
ARRECIFE	RYANAIR	S	28	0	0	7.1	46.4	35.7	3.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	92.3	5	26	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	50.0	20.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	70.0	12	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	33.3	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	55.6	18	18	
<b>TOTAL ARRECIFE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>40.5</b>	<b>31.1</b>	<b>5.4</b>	<b>8.1</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.6</b>	<b>9</b>	<b>70</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	22.2	16.7	50.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	61.1	17	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	10	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>11</b>	<b>28</b>	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	38.9	27.8	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	83.3	11	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	8	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	33.3	5.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	4	18	
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>31.8</b>	<b>34.1</b>	<b>15.9</b>	<b>6.8</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>15</b>	<b>84.1</b>	<b>8</b>	<b>44</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	26	0	0	3.8	26.9	38.5	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	73.1	11	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	10.7	50.0	32.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	2	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	27.8	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	30	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	13	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>35.6</b>	<b>41.1</b>	<b>10.0</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>7</b>	<b>76.1</b>	<b>12</b>	<b>88</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>35.6</b>	<b>36.9</b>	<b>8.5</b>	<b>5.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.3</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	100.0	0	8	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	18	0	0	11.1	22.2	33.3	5.6	5.6	16.7	5.6	0.0	0.0	0.0	0.0	31	66.7	13	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>5.6</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>31</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>5.6</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>31</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	34	0	0	8.8	38.2	26.5	14.7	8.8	2.9	0.0	0.0	0.0	0.0	0.0	12	69.4	20	36	
<b>TOTAL BALE MULHOUSE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>26.5</b>	<b>14.7</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.4</b>	<b>20</b>	<b>36</b>	
GENEVA	EASYJET UK LTD	S	90	0	0	0.0	27.8	21.1	13.3	21.1	15.6	0.0	1.1	0.0	0.0	0.0	30	39.6	37	88	
<b>TOTAL GENEVA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>21.1</b>	<b>13.3</b>	<b>21.1</b>	<b>15.6</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>39.6</b>	<b>37</b>	<b>88</b>	
<b>TOTAL SWITZERLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>30.6</b>	<b>22.6</b>	<b>13.7</b>	<b>17.7</b>	<b>12.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>48.0</b>	<b>32</b>	<b>124</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	17	0	1	11.1	27.8	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5.6	7	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	75.0	12	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</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>5.6</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 TUNISIA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</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>5.6</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
<b>TURKEY</b>																				
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	67	0.0	0	0
ANTALYA	THOMAS COOK AIRLINES LTD	S	45	0	0	6.7	17.8	51.1	15.6	8.9	0.0	0.0	0.0	0.0	0.0	0.0	10	63.9	22	36
ANTALYA	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	41	10
<b>TOTAL ANTALYA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>43.5</b>	<b>14.5</b>	<b>11.3</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.7</b>	<b>26</b>	<b>46</b>
BODRUM (MILAS)	EASYJET UK LTD	S	26	0	0	0.0	0.0	50.0	26.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	20	55.6	27	27
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	10.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
BODRUM (MILAS)	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	13	8
<b>TOTAL BODRUM (MILAS)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.9</b>	<b>50.0</b>	<b>19.6</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>24</b>	<b>35</b>
DALAMAN	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	22	50.0	19	26
DALAMAN	FREEBIRD AIRLINES	C	10	0	0	20.0	10.0	20.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	75.0	26	8
DALAMAN	THOMAS COOK AIRLINES LTD	S	45	0	0	4.4	35.6	33.3	17.8	8.9	0.0	0.0	0.0	0.0	0.0	0.0	9	61.4	42	44
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	13	10
<b>TOTAL DALAMAN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.8</b>	<b>37.1</b>	<b>15.7</b>	<b>10.1</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>60.2</b>	<b>31</b>	<b>88</b>
<b>TOTAL TURKEY</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>20.3</b>	<b>42.1</b>	<b>16.2</b>	<b>11.2</b>	<b>4.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>59.2</b>	<b>28</b>	<b>169</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	85.4	7	48
ABERDEEN	LOGANAIR LTD	S	52	0	0	0.0	50.0	36.5	5.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>36.5</b>	<b>5.8</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>85.4</b>	<b>7</b>	<b>48</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	172	0	1	0.6	30.6	27.7	11.6	15.6	6.9	4.0	2.3	0.0	0.0	0.6	29	56.1	22	148
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>30.6</b>	<b>27.7</b>	<b>11.6</b>	<b>15.6</b>	<b>6.9</b>	<b>4.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>56.1</b>	<b>22</b>	<b>148</b>
BIRMINGHAM	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BIRMINGHAM	EASYJET 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	299	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>299</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
CARDIFF WALES	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	29	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>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DURHAM TEES VALLEY	MASTERJET	C	0	0	0	0.0	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 DURHAM TEES VALLEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
EDINBURGH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
EDINBURGH	EASYJET UK LTD	S	217	0	3	2.7	33.6	27.3	15.5	6.8	9.5	1.4	1.8	0.0	0.0	1.4	23	58.3	23	216
<b>TOTAL EDINBURGH</b>			<b>217</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>33.6</b>	<b>27.3</b>	<b>15.5</b>	<b>6.8</b>	<b>9.5</b>	<b>1.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>58.5</b>	<b>23</b>	<b>217</b>
FARNBOROUGH	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
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</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	33.3	32	3
GATWICK	EASYJET UK LTD	S	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	108	0.0	41	1



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	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	41	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>86</b>	<b>25.0</b>	<b>34</b>	<b>4</b>	
GLASGOW	EASYJET UK LTD	S	180	0	1	1.1	37.6	28.2	14.9	12.7	3.3	1.7	0.0	0.0	0.0	0.6	16	60.6	26	173	
<b>TOTAL GLASGOW</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>37.6</b>	<b>28.2</b>	<b>14.9</b>	<b>12.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>60.6</b>	<b>26</b>	<b>173</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	0.0	33.9	33.9	12.9	16.1	0.0	3.2	0.0	0.0	0.0	0.0	16	91.9	7	62	
GUERNSEY	FLYBE LTD	S	26	0	0	0.0	50.0	42.3	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>36.4</b>	<b>10.2</b>	<b>12.5</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>12</b>	<b>91.9</b>	<b>7</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	82.4	4	17	
HAWARDEN	LOGANAIR LTD	C	24	0	0	16.7	58.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
HAWARDEN	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>TOTAL HAWARDEN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>60.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>4</b>	<b>17</b>	
HUMBERSIDE	LOGANAIR LTD	C	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</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	3	
INVERNESS	EASYJET UK LTD	S	62	0	0	0.0	21.0	40.3	19.4	14.5	4.8	0.0	0.0	0.0	0.0	0.0	17	82.3	12	62	
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>40.3</b>	<b>19.4</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.1</b>	<b>12</b>	<b>65</b>	
ISLE OF MAN	EASYJET UK LTD	S	17	0	1	0.0	5.6	27.8	16.7	33.3	11.1	0.0	0.0	0.0	0.0	5.6	28	38.9	21	18	
<b>TOTAL ISLE OF MAN</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</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>5.6</b>	<b>28</b>	<b>38.9</b>	<b>21</b>	<b>18</b>	
JERSEY	FLYBE LTD	S	62	2	2	4.5	48.5	25.8	13.6	0.0	1.5	0.0	0.0	0.0	3.0	3.0	6	80.0	11	80	
<b>TOTAL JERSEY</b>			<b>62</b>	<b>2</b>	<b>2</b>	<b>4.5</b>	<b>48.5</b>	<b>25.8</b>	<b>13.6</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>3.0</b>	<b>6</b>	<b>80.0</b>	<b>11</b>	<b>80</b>	
LEEDS BRADFORD	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>1</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	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	29	0.0	0	0	
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>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>	
MANCHESTER	EASYJET UK LTD	S	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	60	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	273	1	
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>273</b>	<b>1</b>	
NEWCASTLE	EASYJET UK LTD	S	121	0	1	4.1	27.0	34.4	14.8	9.0	9.8	0.0	0.0	0.0	0.0	0.8	17	58.7	24	126	
<b>TOTAL NEWCASTLE</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>27.0</b>	<b>34.4</b>	<b>14.8</b>	<b>9.0</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>58.7</b>	<b>24</b>	<b>126</b>	
STANSTED	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2	
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	100.0	3	1	

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
TOTAL STANSTED			0	0	0	0.0	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
TOTAL UNITED KINGDOM USA			1012	2	9	2.2	34.1	30.0	13.7	10.5	6.1	1.6	0.9	0.0	0.2	0.9	19	65.5	20	968
SANFORD	TUI AIRWAYS LTD	C	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	17	9
TOTAL SANFORD			10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	17	9
TOTAL USA			10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	17	9
TOTAL BRISTOL			6358	2	43	3.5	28.5	35.6	13.8	10.9	5.4	1.1	0.5	0.0	0.0	0.7	18	65.6	20	6521

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early		15 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						15 m early	15 m to 30 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	3	18		
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	75.0	17	8		
BURGAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	14	75.0	8	8		
<b>TOTAL BURGAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>8</b>	<b>34</b>		
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>8</b>	<b>34</b>		
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	0.0	37.5	25.0	12.5	0.0	12.5	12.5	0.0	0.0	63	87.5	9	8		
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	20	62.5	10	8		
<b>TOTAL LARNACA</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>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>10</b>	<b>16</b>		
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	41.2	41.2	11.8	0.0	0.0	0.0	0.0	0.0	18	20.0	59	10		
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>41.2</b>	<b>41.2</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>18</b>	<b>20.0</b>	<b>59</b>	<b>10</b>		
<b>TOTAL CYPRUS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.1</b>	<b>36.4</b>	<b>36.4</b>	<b>15.2</b>	<b>0.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>53.8</b>	<b>29</b>	<b>26</b>		
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>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>22</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>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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	96	0	0	0.0	20.8	50.0	12.5	10.4	3.1	3.1	0.0	0.0	0.0	17	63.6	21	88		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>50.0</b>	<b>12.5</b>	<b>10.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.6</b>	<b>21</b>	<b>88</b>		
<b>TOTAL FRANCE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>50.0</b>	<b>12.5</b>	<b>10.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.6</b>	<b>21</b>	<b>88</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	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</b>	<b>88.9</b>	<b>4</b>	<b>18</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	75.0	21	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</b>	<b>75.0</b>	<b>21</b>	<b>8</b>		
MUNICH	FLYBE LTD	S	18	0	0	0.0	5.6	55.6	16.7	11.1	11.1	0.0	0.0	0.0	0.0	20	66.7	17	18		
<b>TOTAL MUNICH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</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>20</b>	<b>66.7</b>	<b>17</b>	<b>18</b>		
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</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>20</b>	<b>77.3</b>	<b>13</b>	<b>44</b>		
<b>GREECE</b>																					
CHANIA	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	30	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</b>	<b>0.0</b>	<b>30</b>	<b>1</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	61.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	80.0	7	10
<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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
HERAKLION	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	6	57.1	13	7
<b>TOTAL HERAKLION</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>6</b>	<b>57.1</b>	<b>13</b>	<b>7</b>
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	19	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>62.5</b>	<b>19</b>	<b>8</b>
KOS	TUI AIRWAYS LTD	C	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	12	75.0	9	8
<b>TOTAL KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>47.1</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>12</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
RHODES	THOMAS COOK AIRLINES 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	19	80.0	7	10
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	35.3	23.5	23.5	17.6	0.0	0.0	0.0	0.0	0.0	34	30.0	37	10
<b>TOTAL RHODES</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>28.0</b>	<b>24.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>55.0</b>	<b>22</b>	<b>20</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	22.2	27.8	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	18	18
ZAKINTHOS	TUI AIRWAYS LTD	C	18	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	62.5	15	8
<b>TOTAL ZAKINTHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>30.6</b>	<b>25.0</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>16</b>	<b>53.8</b>	<b>17</b>	<b>26</b>
<b>TOTAL GREECE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>19.6</b>	<b>42.9</b>	<b>17.0</b>	<b>14.3</b>	<b>2.7</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>60.0</b>	<b>16</b>	<b>80</b>
<b>IRISH REPUBLIC</b>																				
CORK	FLYBE LTD	S	18	0	0	0.0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	6	18
<b>TOTAL CORK</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>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>88.9</b>	<b>6</b>	<b>18</b>
DUBLIN	AER LINGUS	C	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
DUBLIN	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
DUBLIN	FLYBE LTD	S	130	0	4	2.2	26.9	42.5	11.2	9.0	5.2	0.0	0.0	0.0	0.0	3.0	13	78.7	10	136
DUBLIN	RYANAIR	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
DUBLIN	STOBART AIR	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 DUBLIN</b>			<b>134</b>	<b>2</b>	<b>4</b>	<b>2.9</b>	<b>27.1</b>	<b>41.4</b>	<b>10.7</b>	<b>8.6</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>2.9</b>	<b>13</b>	<b>79.0</b>	<b>10</b>	<b>138</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>152</b>	<b>2</b>	<b>4</b>	<b>2.5</b>	<b>25.9</b>	<b>41.8</b>	<b>12.0</b>	<b>9.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>2.5</b>	<b>13</b>	<b>80.1</b>	<b>9</b>	<b>156</b>
<b>ITALY</b>																				
MILAN (MALPENSA)	FLYBE LTD	S	18	0	0	0.0	0.0	33.3	44.4	5.6	11.1	5.6	0.0	0.0	0.0	0.0	29	38.5	24	26
MILAN (MALPENSA)	KLASJET UAB	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	118	0.0	0	0
MILAN (MALPENSA)	MALETH AERO	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>5.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>38.5</b>	<b>24</b>	<b>26</b>
NAPLES	TUI AIRWAYS 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	14	0.0	0	0
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	FLYBE LTD	S	18	0	0	0.0	33.3	33.3	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	56.3	14	16
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</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>56.3</b>	<b>14</b>	<b>16</b>
VENICE	FLYBE 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	16	62.5	13	16
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>13</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
VERONA VILAFRANCA	FLYBE LTD	S	18	0	0	5.6	27.8	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	16	18	
<b>TOTAL VERONA VILAFRANCA</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>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>16</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>18.3</b>	<b>36.6</b>	<b>23.2</b>	<b>13.4</b>	<b>6.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>55.3</b>	<b>18</b>	<b>76</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	12.5	37.5	37.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</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 MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</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>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	177	0	0	2.8	45.8	40.7	6.8	3.4	0.6	0.0	0.0	0.0	0.0	0.0	5	88.2	5	176	
<b>TOTAL AMSTERDAM</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>45.8</b>	<b>40.7</b>	<b>6.8</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.2</b>	<b>5</b>	<b>176</b>	
<b>TOTAL NETHERLANDS</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>45.8</b>	<b>40.7</b>	<b>6.8</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.2</b>	<b>5</b>	<b>176</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	36	0	0	2.8	16.7	36.1	19.4	13.9	11.1	0.0	0.0	0.0	0.0	0.0	21	65.9	13	43	
FARO	RYANAIR	S	18	0	0	16.7	38.9	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	18	
FARO	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	14	10	
<b>TOTAL FARO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>28.1</b>	<b>37.5</b>	<b>14.1</b>	<b>7.8</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>13</b>	<b>72.2</b>	<b>12</b>	<b>71</b>	
<b>TOTAL PORTUGAL</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>28.1</b>	<b>37.5</b>	<b>14.1</b>	<b>7.8</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>13</b>	<b>72.2</b>	<b>12</b>	<b>71</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	8.1	41.9	30.6	17.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	88.7	7	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>30.6</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>7</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>30.6</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>7</b>	<b>62</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	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 JEDDAH</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 SAUDI ARABIA</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>SPAIN</b>																					
ALICANTE	TUI AIRWAYS LTD	C	19	0	0	0.0	31.6	57.9	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	11	16	
ALICANTE	VUELING AIRLINES	S	52	0	0	0.0	23.1	59.6	5.8	5.8	5.8	0.0	0.0	0.0	0.0	0.0	11	77.3	66	44	
<b>TOTAL ALICANTE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.4</b>	<b>59.2</b>	<b>7.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.3</b>	<b>51</b>	<b>60</b>	
BARCELONA	RYANAIR	S	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	7	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	73.1	14	26	
<b>TOTAL BARCELONA</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.1</b>	<b>14</b>	<b>26</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	29	8	
IBIZA	TUI AIRWAYS LTD	C	26	0	0	7.7	50.0	23.1	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	4	26	
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>50.0</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>0.0</b>	<b>6</b>	<b>85.3</b>	<b>10</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MADRID	IBERIA EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	18
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
MAHON	TUI AIRWAYS LTD	C	28	0	0	0.0	28.6	35.7	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	9	18
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>35.7</b>	<b>14.3</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>9</b>	<b>18</b>
MALAGA	RYANAIR	S	26	0	0	0.0	15.4	38.5	26.9	3.8	15.4	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
MALAGA	TUI AIRWAYS LTD	C	15	0	0	0.0	46.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	10	18
MALAGA	VUELING AIRLINES	S	44	0	0	2.3	50.0	47.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.1	19	44
<b>TOTAL MALAGA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>38.8</b>	<b>43.5</b>	<b>9.4</b>	<b>2.4</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>9</b>	<b>82.3</b>	<b>17</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	87.5	4	8
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	33.3	33.3	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	18	76.9	9	26
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	62	0	0	3.2	56.5	30.6	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	85.2	7	54
PALMA DE MALLORCA	VUELING AIRLINES	S	34	0	0	0.0	32.4	41.2	11.8	2.9	0.0	11.8	0.0	0.0	0.0	0.0	27	69.4	13	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>45.6</b>	<b>34.2</b>	<b>6.1</b>	<b>7.9</b>	<b>0.9</b>	<b>3.5</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>9</b>	<b>124</b>
REUS	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	8
REUS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>68.8</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>87.5</b>	<b>4</b>	<b>16</b>
SEVILLE	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	25	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>0.0</b>	<b>25</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>37.4</b>	<b>43.0</b>	<b>8.1</b>	<b>6.7</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>10</b>	<b>79.9</b>	<b>17</b>	<b>359</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	20.0	31	10
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	61.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>61.1</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>0.0</b>	<b>5</b>	<b>67.9</b>	<b>13</b>	<b>28</b>
LAS PALMAS	TUI AIRWAYS LTD	C	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	14	37.5	54	7
<b>TOTAL LAS PALMAS</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>14</b>	<b>37.5</b>	<b>54</b>	<b>7</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	8
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	7	10
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	0.0	22.2	50.0	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	14	18
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	4	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>47.8</b>	<b>8.7</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.4</b>	<b>8</b>	<b>45</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.4</b>	<b>51.4</b>	<b>6.8</b>	<b>12.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.1</b>	<b>14</b>	<b>80</b>
<b>SWEDEN</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
VAXJO	AVANTI AIR BEDARFSFLUGGES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL VAXJO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>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	25.0	29	8
ANTALYA	THOMAS COOK AIRLINES LTD	C	9	0	0	0.0	0.0	11.1	11.1	33.3	44.4	0.0	0.0	0.0	0.0	0.0	63	50.0	19	10
ANTALYA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.1</b>	<b>5.3</b>	<b>21.1</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>40</b>	<b>38.9</b>	<b>24</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	90.0	5	10
DALAMAN	THOMAS COOK AIRLINES LTD	C	28	0	0	3.6	21.4	28.6	25.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	17	52.9	18	17
DALAMAN	TUI AIRWAYS LTD	C	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	4	55.6	20	18
<b>TOTAL DALAMAN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>28.3</b>	<b>39.1</b>	<b>15.2</b>	<b>15.2</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>62.2</b>	<b>16</b>	<b>45</b>
<b>TOTAL TURKEY</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>20.0</b>	<b>40.0</b>	<b>12.3</b>	<b>16.9</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>55.6</b>	<b>18</b>	<b>63</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	35.7	18	8
<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>35.7</b>	<b>18</b>	<b>8</b>
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	81	1	0	1.2	37.8	48.8	3.7	4.9	2.4	0.0	0.0	0.0	1.2	0.0	6	86.7	5	84
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>1.2</b>	<b>37.8</b>	<b>48.8</b>	<b>3.7</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>5</b>	<b>84</b>
BELFAST CITY (GEORGE BEST)	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	0.0	0	100.0	10	1
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	93	0	1	0.0	31.9	40.4	13.8	10.6	2.1	0.0	0.0	0.0	0.0	1.1	11	85.0	7	100
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.9</b>	<b>40.4</b>	<b>13.8</b>	<b>10.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>85.1</b>	<b>7</b>	<b>101</b>
BLACKPOOL	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BLACKPOOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BOURNEMOUTH	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	43	1
BOURNEMOUTH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>3</b>
EDINBURGH	FLYBE LTD	S	146	0	0	0.7	28.1	48.6	6.8	8.9	4.8	1.4	0.7	0.0	0.0	0.0	16	69.8	18	116

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL EDINBURGH</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>28.1</b>	<b>48.6</b>	<b>6.8</b>	<b>8.9</b>	<b>4.8</b>	<b>1.4</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>18</b>	<b>116</b>
GLASGOW	FLYBE LTD	S	42	0	2	0.0	52.3	27.3	2.3	9.1	4.5	0.0	0.0	0.0	0.0	4.5	10	78.9	9	38
<b>TOTAL GLASGOW</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>52.3</b>	<b>27.3</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>0.0</b>	<b>4.5</b>	<b>10</b>	<b>78.9</b>	<b>9</b>	<b>38</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	93.8	3	16
<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>93.8</b>	<b>3</b>	<b>16</b>
HUMBERSIDE	EASTERN 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	28	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>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>
JERSEY	FLYBE LTD	S	28	0	0	0.0	39.3	42.9	3.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	88.9	5	36
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>42.9</b>	<b>3.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.9</b>	<b>5</b>	<b>36</b>
LEEDS BRADFORD	EASTERN AIRWAYS	C	2	2	0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	22	100.0	2	2
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	S	3	0	0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	125	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>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>125</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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	33	0.0	0	0
MANCHESTER	EASTERN AIRWAYS	C	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>2</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	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	24	2
NEWCASTLE	EASTERN AIRWAYS	S	33	0	0	21.2	60.6	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6	45.8	33	44
<b>TOTAL NEWCASTLE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>60.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>46.0</b>	<b>32</b>	<b>46</b>
NORWICH	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	0	2
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
STANSTED	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL 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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WARTON	BAE SYSTEMS (CORP AIR TVL) LTD	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL WARTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>435</b>	<b>5</b>	<b>3</b>	<b>2.0</b>	<b>35.2</b>	<b>40.6</b>	<b>6.3</b>	<b>7.9</b>	<b>5.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.7</b>	<b>13</b>	<b>76.0</b>	<b>12</b>	<b>453</b>
<b>TOTAL CARDIFF WALES</b>			<b>1796</b>	<b>8</b>	<b>7</b>	<b>2.2</b>	<b>31.3</b>	<b>42.0</b>	<b>10.8</b>	<b>8.6</b>	<b>3.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>13</b>	<b>75.5</b>	<b>13</b>	<b>1769</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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														
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	0.0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	80.0	11	10		
BURGAS	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	16.7	11.1	11.1	0.0	0.0	0.0	0.0	18	77.8	7	18		
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>67.9</b>	<b>10.7</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>15</b>	<b>78.6</b>	<b>8</b>	<b>28</b>		
<b>TOTAL BULGARIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>67.9</b>	<b>10.7</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>15</b>	<b>78.6</b>	<b>8</b>	<b>28</b>		
<b>CROATIA</b>																					
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	90.0	5	10			
DUBROVNIK	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>5</b>	<b>10</b>		
PULA	TUI AIRWAYS LTD	C	10	0	0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>25.0</b>	<b>45.0</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>5</b>	<b>90.0</b>	<b>5</b>	<b>10</b>		
<b>CYPRUS</b>																					
LARNACA	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	15	70.0	10	10		
<b>TOTAL LARNACA</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>15</b>	<b>70.0</b>	<b>10</b>	<b>10</b>		
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	11.8	11.8	23.5	35.3	11.8	5.9	0.0	0.0	0.0	0.0	16	77.8	10	18		
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>35.3</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>16</b>	<b>77.8</b>	<b>10</b>	<b>18</b>		
<b>TOTAL CYPRUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>20.0</b>	<b>28.0</b>	<b>24.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>10</b>	<b>28</b>		
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS 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	4	0.0	0	0		
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</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>10.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
CHALONS (VATRY)	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL CHALONS (VATRY)</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	52	0	0	3.8	17.3	48.1	15.4	11.5	3.8	0.0	0.0	0.0	0.0	13	79.0	9	62		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>17.3</b>	<b>48.1</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.0</b>	<b>9</b>	<b>62</b>		
<b>TOTAL FRANCE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>46.3</b>	<b>16.7</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.0</b>	<b>9</b>	<b>62</b>		
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	44.4	27.8	16.7	0.0	0.0	0.0	0.0	0.0	14	88.9	4	18		
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
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	100.0	0	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</b>	<b>100.0</b>	<b>0</b>	<b>9</b>			
KEFALLINIA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	22	50.0	28	10		
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>28</b>	<b>10</b>		
KOS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 KOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
RHODES	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	22.2	38.9	16.7	11.1	11.1	0.0	0.0	0.0	43	75.0	7	8		
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>43</b>	<b>75.0</b>	<b>7</b>	<b>8</b>		
ZAKINTHOS	TUI AIRWAYS LTD	C	18	0	0	16.7	27.8	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	11	10		
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.0</b>	<b>11</b>	<b>10</b>		
<b>TOTAL GREECE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>18.1</b>	<b>40.3</b>	<b>20.8</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>18</b>	<b>80.0</b>	<b>9</b>	<b>55</b>		
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	28	0	0	0.0	21.4	50.0	25.0	3.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>50.0</b>	<b>25.0</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DEBRECEN	WIZZ AIR	S	18	0	0	0.0	5.6	0.0	27.8	61.1	5.6	0.0	0.0	0.0	0.0	37	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>0.0</b>	<b>27.8</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>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL HUNGARY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.2</b>	<b>30.4</b>	<b>26.1</b>	<b>26.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	62	0	0	0.0	46.8	43.5	4.8	1.6	0.0	3.2	0.0	0.0	0.0	8	91.9	4	62		
<b>TOTAL DUBLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>43.5</b>	<b>4.8</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>8</b>	<b>91.9</b>	<b>4</b>	<b>62</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>43.5</b>	<b>4.8</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>8</b>	<b>91.9</b>	<b>4</b>	<b>62</b>		
<b>ITALY</b>																					
NAPLES	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	12	87.5	7	8		
<b>TOTAL NAPLES</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>12</b>	<b>87.5</b>	<b>7</b>	<b>8</b>		
<b>TOTAL ITALY</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>12</b>	<b>87.5</b>	<b>7</b>	<b>8</b>		
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	28	0	0	7.1	39.3	32.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	10	65.4	12	26		
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>32.1</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>10</b>	<b>65.4</b>	<b>12</b>	<b>26</b>		
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>32.1</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>10</b>	<b>65.4</b>	<b>12</b>	<b>26</b>		
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	26	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	12	18		
<b>TOTAL VILNIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>46.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>12</b>	<b>18</b>		
<b>TOTAL LITHUANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>46.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>12</b>	<b>18</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	62	0	0	11.3	43.5	35.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	4	83.9	10	62		
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>43.5</b>	<b>35.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.9</b>	<b>10</b>	<b>62</b>		
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>43.5</b>	<b>35.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.9</b>	<b>10</b>	<b>62</b>		
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	42	0	2	18.2	29.5	29.5	2.3	6.8	4.5	2.3	2.3	0.0	0.0	4.5	17	58.7	27	46	
<b>TOTAL GDANSK</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>18.2</b>	<b>29.5</b>	<b>29.5</b>	<b>2.3</b>	<b>6.8</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>17</b>	<b>58.7</b>	<b>27</b>	<b>46</b>	
KATOWICE	WIZZ AIR	S	44	0	0	4.5	52.3	27.3	6.8	6.8	0.0	2.3	0.0	0.0	0.0	9	56.5	21	46		
<b>TOTAL KATOWICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>52.3</b>	<b>27.3</b>	<b>6.8</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>9</b>	<b>56.5</b>	<b>21</b>	<b>46</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KRAKOW	WIZZ AIR	S	28	0	0	3.6	42.9	42.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	WIZZ AIR	S	28	0	0	0.0	50.0	39.3	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	10	50.0	22	28	
<b>TOTAL POZNAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>39.3</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>22</b>	<b>28</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	34	0	0	0.0	26.5	58.8	5.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	9	36	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>58.8</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
WROCLAW	WIZZ AIR	S	18	0	0	22.2	38.9	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	141	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</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>0.0</b>	<b>5</b>	<b>50.0</b>	<b>141</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>39.8</b>	<b>37.8</b>	<b>5.1</b>	<b>5.6</b>	<b>1.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>60.9</b>	<b>32</b>	<b>174</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	20	0	0	5.0	25.0	50.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	10	26	
FARO	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	16	18	
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>39.3</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>12</b>	<b>44</b>	
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>39.3</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>12</b>	<b>44</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	TUI AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FUNCHAL</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 PORTUGAL</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>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	44	0	0	0.0	0.0	22.7	31.8	13.6	18.2	9.1	4.5	0.0	0.0	0.0	55	61.5	30	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.7</b>	<b>31.8</b>	<b>13.6</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>55</b>	<b>61.5</b>	<b>30</b>	<b>26</b>	
CLUJ NAPOCA	WIZZ AIR	S	26	0	0	0.0	11.5	34.6	26.9	11.5	7.7	7.7	0.0	0.0	0.0	0.0	30	38.9	51	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>34.6</b>	<b>26.9</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>38.9</b>	<b>51</b>	<b>18</b>	
TIMISOARA	WIZZ AIR	S	16	0	0	0.0	6.3	37.5	12.5	18.8	12.5	12.5	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL TIMISOARA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>12.5</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.7</b>	<b>29.1</b>	<b>26.7</b>	<b>14.0</b>	<b>14.0</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>52.3</b>	<b>38</b>	<b>44</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	26	0	0	7.7	34.6	38.5	0.0	7.7	7.7	3.8	0.0	0.0	0.0	0.0	16	88.5	4	26	
ALICANTE	TUI AIRWAYS LTD	C	28	0	0	0.0	39.3	42.9	3.6	7.1	3.6	0.0	3.6	0.0	0.0	0.0	17	100.0	0	16	
<b>TOTAL ALICANTE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>40.7</b>	<b>1.9</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>17</b>	<b>92.9</b>	<b>3</b>	<b>42</b>	
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	17	
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>17</b>	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	61.1	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	83.3	4	18	
<b>TOTAL MAHON</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>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>83.3</b>	<b>4</b>	<b>18</b>	
MALAGA	FLYBE LTD	S	18	0	0	0.0	22.2	38.9	16.7	11.1	0.0	5.6	5.6	0.0	0.0	0.0	30	76.9	15	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	50.0	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	77.8	9	18	
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>11.8</b>	<b>11.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>77.3</b>	<b>12</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	94.1	3	17	
PALMA DE MALLORCA	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	0.0	3	52.9	43	17	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	45	0	0	11.1	31.1	42.2	4.4	8.9	2.2	0.0	0.0	0.0	0.0	0.0	9	83.3	4	24	
<b>TOTAL PALMA DE MALLORCA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>32.1</b>	<b>45.3</b>	<b>3.8</b>	<b>7.5</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>8</b>	<b>77.6</b>	<b>15</b>	<b>58</b>	
REUS	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	8	100.0	0	10	
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>TOTAL SPAIN</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>33.7</b>	<b>41.7</b>	<b>6.3</b>	<b>8.6</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>14</b>	<b>84.7</b>	<b>9</b>	<b>189</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	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	6	83.3	6	18	
<b>TOTAL ARRECIFE</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>83.3</b>	<b>6</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</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	0.0	0	100.0	6	10	
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	3	8	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>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>100.0</b>	<b>5</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>40.0</b>	<b>35.6</b>	<b>11.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.2</b>	<b>4</b>	<b>44</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	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	5	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>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>5</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	75.0	7	8	
ANTALYA	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	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	17	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	72.2	15	18	
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 2018		
			MAT	UNMAT	CAN	More than 15 m early	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	
							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 TURKEY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>14.3</b>	<b>51.4</b>	<b>20.0</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>0.0</b>	<b>11</b>	<b>73.1</b>	<b>12</b>	<b>26</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	50	0	2	0.0	26.9	53.8	7.7	5.8	0.0	1.9	0.0	0.0	0.0	3.8	11	91.3	6	46
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.9</b>	<b>53.8</b>	<b>7.7</b>	<b>5.8</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>11</b>	<b>91.3</b>	<b>6</b>	<b>46</b>
<b>JERSEY</b>	FLYBE LTD	S	60	0	2	0.0	19.4	51.6	14.5	6.5	0.0	3.2	0.0	1.6	0.0	3.2	20	62.9	17	62
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.4</b>	<b>51.6</b>	<b>14.5</b>	<b>6.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>62.9</b>	<b>17</b>	<b>62</b>
<b>NEWQUAY</b>	FLYBE LTD	S	26	0	2	0.0	21.4	50.0	10.7	10.7	0.0	0.0	0.0	0.0	0.0	7.1	9	84.6	8	26
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>50.0</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>9</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
<b>TOTAL UNITED KINGDOM</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>22.5</b>	<b>52.1</b>	<b>11.3</b>	<b>7.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>4.2</b>	<b>15</b>	<b>76.9</b>	<b>11</b>	<b>134</b>
<b>USA</b>																				
<b>SANFORD</b>	TUI AIRWAYS LTD	C	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DONCASTER</b>			<b>1158</b>	<b>0</b>	<b>8</b>	<b>4.6</b>	<b>28.9</b>	<b>41.2</b>	<b>11.9</b>	<b>7.9</b>	<b>2.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>77.0</b>	<b>14</b>	<b>1014</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	115	0	0	0.9	49.6	40.0	7.8	0.9	0.9	0.0	0.0	0.0	0.0	0.0	5	91.9	7	124	
<b>TOTAL AMSTERDAM</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>49.6</b>	<b>40.0</b>	<b>7.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.9</b>	<b>7</b>	<b>124</b>	
<b>TOTAL NETHERLANDS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>49.6</b>	<b>40.0</b>	<b>7.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.9</b>	<b>7</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	109	0	6	10.4	65.2	11.3	2.6	1.7	1.7	1.7	0.0	0.0	0.0	5.2	6	55.1	39	97	
<b>TOTAL ABERDEEN</b>			<b>109</b>	<b>0</b>	<b>6</b>	<b>10.4</b>	<b>65.2</b>	<b>11.3</b>	<b>2.6</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>6</b>	<b>55.1</b>	<b>39</b>	<b>97</b>	
BIRMINGHAM	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	15	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
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	85.7	0	6		
<b>TOTAL HUMBERSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>0</b>	<b>6</b>		
JERSEY	FLYBE LTD	S	10	0	0	0.0	10.0	10.0	30.0	0.0	40.0	10.0	0.0	0.0	0.0	0.0	58	25.0	47	8	
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</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>58</b>	<b>25.0</b>	<b>47</b>	<b>8</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>121</b>	<b>0</b>	<b>6</b>	<b>9.4</b>	<b>61.4</b>	<b>11.0</b>	<b>4.7</b>	<b>1.6</b>	<b>4.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>10</b>	<b>55.3</b>	<b>37</b>	<b>112</b>	
<b>TOTAL DURHAM TEES</b>			<b>246</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>54.8</b>	<b>25.4</b>	<b>6.3</b>	<b>1.2</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>8</b>	<b>73.7</b>	<b>21</b>	<b>236</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	TRADE AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	TYROL AIR AMBULANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>100.0</b>	<b>0</b>	<b>1</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	80.6	11	68	
<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>80.6</b>	<b>11</b>	<b>68</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>80.6</b>	<b>11</b>	<b>68</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	11.1	38.9	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	2	18	
BURGAS	JET2.COM LTD	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	8	
BURGAS	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	30.0	0.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	28	60.0	10	10	
<b>TOTAL BURGAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>40.9</b>	<b>11.4</b>	<b>6.8</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>13</b>	<b>86.1</b>	<b>4</b>	<b>36</b>	
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>40.9</b>	<b>11.4</b>	<b>6.8</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>13</b>	<b>86.1</b>	<b>4</b>	<b>36</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	11.1	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	13	18	
DUBROVNIK	TUI AIRWAYS LTD	S	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	14	10	
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>13</b>	<b>28</b>	
PULA	TUI AIRWAYS LTD	C	8	0	0	25.0	62.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	75.0	154	8	
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>154</b>	<b>8</b>	
SPLIT	JET2.COM LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	8	18	
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>34.1</b>	<b>40.9</b>	<b>9.1</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>10</b>	<b>72.2</b>	<b>32</b>	<b>54</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	19	0	0	5.3	5.3	36.8	21.1	31.6	0.0	0.0	0.0	0.0	0.0	0.0	21	72.2	12	18	
LARNACA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	21	8	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	7	8	
<b>TOTAL LARNACA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>25.7</b>	<b>40.0</b>	<b>11.4</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>0.0</b>	<b>13</b>	<b>70.6</b>	<b>13</b>	<b>34</b>	
PAPHOS	JET2.COM LTD	S	16	0	0	12.5	18.8	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	12	18	
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	38.9	27.8	5.6	0.0	0.0	5.6	5.6	0.0	0.0	88	64.7	27	17	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	20	18	
<b>TOTAL PAPHOS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>23.5</b>	<b>41.2</b>	<b>19.6</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>64.2</b>	<b>19</b>	<b>53</b>	
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>24.4</b>	<b>40.7</b>	<b>16.3</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.7</b>	<b>17</b>	<b>87</b>	
<b>CZECH REPUBLIC</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	44.4	16.7	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	47	94.4	3	18
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>47</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>FRANCE</b>																				
BERGERAC	RYANAIR	S	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 BERGERAC</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>
CARCASSONNE	RYANAIR	S	18	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	22.2	23	18
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</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>16</b>	<b>22.2</b>	<b>23</b>	<b>18</b>
DINARD	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	84.6	11	26
<b>TOTAL DINARD</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>84.6</b>	<b>11</b>	<b>26</b>
LIMOGES	RYANAIR	S	28	0	0	28.6	39.3	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	7	26
<b>TOTAL LIMOGES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>39.3</b>	<b>32.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.5</b>	<b>7</b>	<b>26</b>
NANTES	RYANAIR	S	18	0	0	5.6	27.8	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL NANTES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>39.8</b>	<b>33.7</b>	<b>6.1</b>	<b>6.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.3</b>	<b>10</b>	<b>89</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	1	82.1	6	28
<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>1</b>	<b>82.1</b>	<b>6</b>	<b>28</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>1</b>	<b>82.1</b>	<b>6</b>	<b>28</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	10	0	0	0.0	10.0	10.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	41	12.5	30	8
<b>TOTAL CHANIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>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>41</b>	<b>12.5</b>	<b>30</b>	<b>8</b>
CORFU	JET2.COM LTD	S	18	0	0	5.6	50.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	16	18
CORFU	RYANAIR	S	18	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	18	28
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	55.6	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	23	44.4	37	18
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	55.6	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	18
<b>TOTAL CORFU</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>44.4</b>	<b>34.7</b>	<b>9.7</b>	<b>6.9</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>11</b>	<b>69.5</b>	<b>19</b>	<b>82</b>
HERAKLION	JET2.COM LTD	S	26	0	0	19.2	15.4	34.6	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	73.1	12	26
HERAKLION	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	16.7	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	70.4	10	27
<b>TOTAL HERAKLION</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>22.7</b>	<b>27.3</b>	<b>15.9</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>16</b>	<b>71.7</b>	<b>11</b>	<b>53</b>
KAVALA	THOMAS COOK AIRLINES LTD	S	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	41	5
<b>TOTAL KAVALA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>41</b>	<b>5</b>
KEFALLINIA	JET2.COM LTD	S	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	15	10



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
KEFALLINIA	TUI AIRWAYS LTD	C	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	11	10
<b>TOTAL KEFALLINIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.0</b>	<b>13</b>	<b>20</b>
KOS	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	8	66.7	11	9
KOS	TUI AIRWAYS LTD	C	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	22	61.1	16	18
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>39.3</b>	<b>28.6</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>17</b>	<b>63.0</b>	<b>15</b>	<b>27</b>
RHODES	JET2.COM LTD	S	26	0	0	3.8	11.5	26.9	19.2	19.2	19.2	0.0	0.0	0.0	0.0	0.0	29	77.8	12	18
RHODES	RYANAIR	S	18	0	0	0.0	0.0	11.1	61.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	30	37.5	19	8
RHODES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	10
RHODES	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	30.8	15.4	15.4	30.8	7.7	0.0	0.0	0.0	0.0	48	65.4	14	26
<b>TOTAL RHODES</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>5.1</b>	<b>29.5</b>	<b>26.9</b>	<b>15.4</b>	<b>19.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>67.7</b>	<b>13</b>	<b>62</b>
SALONIKA	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	16	10
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	87.5	3	8
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>11</b>	<b>18</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	S	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	20.0	44	5
<b>TOTAL SKIATHOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>20.0</b>	<b>44</b>	<b>5</b>
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	10	0	0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	JET2.COM LTD	S	28	0	0	0.0	10.7	46.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	14	36
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	19.2	46.2	11.5	7.7	11.5	3.8	0.0	0.0	0.0	0.0	25	65.4	18	26
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	19.2	30.8	19.2	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	84.6	7	26
<b>TOTAL ZAKINTHOS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>20.0</b>	<b>37.5</b>	<b>18.8</b>	<b>11.3</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.1</b>	<b>13</b>	<b>88</b>
<b>TOTAL GREECE</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>23.5</b>	<b>33.8</b>	<b>17.3</b>	<b>11.5</b>	<b>7.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.9</b>	<b>15</b>	<b>368</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM 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	9	61.1	22	18
BUDAPEST	RYANAIR	S	26	0	0	0.0	30.8	42.3	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	32	28
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>27.3</b>	<b>40.9</b>	<b>15.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>54.3</b>	<b>28</b>	<b>46</b>
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>27.3</b>	<b>40.9</b>	<b>15.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>54.3</b>	<b>28</b>	<b>46</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	98	0	0	0.0	32.7	43.9	12.2	6.1	5.1	0.0	0.0	0.0	0.0	0.0	12	76.7	12	116
<b>TOTAL DUBLIN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.7</b>	<b>43.9</b>	<b>12.2</b>	<b>6.1</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>12</b>	<b>76.7</b>	<b>12</b>	<b>116</b>
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	0.0	11.4	54.5	9.1	15.9	9.1	0.0	0.0	0.0	0.0	0.0	18	54.3	17	46
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>54.5</b>	<b>9.1</b>	<b>15.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>54.3</b>	<b>17</b>	<b>46</b>
SHANNON	RYANAIR	S	18	0	0	0.0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL SHANNON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>49.4</b>	<b>10.0</b>	<b>10.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.4</b>	<b>13</b>	<b>162</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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>ITALY</b>																					
BERGAMO	RYANAIR	S	28	0	0	0.0	32.1	53.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	26.9	34	26	
BERGAMO	TRADE 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	
<b>TOTAL BERGAMO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.0</b>	<b>51.7</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>26.9</b>	<b>34</b>	<b>26</b>	
NAPLES	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	34	0.0	0	0	
NAPLES	RYANAIR	S	18	0	0	0.0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	12.0	49	25	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	50.0	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	1	18	
<b>TOTAL NAPLES</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>51.4</b>	<b>18.9</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>17</b>	<b>48.8</b>	<b>29</b>	<b>43</b>	
PISA	JET2.COM LTD	S	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8	
PISA	RYANAIR	S	16	0	0	0.0	6.3	56.3	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	20	27.8	28	18	
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>20</b>	<b>26</b>	
ROME (CIAMPINO)	RYANAIR	S	18	0	0	0.0	44.4	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	42.3	23	26	
<b>TOTAL ROME (CIAMPINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>42.3</b>	<b>23</b>	<b>26</b>	
TREVISIO	RYANAIR	S	26	0	0	0.0	42.3	38.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	28	26	
<b>TOTAL TREVISIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>38.5</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>0.0</b>	<b>7</b>	<b>50.0</b>	<b>28</b>	<b>26</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	10	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.0</b>	<b>7</b>	<b>10</b>	
<b>TOTAL ITALY</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>31.3</b>	<b>46.5</b>	<b>11.1</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>46.5</b>	<b>26</b>	<b>157</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	26	0	0	11.5	11.5	46.2	11.5	3.8	7.7	7.7	0.0	0.0	0.0	0.0	23	92.9	5	28	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</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>23</b>	<b>92.9</b>	<b>5</b>	<b>28</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</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>23</b>	<b>92.9</b>	<b>5</b>	<b>28</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	10.0	10.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	14	10	
MALTA	RYANAIR	S	26	0	0	11.5	23.1	30.8	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	22	28	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>19.4</b>	<b>38.9</b>	<b>25.0</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>11</b>	<b>76.3</b>	<b>20</b>	<b>38</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>19.4</b>	<b>38.9</b>	<b>25.0</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>11</b>	<b>76.3</b>	<b>20</b>	<b>38</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS 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	4	50.0	39	8	
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>39</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>39</b>	<b>8</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	62	0	0	3.2	29.0	35.5	14.5	4.8	11.3	1.6	0.0	0.0	0.0	0.0	18	82.3	10	61	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>35.5</b>	<b>14.5</b>	<b>4.8</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>82.3</b>	<b>10</b>	<b>61</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>35.5</b>	<b>14.5</b>	<b>4.8</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>82.3</b>	<b>10</b>	<b>61</b>	
<b>POLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KRAKOW	RYANAIR	S	26	0	0	7.7	46.2	34.6	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.1	8	28
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>34.6</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>82.1</b>	<b>8</b>	<b>28</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	0.0	22.2	38.9	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	23	52.9	33	17
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>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>23</b>	<b>52.9</b>	<b>33</b>	<b>17</b>
RZESZOW	RYANAIR	S	28	0	0	14.3	57.1	25.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.4	26	26
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>65.4</b>	<b>26</b>	<b>26</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	25	27
<b>TOTAL WARSAW (MODLIN MASOVIA)</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>2</b>	<b>44.4</b>	<b>25</b>	<b>27</b>
WROCLAW	RYANAIR	S	34	0	0	0.0	47.1	44.1	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	44
<b>TOTAL WROCLAW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>44.1</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>11</b>	<b>44</b>
<b>TOTAL POLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>48.4</b>	<b>34.7</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.2</b>	<b>19</b>	<b>142</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	107	0	0	19.6	56.1	18.7	2.8	0.9	0.9	0.0	0.0	0.9	0.0	0.0	9	98.7	1	78
FARO	RYANAIR	S	116	0	0	3.4	39.7	44.8	6.0	5.2	0.0	0.9	0.0	0.0	0.0	0.0	7	75.9	12	116
FARO	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL FARO</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>47.2</b>	<b>32.0</b>	<b>4.8</b>	<b>3.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.1</b>	<b>7</b>	<b>194</b>
<b>TOTAL PORTUGAL</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>47.2</b>	<b>32.0</b>	<b>4.8</b>	<b>3.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.1</b>	<b>7</b>	<b>194</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	8
FUNCHAL	TUI AIRWAYS LTD	C	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
<b>TOTAL FUNCHAL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>TOTAL PORTUGAL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	98	0	0	37.8	33.7	23.5	2.0	2.0	0.0	0.0	1.0	0.0	0.0	0.0	4	94.3	7	88
ALICANTE	RYANAIR	S	150	0	0	12.7	38.0	37.3	4.7	4.7	0.7	2.0	0.0	0.0	0.0	0.0	9	75.7	16	152
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	11.1	22.2	55.6	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	15	81.3	12	16
<b>TOTAL ALICANTE</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>35.3</b>	<b>33.5</b>	<b>3.4</b>	<b>3.4</b>	<b>0.8</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.4</b>	<b>13</b>	<b>256</b>
ALMERIA	JET2.COM LTD	S	18	0	0	38.9	16.7	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	18
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>16.7</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>18</b>
BARCELONA	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	44	1
BARCELONA	RYANAIR	S	62	0	0	0.0	14.5	37.1	32.3	16.1	0.0	0.0	0.0	0.0	0.0	0.0	17	40.3	27	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>37.1</b>	<b>32.3</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>0.0</b>	<b>17</b>	<b>39.7</b>	<b>27</b>	<b>63</b>
GIRONA	JET2.COM LTD	S	18	0	0	38.9	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	16
GIRONA	RYANAIR	S	16	0	0	6.3	25.0	31.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	5.6	51	18
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>35.3</b>	<b>20.6</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>44.1</b>	<b>29</b>	<b>34</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

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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
IBIZA	JET2.COM LTD	S	62	0	0	9.7	46.8	27.4	3.2	3.2	4.8	3.2	1.6	0.0	0.0	0.0	16	75.0	15	72
IBIZA	RYANAIR	S	18	0	0	11.1	55.6	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	81.3	9	16
IBIZA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	43.8	31.3	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	21	94.4	3	18
IBIZA	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	7	88.9	5	18
<b>TOTAL IBIZA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>46.5</b>	<b>26.3</b>	<b>6.1</b>	<b>6.1</b>	<b>3.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>11</b>	<b>124</b>
MAHON	JET2.COM LTD	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	79.4	10	34
MAHON	RYANAIR	S	18	0	0	5.6	22.2	27.8	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	77.8	10	18
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	38.9	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	12	66.7	25	18
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	75.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	18
<b>TOTAL MAHON</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>39.8</b>	<b>35.2</b>	<b>13.6</b>	<b>5.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.1</b>	<b>13</b>	<b>88</b>
MALAGA	JET2.COM LTD	S	72	0	0	9.7	54.2	30.6	4.2	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	11	62
MALAGA	RYANAIR	S	116	0	0	9.5	39.7	30.2	12.9	4.3	2.6	0.9	0.0	0.0	0.0	0.0	10	74.1	15	116
MALAGA	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	88.9	7	18
<b>TOTAL MALAGA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.1</b>	<b>31.1</b>	<b>8.7</b>	<b>2.9</b>	<b>1.5</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>81.6</b>	<b>13</b>	<b>196</b>
MURCIA INTERNATIONAL	RYANAIR	S	47	0	0	4.3	27.7	55.3	6.4	2.1	4.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>27.7</b>	<b>55.3</b>	<b>6.4</b>	<b>2.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>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	82.3	8	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>82.3</b>	<b>8</b>	<b>62</b>
PALMA DE MALLORCA	AIR EUROPA	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	4	50.0	28	8
PALMA DE MALLORCA	JET2.COM LTD	S	116	0	0	16.4	34.5	35.3	5.2	3.4	4.3	0.0	0.0	0.9	0.0	0.0	13	74.6	13	114
PALMA DE MALLORCA	RYANAIR	S	124	0	0	9.7	34.7	31.5	13.7	5.6	3.2	0.8	0.8	0.0	0.0	0.0	12	75.8	14	124
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	38.9	38.9	13.9	2.8	2.8	0.0	2.8	0.0	0.0	0.0	15	79.4	15	34
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	0.0	53.8	26.9	3.8	0.0	7.7	3.8	3.8	0.0	0.0	0.0	22	85.7	12	35
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	0.0	58	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>36.9</b>	<b>34.3</b>	<b>9.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.9</b>	<b>14</b>	<b>316</b>
REUS	JET2.COM LTD	S	26	0	0	3.8	61.5	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	26
REUS	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	83.3	29	18
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>56.8</b>	<b>36.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.1</b>	<b>16</b>	<b>44</b>
SEVILLE	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	0.0	4	77.8	13	18
<b>TOTAL SEVILLE</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>0.0</b>	<b>4</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
VALENCIA	RYANAIR	S	36	0	0	8.3	33.3	36.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	79.4	10	32
<b>TOTAL VALENCIA</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>11</b>	<b>79.4</b>	<b>10</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>1245</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>38.0</b>	<b>34.1</b>	<b>8.5</b>	<b>4.6</b>	<b>2.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.0</b>	<b>14</b>	<b>1251</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	26	0	0	38.5	34.6	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.5	5	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ARRECIFE	RYANAIR	S	36	0	0	16.7	44.4	36.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	4	34	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	38.9	32	18	
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	5	10	
<b>TOTAL ARRECIFE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>37.8</b>	<b>37.8</b>	<b>2.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.5</b>	<b>10</b>	<b>88</b>	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	19.2	46.2	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	7	16	
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	25.0	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	4	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	13	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	10	
<b>TOTAL FUERTEVENTURA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>33.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.7</b>	<b>6</b>	<b>52</b>	
LAS PALMAS	JET2.COM LTD	S	17	0	0	35.3	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	2	16	
LAS PALMAS	RYANAIR	S	18	0	0	33.3	27.8	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	21	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	50.0	41	10	
<b>TOTAL LAS PALMAS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>34.3</b>	<b>31.4</b>	<b>25.7</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.5</b>	<b>19</b>	<b>44</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	54	0	0	46.3	31.5	20.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1	98.1	4	54	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	62	0	0	3.2	30.6	32.3	12.9	19.4	1.6	0.0	0.0	0.0	0.0	0.0	13	82.3	11	62	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	16.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	34	83.3	8	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	23.1	30.8	11.5	11.5	11.5	7.7	0.0	0.0	0.0	0.0	28	85.2	6	27	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>28.1</b>	<b>28.1</b>	<b>8.8</b>	<b>11.3</b>	<b>4.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.2</b>	<b>8</b>	<b>161</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>33.9</b>	<b>31.3</b>	<b>7.0</b>	<b>6.1</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.1</b>	<b>9</b>	<b>345</b>	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</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>41</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	43	10	
ANTALYA	JET2.COM LTD	S	35	0	0	0.0	14.3	48.6	14.3	17.1	5.7	0.0	0.0	0.0	0.0	0.0	17	66.7	72	18	
ANTALYA	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	4	10	
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>47.7</b>	<b>15.9</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.2</b>	<b>47</b>	<b>38</b>	
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	25.0	25.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	62.5	22	8	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.5</b>	<b>22</b>	<b>8</b>	
DALAMAN	JET2.COM LTD	S	36	0	0	11.1	33.3	38.9	8.3	2.8	2.8	2.8	0.0	0.0	0.0	0.0	10	69.2	16	26	
DALAMAN	THOMAS COOK AIRLINES LTD	S	27	0	0	0.0	14.8	37.0	33.3	7.4	3.7	3.7	0.0	0.0	0.0	0.0	22	66.7	12	18	
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	16.7	16.7	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	8	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL DALAMAN</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>23.5</b>	<b>38.3</b>	<b>18.5</b>	<b>6.2</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>14</b>	<b>69.2</b>	<b>13</b>	<b>52</b>	
<b>TOTAL TURKEY</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>21.1</b>	<b>39.8</b>	<b>18.0</b>	<b>9.0</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>15</b>	<b>66.3</b>	<b>27</b>	<b>98</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	196	0	4	0.5	45.5	30.0	7.0	5.0	9.0	0.0	1.0	0.0	0.0	2.0	16	86.4	10	221	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>196</b>	<b>0</b>	<b>4</b>	<b>0.5</b>	<b>45.5</b>	<b>30.0</b>	<b>7.0</b>	<b>5.0</b>	<b>9.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>86.4</b>	<b>10</b>	<b>221</b>	
<b>BELFAST INTERNATIONAL</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	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>0.0</b>	<b>109</b>	<b>1</b>	
<b>DONCASTER SHEFFIELD</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	FLYBE LTD	S	113	0	1	5.3	39.5	26.3	5.3	7.0	11.4	4.4	0.0	0.0	0.0	0.9	22	74.2	12	119	
<b>TOTAL EDINBURGH</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>39.5</b>	<b>26.3</b>	<b>5.3</b>	<b>7.0</b>	<b>11.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>74.2</b>	<b>12</b>	<b>119</b>	
<b>GATWICK</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	100.0	3	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>3</b>	<b>1</b>	
<b>GLASGOW</b>	FLYBE LTD	S	95	0	1	0.0	54.2	33.3	2.1	5.2	4.2	0.0	0.0	0.0	0.0	1.0	8	87.3	9	150	
<b>GLASGOW</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	100.0	0	1	
<b>TOTAL GLASGOW</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>54.2</b>	<b>33.3</b>	<b>2.1</b>	<b>5.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>87.4</b>	<b>9</b>	<b>151</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	44	0	0	0.0	43.2	34.1	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	10	79.5	13	44	
<b>TOTAL GUERNSEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>34.1</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>79.5</b>	<b>13</b>	<b>44</b>	
<b>JERSEY</b>	FLYBE LTD	S	62	0	0	1.6	46.8	35.5	4.8	8.1	3.2	0.0	0.0	0.0	0.0	0.0	9	74.2	10	61	
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.2</b>	<b>10</b>	<b>61</b>	
<b>MANCHESTER</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	65	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>65</b>	<b>1</b>	
<b>NEWCASTLE</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	0.0	56	1	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>56</b>	<b>1</b>	
<b>SOUTHAMPTON</b>	SPRINTAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
<b>STANSTED</b>	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	35	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>512</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>45.6</b>	<b>30.7</b>	<b>5.6</b>	<b>6.9</b>	<b>7.1</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>82.0</b>	<b>11</b>	<b>602</b>	
<b>USA</b>																					
<b>SANFORD</b>	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	6	87.5	13	8	
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>13</b>	<b>8</b>	
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>13</b>	<b>8</b>	
<b>TOTAL EAST MIDLANDS</b>			<b>3768</b>	<b>0</b>	<b>6</b>	<b>8.3</b>	<b>35.7</b>	<b>35.0</b>	<b>9.5</b>	<b>6.4</b>	<b>3.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>75.7</b>	<b>14</b>	<b>3905</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	10	0	0	20.0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	20	8	
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</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>75.0</b>	<b>20</b>	<b>8</b>	
VIENNA	EASYJET UK LTD	S	28	0	0	0.0	35.7	46.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	11	26	
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	0.0	0.0	0	88.9	16	18	
<b>TOTAL VIENNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>46.4</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.4</b>	<b>13</b>	<b>44</b>	
<b>TOTAL AUSTRIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>44.7</b>	<b>7.9</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.6</b>	<b>14</b>	<b>52</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	115	0	0	0.9	24.3	54.8	11.3	6.1	0.9	1.7	0.0	0.0	0.0	0.0	12	74.1	13	116	
<b>TOTAL BRUSSELS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>24.3</b>	<b>54.8</b>	<b>11.3</b>	<b>6.1</b>	<b>0.9</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>74.1</b>	<b>13</b>	<b>116</b>	
CHARLEROI	RYANAIR	S	44	0	0	0.0	4.5	40.9	22.7	13.6	13.6	4.5	0.0	0.0	0.0	0.0	33	63.0	17	46	
<b>TOTAL CHARLEROI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>40.9</b>	<b>22.7</b>	<b>13.6</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>63.0</b>	<b>17</b>	<b>46</b>	
<b>TOTAL BELGIUM</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>18.9</b>	<b>50.9</b>	<b>14.5</b>	<b>8.2</b>	<b>4.4</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>14</b>	<b>162</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	16.7	38.9	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	13	18	
BURGAS	JET2.COM LTD	S	10	0	0	0.0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.7</b>	<b>35.7</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>13</b>	<b>18</b>	
SOFIA	RYANAIR	S	18	0	0	0.0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL SOFIA</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>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.3</b>	<b>39.1</b>	<b>19.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>13</b>	<b>18</b>	
<b>CANADA</b>																					
TORONTO	AIR CANADA	S	34	0	0	0.0	11.8	29.4	26.5	26.5	0.0	0.0	5.9	0.0	0.0	0.0	31	63.9	27	36	
<b>TOTAL TORONTO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>29.4</b>	<b>26.5</b>	<b>26.5</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>31</b>	<b>63.9</b>	<b>27</b>	<b>36</b>	
<b>TOTAL CANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>29.4</b>	<b>26.5</b>	<b>26.5</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>31</b>	<b>63.9</b>	<b>27</b>	<b>36</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	27	0	0	0.0	29.6	40.7	11.1	18.5	0.0	0.0	0.0	0.0	0.0	0.0	13	85.3	7	34	
<b>TOTAL BEIJING</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>40.7</b>	<b>11.1</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
<b>TOTAL CHINA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>40.7</b>	<b>11.1</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	28	0	0	0.0	17.9	42.9	21.4	14.3	3.6	0.0	0.0	0.0	0.0	0.0	14	50.0	36	26	
DUBROVNIK	JET2.COM LTD	S	16	0	0	0.0	50.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	5	18	
<b>TOTAL DUBROVNIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>40.9</b>	<b>15.9</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.2</b>	<b>23</b>	<b>44</b>	
PULA	JET2.COM LTD	S	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	20	18	
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	0.0	0.0	0	100.0	3	10	
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.1</b>	<b>14</b>	<b>28</b>	
SPLIT	JET2.COM LTD	S	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	66.7	16	18	
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</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>19</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>35.5</b>	<b>11.3</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>11</b>	<b>72.2</b>	<b>19</b>	<b>90</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	90.0	6	10	
LARNACA	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	10	70.0	9	10	
<b>TOTAL LARNACA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>11.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.0</b>	<b>8</b>	<b>20</b>	
PAPHOS	EASYJET UK LTD	S	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	20	55.6	23	18	
PAPHOS	JET2.COM LTD	S	17	0	0	5.9	17.6	41.2	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	18	77.8	8	18	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	30	37.5	38	8	
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>14.0</b>	<b>34.9</b>	<b>20.9</b>	<b>14.0</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>21</b>	<b>61.4</b>	<b>20</b>	<b>44</b>	
<b>TOTAL CYPRUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.7</b>	<b>36.7</b>	<b>18.3</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.2</b>	<b>16</b>	<b>64</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	52	0	0	5.8	65.4	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	8	54	
PRAGUE	RYANAIR	S	26	0	0	0.0	30.8	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	23	34	
<b>TOTAL PRAGUE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>35.9</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.5</b>	<b>14</b>	<b>88</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>35.9</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.5</b>	<b>14</b>	<b>88</b>	
<b>DENMARK</b>																					
BILLUND	RYANAIR	S	18	0	0	0.0	55.6	22.2	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BILLUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</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>0.0</b>	<b>0</b>	<b>0</b>	
COPENHAGEN	EASYJET UK LTD	S	36	0	0	0.0	11.1	38.9	16.7	13.9	16.7	2.8	0.0	0.0	0.0	0.0	32	38.9	38	36	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	52	0	0	0.0	28.8	42.3	7.7	15.4	5.8	0.0	0.0	0.0	0.0	0.0	16	44.4	21	54	
COPENHAGEN	RYANAIR	S	34	0	0	0.0	14.7	11.8	14.7	32.4	14.7	5.9	5.9	0.0	0.0	0.0	50	34.1	25	44	
COPENHAGEN	SAS	S	42	0	0	2.4	23.8	50.0	9.5	4.8	4.8	0.0	4.8	0.0	0.0	0.0	25	56.7	20	30	
<b>TOTAL COPENHAGEN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>20.7</b>	<b>37.2</b>	<b>11.6</b>	<b>15.9</b>	<b>9.8</b>	<b>1.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>42.7</b>	<b>26</b>	<b>164</b>	
ODENSE	DANISH AIR TRANSPORT	C	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	8	8	
<b>TOTAL ODENSE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL DENMARK</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>23.2</b>	<b>37.4</b>	<b>11.6</b>	<b>14.2</b>	<b>8.9</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>44.8</b>	<b>25</b>	<b>172</b>	
<b>ESTONIA</b>																					
TALLIN	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	0.0	0	0	
<b>TOTAL TALLIN</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	16.7	27.8	16.7	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	5	18	
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	66	0	0	0.0	18.2	43.9	16.7	13.6	7.6	0.0	0.0	0.0	0.0	0.0	19	73.5	12	67	
<b>TOTAL HELSINKI</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>43.9</b>	<b>16.7</b>	<b>13.6</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.5</b>	<b>12</b>	<b>67</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL FINLAND</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>43.9</b>	<b>16.7</b>	<b>13.6</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.5</b>	<b>12</b>	<b>67</b>	
<b>FRANCE</b>																					
<b>BERGERAC</b>	FLYBE LTD	S	12	0	1	7.7	7.7	38.5	7.7	0.0	23.1	7.7	0.0	0.0	0.0	7.7	41	0.0	56	8	
<b>TOTAL BERGERAC</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>7.7</b>	<b>38.5</b>	<b>7.7</b>	<b>0.0</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>41</b>	<b>0.0</b>	<b>56</b>	<b>8</b>	
<b>BEZIERS</b>	RYANAIR	S	15	0	0	0.0	26.7	33.3	13.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	21	55.6	35	18	
<b>TOTAL BEZIERS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>33.3</b>	<b>13.3</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>35</b>	<b>18</b>	
<b>BORDEAUX</b>	RYANAIR	S	28	0	0	14.3	42.9	32.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.1	10	26	
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>32.1</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>0.0</b>	<b>5</b>	<b>73.1</b>	<b>10</b>	<b>26</b>	
<b>CARCASSONNE</b>	RYANAIR	S	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	13	93.8	18	16	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>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>93.8</b>	<b>18</b>	<b>16</b>	
<b>LYON</b>	EASYJET EUROPE	S	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>LYON</b>	EASYJET UK LTD	S	8	0	0	0.0	0.0	25.0	12.5	12.5	12.5	12.5	25.0	0.0	0.0	0.0	102	55.6	56	16	
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>55.6</b>	<b>56</b>	<b>16</b>	
<b>MARSEILLE</b>	RYANAIR	S	18	0	0	0.0	16.7	27.8	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	17	18	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</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>50.0</b>	<b>17</b>	<b>18</b>	
<b>NANTES</b>	RYANAIR	S	26	0	0	0.0	15.4	26.9	26.9	15.4	11.5	3.8	0.0	0.0	0.0	0.0	31	61.1	30	18	
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>26.9</b>	<b>26.9</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.1</b>	<b>30</b>	<b>18</b>	
<b>NICE</b>	CARPATAIR	C	3	0	0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>NICE</b>	EASYJET UK LTD	S	44	0	0	2.3	38.6	36.4	11.4	4.5	6.8	0.0	0.0	0.0	0.0	0.0	13	70.5	17	44	
<b>TOTAL NICE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>36.2</b>	<b>34.0</b>	<b>10.6</b>	<b>8.5</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.5</b>	<b>17</b>	<b>44</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	124	0	0	0.8	31.5	47.6	12.1	4.0	4.0	0.0	0.0	0.0	0.0	0.0	10	79.0	10	185	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET UK LTD	S	94	0	4	1.0	20.4	30.6	12.2	15.3	15.3	1.0	0.0	0.0	0.0	4.1	26	45.9	31	96	
<b>PARIS (CHARLES DE GAULLE)</b>	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>219</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>26.5</b>	<b>40.4</b>	<b>12.1</b>	<b>9.0</b>	<b>9.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>67.6</b>	<b>17</b>	<b>281</b>	
<b>PARIS (ORLY)</b>	TRANSAVIA FRANCE	S	18	0	0	11.1	22.2	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	14	36	
<b>TOTAL PARIS (ORLY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</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>72.2</b>	<b>14</b>	<b>36</b>	
<b>POITIERS</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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>100.0</b>	<b>2</b>	<b>18</b>	
<b>TOULOUSE (BLAGNAC)</b>	RYANAIR	S	16	0	0	0.0	0.0	18.8	18.8	43.8	18.8	0.0	0.0	0.0	0.0	0.0	37	72.2	9	18	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</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>0.0</b>	<b>0.0</b>	<b>37</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>435</b>	<b>0</b>	<b>5</b>	<b>2.7</b>	<b>26.1</b>	<b>37.0</b>	<b>13.6</b>	<b>10.2</b>	<b>7.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>67.8</b>	<b>19</b>	<b>517</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</b>	RYANAIR	S	52	0	0	0.0	26.9	53.8	9.6	9.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>53.8</b>	<b>9.6</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN (TEGEL)	EASYJET UK LTD	S	62	0	0	1.6	16.1	37.1	19.4	14.5	9.7	1.6	0.0	0.0	0.0	0.0	23	43.5	21	62	
<b>TOTAL BERLIN (TEGEL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>37.1</b>	<b>19.4</b>	<b>14.5</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>43.5</b>	<b>21</b>	<b>62</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	54	0	0	5.6	27.8	33.3	13.0	18.5	1.9	0.0	0.0	0.0	0.0	0.0	14	38.9	37	54	
<b>TOTAL COLOGNE BONN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</b>	<b>13.0</b>	<b>18.5</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>14</b>	<b>38.9</b>	<b>37</b>	<b>54</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	42	0	0	0.0	26.2	42.9	19.0	7.1	4.8	0.0	0.0	0.0	0.0	0.0	14	44.4	21	36	
<b>TOTAL DUSSELDORF</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>42.9</b>	<b>19.0</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>14</b>	<b>44.4</b>	<b>21</b>	<b>36</b>	
FRANKFURT MAIN	LUFTHANSA	S	125	0	0	0.0	24.0	57.6	8.0	4.8	4.8	0.8	0.0	0.0	0.0	0.0	12	50.8	21	123	
FRANKFURT MAIN	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	25	1	
<b>TOTAL FRANKFURT MAIN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>57.6</b>	<b>8.0</b>	<b>4.8</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.4</b>	<b>21</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	57.7	15	26	
<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>57.7</b>	<b>15</b>	<b>26</b>	
HAMBURG	EASYJET UK LTD	S	36	0	0	0.0	2.8	22.2	19.4	36.1	11.1	8.3	0.0	0.0	0.0	0.0	41	22.2	41	34	
HAMBURG	RYANAIR	S	36	0	0	8.3	50.0	36.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	11	34	
<b>TOTAL HAMBURG</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>26.4</b>	<b>29.2</b>	<b>12.5</b>	<b>18.1</b>	<b>5.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>48.6</b>	<b>26</b>	<b>68</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	18	0	0	0.0	0.0	61.1	5.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	22.2	41	18	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>61.1</b>	<b>5.6</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>28</b>	<b>22.2</b>	<b>41</b>	<b>18</b>	
MEMMINGEN ALLGAU	RYANAIR	S	18	0	0	0.0	27.8	38.9	11.1	5.6	5.6	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	EASYJET UK LTD	S	58	0	4	0.0	11.3	27.4	22.6	21.0	11.3	0.0	0.0	0.0	0.0	6.5	28	37.1	33	60	
MUNICH	EUROWINGS LUFTVERKEHRS	S	44	0	0	0.0	15.9	47.7	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	85.2	9	54	
MUNICH	LUFTHANSA	S	28	0	0	0.0	10.7	57.1	17.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>130</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>12.7</b>	<b>40.3</b>	<b>20.1</b>	<b>18.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>20</b>	<b>59.5</b>	<b>22</b>	<b>114</b>	
NIEDERRHEIN	RYANAIR	S	28	0	0	21.4	21.4	25.0	17.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	21	18	
<b>TOTAL NIEDERRHEIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>21.4</b>	<b>25.0</b>	<b>17.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>21</b>	<b>18</b>	
STUTTGART	EASYJET UK LTD	S	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	8	18	
<b>TOTAL STUTTGART</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>619</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>21.2</b>	<b>42.9</b>	<b>14.3</b>	<b>12.7</b>	<b>5.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>51.0</b>	<b>23</b>	<b>538</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	18	0	0	0.0	11.1	38.9	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	17	18	
ATHENS	EASYJET UK LTD	S	17	0	0	0.0	0.0	35.3	5.9	29.4	17.6	0.0	5.9	5.9	0.0	0.0	103	23.5	31	17	
<b>TOTAL ATHENS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.7</b>	<b>37.1</b>	<b>20.0</b>	<b>22.9</b>	<b>8.6</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>45.7</b>	<b>23</b>	<b>35</b>	
CORFU	JET2.COM LTD	S	10	0	0	10.0	10.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
CORFU	RYANAIR	S	20	0	0	0.0	0.0	40.0	20.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	27	87.5	7	8	
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	60.0	26	10	
<b>TOTAL CORFU</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>5.0</b>	<b>47.5</b>	<b>17.5</b>	<b>25.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>18</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	11.1	27.8	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	24	41.2	26	17
HERAKLION	JET2.COM LTD	S	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	21	18
<b>TOTAL HERAKLION</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>28.6</b>	<b>25.0</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>51.4</b>	<b>23</b>	<b>35</b>
KEFALLINIA	JET2.COM LTD	S	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	8	10
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>8</b>	<b>10</b>
KOS	JET2.COM LTD	S	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	10
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
RHODES	JET2.COM LTD	S	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	35	75.0	13	8
RHODES	TUI AIRWAYS LTD	C	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	37	100.0	9	8
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>36</b>	<b>87.5</b>	<b>11</b>	<b>16</b>
SALONIKA	JET2.COM LTD	S	8	0	0	12.5	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	28	50.0	31	8
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>28</b>	<b>50.0</b>	<b>31</b>	<b>8</b>
ZAKINTHOS	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	7	18
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>7</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>11.7</b>	<b>38.3</b>	<b>19.5</b>	<b>21.4</b>	<b>5.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>64.7</b>	<b>17</b>	<b>150</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	18	0	0	5.6	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	11	34
BUDAPEST	RYANAIR	S	26	0	0	3.8	15.4	26.9	15.4	19.2	15.4	0.0	3.8	0.0	0.0	0.0	33	53.6	36	28
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>25.0</b>	<b>13.6</b>	<b>13.6</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>22</b>	<b>64.1</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>31.8</b>	<b>25.0</b>	<b>13.6</b>	<b>13.6</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>22</b>	<b>64.1</b>	<b>22</b>	<b>62</b>
<b>ICELAND</b>																				
KEFLAVIK	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	3	1
KEFLAVIK	EASYJET UK LTD	S	18	0	0	0.0	44.4	27.8	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	33.3	29	18
KEFLAVIK	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	13	26
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.0</b>	<b>19</b>	<b>45</b>
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.0</b>	<b>19</b>	<b>45</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	90	0	0	4.4	50.0	30.0	7.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7	91.3	4	80
<b>TOTAL CORK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>50.0</b>	<b>30.0</b>	<b>7.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.3</b>	<b>4</b>	<b>80</b>
DUBLIN	AER LINGUS	S	391	0	0	1.3	19.4	35.8	20.7	15.1	5.9	1.0	0.3	0.5	0.0	0.0	22	65.6	14	392
DUBLIN	CITY AIRLINE	C	0	0	0	0.0	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
DUBLIN	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	2
DUBLIN	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	2
DUBLIN	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2
DUBLIN	HAINAN AIRLINES	S	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
DUBLIN	RYANAIR	S	204	0	0	5.9	45.6	23.0	13.2	9.3	2.9	0.0	0.0	0.0	0.0	0.0	10	64.5	16	200

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
DUBLIN	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	29	2
<b>TOTAL DUBLIN</b>			<b>604</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>29.1</b>	<b>31.3</b>	<b>17.9</b>	<b>12.9</b>	<b>4.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.5</b>	<b>15</b>	<b>602</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	54	0	0	1.9	40.7	40.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	6	52
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.7</b>	<b>40.7</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>0.0</b>	<b>8</b>	<b>88.5</b>	<b>6</b>	<b>52</b>
SHANNON	AER LINGUS	S	51	0	0	5.9	54.9	31.4	5.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.7	5	54
<b>TOTAL SHANNON</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>54.9</b>	<b>31.4</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>799</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>33.9</b>	<b>31.8</b>	<b>15.5</b>	<b>11.1</b>	<b>3.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.6</b>	<b>13</b>	<b>788</b>
<b>ISRAEL</b>																				
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	0.0	108	10
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>108</b>	<b>10</b>
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>108</b>	<b>10</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	34	0	0	0.0	17.6	32.4	20.6	14.7	2.9	5.9	5.9	0.0	0.0	0.0	40	52.3	27	44
<b>TOTAL BERGAMO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>32.4</b>	<b>20.6</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>52.3</b>	<b>27</b>	<b>44</b>
BOLOGNA	RYANAIR	S	18	0	0	5.6	22.2	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	4	18
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</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>10</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
FLORENCE	BA CITYFLYER LTD	S	18	0	0	16.7	22.2	38.9	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	8
<b>TOTAL FLORENCE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>38.9</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
MILAN (MALPENSA)	ALITALIA (CAI)	S	10	0	0	20.0	0.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
MILAN (MALPENSA)	EASYJET EUROPE	S	103	0	0	1.0	25.2	28.2	16.5	15.5	7.8	2.9	1.9	1.0	0.0	0.0	30	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	28.3	48	106
<b>TOTAL MILAN (MALPENSA)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>23.0</b>	<b>28.3</b>	<b>17.7</b>	<b>15.9</b>	<b>7.1</b>	<b>2.7</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>28.3</b>	<b>48</b>	<b>106</b>
NAPLES	EASYJET UK LTD	S	26	0	0	0.0	26.9	34.6	26.9	3.8	7.7	0.0	0.0	0.0	0.0	0.0	16	57.7	20	26
NAPLES	JET2.COM LTD	S	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	16	50.0	59	16
<b>TOTAL NAPLES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.8</b>	<b>27.3</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.8</b>	<b>35</b>	<b>42</b>
PISA	RYANAIR	S	28	0	0	0.0	10.7	32.1	28.6	25.0	3.6	0.0	0.0	0.0	0.0	0.0	21	84.6	8	26
<b>TOTAL PISA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>28.6</b>	<b>25.0</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>21</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
ROME (CIAMPINO)	RYANAIR	S	44	0	0	0.0	18.2	31.8	20.5	18.2	11.4	0.0	0.0	0.0	0.0	0.0	22	52.3	20	44
<b>TOTAL ROME (CIAMPINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>31.8</b>	<b>20.5</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>22</b>	<b>52.3</b>	<b>20</b>	<b>44</b>
ROME (FIUMICINO)	AIR ONE	C	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
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	20	2
<b>TOTAL ROME (FIUMICINO)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>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>47</b>	<b>50.0</b>	<b>20</b>	<b>2</b>
TREVISO	RYANAIR	S	26	0	0	0.0	26.9	50.0	7.7	3.8	3.8	3.8	3.8	0.0	0.0	0.0	26	39.3	20	28
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>50.0</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>39.3</b>	<b>20</b>	<b>28</b>
VENICE	EASYJET EUROPE	S	34	0	0	0.0	2.9	29.4	23.5	20.6	23.5	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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	
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	0.0	0	55.6	21	36	
VENICE	JET2.COM LTD	S	18	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	9	18	
<b>TOTAL VENICE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>36.5</b>	<b>15.4</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>25</b>	<b>64.8</b>	<b>17</b>	<b>54</b>	
VERONA VILAFRANCA	JET2.COM LTD	S	18	0	0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	19	18	
<b>TOTAL VERONA VILAFRANCA</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>19</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.1</b>	<b>33.2</b>	<b>18.6</b>	<b>13.8</b>	<b>7.0</b>	<b>1.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>24</b>	<b>52.3</b>	<b>28</b>	<b>390</b>	
<b>LATVIA</b>																				
RIGA	RYANAIR	S	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL RIGA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LATVIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	16	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>4</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>4</b>	<b>16</b>	
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	26	0	0	0.0	19.2	42.3	15.4	23.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>42.3</b>	<b>15.4</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUXEMBOURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>42.3</b>	<b>15.4</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																				
MALTA	RYANAIR	S	36	0	0	2.8	25.0	36.1	16.7	13.9	2.8	0.0	2.8	0.0	0.0	21	58.8	22	34	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>36.1</b>	<b>16.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.8</b>	<b>22</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>36.1</b>	<b>16.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.8</b>	<b>22</b>	<b>34</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	S	76	0	2	7.7	21.8	21.8	12.8	16.7	16.7	0.0	0.0	0.0	2.6	24	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	62	0	0	0.0	24.2	41.9	22.6	11.3	0.0	0.0	0.0	0.0	0.0	12	49.3	33	142	
AMSTERDAM	KLM	S	310	0	0	0.6	40.6	41.6	11.3	4.2	1.6	0.0	0.0	0.0	0.0	8	82.8	8	372	
<b>TOTAL AMSTERDAM</b>			<b>448</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>35.1</b>	<b>38.2</b>	<b>13.1</b>	<b>7.3</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>73.5</b>	<b>15</b>	<b>514</b>	
EINDHOVEN	RYANAIR	S	26	0	0	0.0	30.8	30.8	15.4	19.2	3.8	0.0	0.0	0.0	0.0	16	53.8	24	26	
<b>TOTAL EINDHOVEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>30.8</b>	<b>15.4</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>53.8</b>	<b>24</b>	<b>26</b>	
<b>TOTAL NETHERLANDS</b>			<b>474</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>34.9</b>	<b>37.8</b>	<b>13.2</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>72.6</b>	<b>15</b>	<b>540</b>	
<b>NORWAY</b>																				
BERGEN	LOGANAIR LTD	S	28	0	0	0.0	39.3	35.7	14.3	10.7	0.0	0.0	0.0	0.0	0.0	10	83.3	10	12	
<b>TOTAL BERGEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>10</b>	<b>12</b>	
MOLDE	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	25.0	29	4	
MOLDE	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	100.0	6	2	
<b>TOTAL MOLDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>6</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
OSLO (GARDERMOEN)	BRAATHENS REGIONAL AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
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	66.1	15	62
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	0	0.0	35.5	37.1	11.3	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
OSLO (GARDERMOEN)	SAS	S	48	0	0	8.3	64.6	18.8	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	10
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>48.2</b>	<b>29.1</b>	<b>8.2</b>	<b>9.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.2</b>	<b>13</b>	<b>73</b>
STAVANGER	LOGANAIR LTD	S	34	0	0	5.9	41.2	44.1	2.9	0.0	2.9	2.9	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>44.1</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>45.3</b>	<b>33.1</b>	<b>8.1</b>	<b>7.6</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>13</b>	<b>91</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	28	0	0	3.6	35.7	50.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	17	26
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>50.0</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.1</b>	<b>17</b>	<b>26</b>
KATOWICE	RYANAIR	S	18	0	0	5.6	5.6	11.1	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	36	27.8	33	18
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</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>36</b>	<b>27.8</b>	<b>33</b>	<b>18</b>
KRAKOW	EASYJET UK LTD	S	34	0	0	5.9	44.1	35.3	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	36
KRAKOW	RYANAIR	S	36	0	0	2.8	33.3	36.1	11.1	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	84.6	8	26
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>38.6</b>	<b>35.7</b>	<b>11.4</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>10</b>	<b>80.6</b>	<b>9</b>	<b>62</b>
POZNAN	RYANAIR	S	18	0	0	5.6	16.7	27.8	11.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	27	61.1	23	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>23</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	6.3	54	16
<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>6.3</b>	<b>54</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	36	0	0	2.8	41.7	36.1	11.1	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	9	16
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>36.1</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>9</b>	<b>16</b>
WROCLAW	RYANAIR	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	61.1	14	18
<b>TOTAL WROCLAW</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>61.1</b>	<b>14</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.0</b>	<b>35.6</b>	<b>10.1</b>	<b>13.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.2</b>	<b>19</b>	<b>174</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	54	0	0	22.2	48.1	24.1	3.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	5	52
FARO	RYANAIR	S	34	0	0	11.8	38.2	32.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	83.3	6	36
<b>TOTAL FARO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>44.3</b>	<b>27.3</b>	<b>6.8</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.9</b>	<b>6</b>	<b>88</b>
LISBON	EASYJET UK LTD	S	26	0	0	3.8	26.9	38.5	11.5	11.5	3.8	0.0	3.8	0.0	0.0	0.0	21	92.3	6	26
LISBON	RYANAIR	S	18	0	0	0.0	22.2	27.8	16.7	22.2	11.1	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>0</b>	<b>2.3</b>	<b>25.0</b>	<b>34.1</b>	<b>13.6</b>	<b>15.9</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>24</b>	<b>92.3</b>	<b>6</b>	<b>26</b>
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	61.1	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	25	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</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>0.0</b>	<b>6</b>	<b>75.0</b>	<b>25</b>	<b>16</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>40.7</b>	<b>28.0</b>	<b>10.0</b>	<b>6.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>89.2</b>	<b>8</b>	<b>130</b>
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL QATAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
DOHA HAMAD	QATAR AIRWAYS	S	88	0	0	1.1	39.8	31.8	15.9	8.0	3.4	0.0	0.0	0.0	0.0	0.0	10	87.1	6	62
<b>TOTAL DOHA HAMAD</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>39.8</b>	<b>31.8</b>	<b>15.9</b>	<b>8.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.1</b>	<b>6</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>39.8</b>	<b>31.8</b>	<b>15.9</b>	<b>8.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.1</b>	<b>6</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	MALETH AERO	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
BRATISLAVA	RYANAIR	S	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	18
<b>TOTAL BRATISLAVA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>47.4</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>10</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>47.4</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.8</b>	<b>10</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	18	0	0	16.7	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	18	18
ALICANTE	JET2.COM LTD	S	52	0	0	13.5	36.5	44.2	1.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	90.7	4	54
ALICANTE	RYANAIR	S	52	0	0	0.0	32.7	40.4	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	74.1	20	54
<b>TOTAL ALICANTE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>34.4</b>	<b>40.2</b>	<b>9.8</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.0</b>	<b>13</b>	<b>126</b>
ALMERIA	JET2.COM LTD	S	10	0	0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.2	15	18
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
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	61.1	16	18
BARCELONA	RYANAIR	S	62	0	0	6.5	33.9	40.3	12.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	10	71.0	12	62
BARCELONA	VUELING AIRLINES	S	34	0	0	8.8	23.5	26.5	14.7	14.7	5.9	5.9	0.0	0.0	0.0	0.0	25	36.1	55	36
<b>TOTAL BARCELONA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>30.2</b>	<b>35.4</b>	<b>13.5</b>	<b>8.3</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>58.6</b>	<b>26</b>	<b>116</b>
BILBAO	EASYJET UK LTD	S	14	0	2	6.3	6.3	25.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	12.5	19	44.4	20	18
<b>TOTAL BILBAO</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>19</b>	<b>44.4</b>	<b>20</b>	<b>18</b>
GIRONA	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	13	18
GIRONA	RYANAIR	S	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	12	72.2	12	18
<b>TOTAL GIRONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</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>10</b>	<b>75.0</b>	<b>12</b>	<b>36</b>
IBIZA	JET2.COM LTD	S	36	0	0	16.7	33.3	38.9	8.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6	88.2	6	34
IBIZA	RYANAIR	S	16	0	0	0.0	18.8	43.8	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	17	72.2	8	18
<b>TOTAL IBIZA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>28.8</b>	<b>40.4</b>	<b>9.6</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>0.0</b>	<b>10</b>	<b>82.7</b>	<b>6</b>	<b>52</b>
MADRID	EASYJET UK LTD	S	80	0	0	12.5	36.3	38.8	7.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	7	74.1	16	80
MADRID	IBERIA EXPRESS	S	52	0	0	7.7	53.8	30.8	5.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	87.0	6	54

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 MADRID</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>43.2</b>	<b>35.6</b>	<b>6.8</b>	<b>2.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.3</b>	<b>12</b>	<b>134</b>
MAHON	BA CITYFLYER LTD	C	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	21	8
MAHON	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	72.2	15	18
<b>TOTAL MAHON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.2</b>	<b>17</b>	<b>26</b>
MALAGA	BA CITYFLYER LTD	C	7	0	0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	8
MALAGA	JET2.COM LTD	S	44	0	0	6.8	43.2	36.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	82.7	12	52
MALAGA	RYANAIR	S	62	0	0	6.5	37.1	38.7	16.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	67.7	19	62
<b>TOTAL MALAGA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>38.9</b>	<b>37.2</b>	<b>13.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.6</b>	<b>16</b>	<b>122</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	94.4	2	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>94.4</b>	<b>2</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	70.0	17	10
PALMA DE MALLORCA	BA CITYFLYER LTD	S	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	13	10
PALMA DE MALLORCA	EASYJET EUROPE	S	18	0	0	16.7	44.4	22.2	5.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	50	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	81.3	7	16
PALMA DE MALLORCA	JET2.COM LTD	S	54	0	0	1.9	38.9	35.2	16.7	5.6	0.0	1.9	0.0	0.0	0.0	0.0	10	82.3	7	62
PALMA DE MALLORCA	RYANAIR	S	82	0	0	8.5	32.9	30.5	19.5	3.7	4.9	0.0	0.0	0.0	0.0	0.0	12	82.3	9	62
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	33	0	0	6.1	18.2	45.5	12.1	12.1	3.0	0.0	3.0	0.0	0.0	0.0	21	63.0	12	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>33.5</b>	<b>33.5</b>	<b>16.2</b>	<b>5.1</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.1</b>	<b>9</b>	<b>187</b>
PAMPLONA	EUROPE AIRPOST	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL PAMPLONA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
REUS	JET2.COM LTD	S	18	0	0	11.1	22.2	11.1	16.7	22.2	5.6	11.1	0.0	0.0	0.0	0.0	32	65.4	12	26
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</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>32</b>	<b>65.4</b>	<b>12</b>	<b>26</b>
SANTANDER	RYANAIR	S	16	0	0	6.3	25.0	37.5	0.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	18	88.9	7	18
<b>TOTAL SANTANDER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
SEVILLE	EASYJET UK LTD	S	18	0	0	11.1	27.8	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	55.6	21	18
SEVILLE	RYANAIR	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	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>38.9</b>	<b>22.2</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>12</b>	<b>55.6</b>	<b>21</b>	<b>18</b>
VALENCIA	RYANAIR	S	28	0	0	0.0	50.0	46.4	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	15	26
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>46.4</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>3</b>	<b>69.2</b>	<b>15</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	3	18
<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>3</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>881</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>34.4</b>	<b>36.0</b>	<b>12.3</b>	<b>5.3</b>	<b>2.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>74.9</b>	<b>14</b>	<b>959</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	27	0	0	29.6	44.4	18.5	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	11	18
ARRECIFE	RYANAIR	S	18	0	0	11.1	33.3	44.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	83.3	5	18
ARRECIFE	TUI AIRWAYS LTD	C	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	2	100.0	3	10



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 ARRECIFE</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>38.2</b>	<b>29.1</b>	<b>5.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.4</b>	<b>7</b>	<b>46</b>	
FUERTEVENTURA	JET2.COM LTD	S	9	0	0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.7	4	19	
FUERTEVENTURA	RYANAIR	S	18	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	18	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>33.3</b>	<b>33.3</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>0.0</b>	<b>2</b>	<b>91.9</b>	<b>5</b>	<b>37</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	33.3	33.3	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	76.5	14	17	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	16.7	33.3	16.7	11.1	5.6	11.1	0.0	0.0	0.0	0.0	32	93.8	5	16	
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	3	8	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.8</b>	<b>8</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	27	0	0	7.4	51.9	25.9	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	6	71.4	18	28	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	28	0	0	35.7	35.7	25.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.4	22	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	87.5	5	16	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	0.0	13.9	50.0	25.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	86.1	8	36	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	38.9	16.7	5.6	0.0	0.0	11.1	0.0	0.0	0.0	36	61.1	21	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>30.3</b>	<b>35.8</b>	<b>13.8</b>	<b>5.5</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>15</b>	<b>124</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>31.7</b>	<b>33.5</b>	<b>10.6</b>	<b>3.5</b>	<b>1.8</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>80.6</b>	<b>11</b>	<b>248</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	45	16	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>45</b>	<b>16</b>	
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	66.7	13	6	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	0.0	19.2	26.9	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	37	45.0	20	20	
STOCKHOLM (ARLANDA)	SAS	S	94	0	0	0.0	30.9	43.6	12.8	8.5	2.1	2.1	0.0	0.0	0.0	0.0	14	64.0	17	84	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>40.0</b>	<b>15.0</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.7</b>	<b>17</b>	<b>110</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	18	0	0	0.0	44.4	50.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>42.3</b>	<b>13.5</b>	<b>9.0</b>	<b>2.6</b>	<b>1.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.3</b>	<b>21</b>	<b>126</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	72	0	0	13.9	26.4	45.8	4.2	6.9	2.8	0.0	0.0	0.0	0.0	0.0	9	73.6	11	70	
<b>TOTAL BALE MULHOUSE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>26.4</b>	<b>45.8</b>	<b>4.2</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>9</b>	<b>73.6</b>	<b>11</b>	<b>70</b>	
GENEVA	EASYJET UK LTD	S	95	0	2	0.0	18.6	38.1	19.6	13.4	8.2	0.0	0.0	0.0	0.0	2.1	20	49.0	28	94	
<b>TOTAL GENEVA</b>			<b>95</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.6</b>	<b>38.1</b>	<b>19.6</b>	<b>13.4</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>49.0</b>	<b>28</b>	<b>94</b>	
ZURICH	BA CITYFLYER 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	7	75.0	8	8	
ZURICH	EDELWEISS 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	11	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
ZURICH	EDELWEISS AIR	S	44	0	0	0.0	20.5	40.9	20.5	13.6	2.3	2.3	0.0	0.0	0.0	0.0	19	67.6	12	34	
<b>TOTAL ZURICH</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.8</b>	<b>41.5</b>	<b>20.8</b>	<b>11.3</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>17</b>	<b>69.8</b>	<b>11</b>	<b>43</b>	
<b>TOTAL SWITZERLAND</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>21.6</b>	<b>41.4</b>	<b>14.9</b>	<b>10.8</b>	<b>5.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>61.6</b>	<b>19</b>	<b>207</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	6	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	37.5	28	8	
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</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>58.8</b>	<b>16</b>	<b>17</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	5.6	22.2	27.8	27.8	16.7	0.0	0.0	0.0	0.0	0.0	34	50.0	21	18	
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>34.6</b>	<b>26.9</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>26</b>	<b>50.0</b>	<b>21</b>	<b>18</b>	
DALAMAN	EASYJET UK LTD	S	18	0	0	0.0	11.1	27.8	22.2	22.2	5.6	0.0	11.1	0.0	0.0	0.0	46	81.3	8	16	
DALAMAN	JET2.COM LTD	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	66.7	23	9	
DALAMAN	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	10	
<b>TOTAL DALAMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>38.6</b>	<b>20.5</b>	<b>15.9</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>26</b>	<b>82.9</b>	<b>11</b>	<b>35</b>	
ISTANBUL	THY TURKISH AIRLINES	S	58	0	0	1.7	13.8	43.1	31.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.8</b>	<b>43.1</b>	<b>31.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</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	77.4	10	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>77.4</b>	<b>10</b>	<b>62</b>	
<b>TOTAL TURKEY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>13.0</b>	<b>42.0</b>	<b>25.4</b>	<b>13.8</b>	<b>2.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.7</b>	<b>12</b>	<b>132</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	83.7	7	42	
<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>83.7</b>	<b>7</b>	<b>42</b>	
DUBAI	EMIRATES	S	62	0	0	0.0	35.5	46.8	11.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.5</b>	<b>46.8</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</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>35.5</b>	<b>46.8</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.7</b>	<b>7</b>	<b>42</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	227	0	1	3.5	37.3	40.4	7.9	5.3	4.8	0.4	0.0	0.0	0.4	11	78.6	13	220		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>37.3</b>	<b>40.4</b>	<b>7.9</b>	<b>5.3</b>	<b>4.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>78.6</b>	<b>13</b>	<b>220</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	200	0	4	2.9	32.4	36.8	8.8	9.8	4.9	1.5	1.0	0.0	0.0	2.0	17	65.0	20	206	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>200</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>32.4</b>	<b>36.8</b>	<b>8.8</b>	<b>9.8</b>	<b>4.9</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>17</b>	<b>65.0</b>	<b>20</b>	<b>206</b>	
BIRMINGHAM	FLYBE LTD	S	368	0	4	1.3	28.5	37.4	13.2	6.5	9.1	2.7	0.3	0.0	0.0	1.1	20	73.5	17	372	
<b>TOTAL BIRMINGHAM</b>			<b>368</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>28.5</b>	<b>37.4</b>	<b>13.2</b>	<b>6.5</b>	<b>9.1</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>73.5</b>	<b>17</b>	<b>372</b>	
BRISTOL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	EASYJET UK LTD	S	216	0	3	4.1	31.1	29.2	13.7	7.8	9.6	1.4	1.8	0.0	0.0	1.4	23	56.9	24	216	
<b>TOTAL BRISTOL</b>			<b>216</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>31.1</b>	<b>29.2</b>	<b>13.7</b>	<b>7.8</b>	<b>9.6</b>	<b>1.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>57.3</b>	<b>24</b>	<b>218</b>	
CARDIFF WALES	FLYBE LTD	S	146	0	2	1.4	20.3	48.0	12.2	8.8	6.1	2.0	0.0	0.0	0.0	1.4	18	69.8	19	116	
<b>TOTAL CARDIFF WALES</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>20.3</b>	<b>48.0</b>	<b>12.2</b>	<b>8.8</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>69.8</b>	<b>19</b>	<b>116</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	46	0	0	6.5	39.1	41.3	4.3	0.0	4.3	4.3	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>39.1</b>	<b>41.3</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	113	0	1	3.5	36.0	28.9	7.9	7.9	9.6	5.3	0.0	0.0	0.0	0.9	22	79.8	10	119	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>36.0</b>	<b>28.9</b>	<b>7.9</b>	<b>7.9</b>	<b>9.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>79.8</b>	<b>10</b>	<b>119</b>	
EXETER	FLYBE LTD	S	88	0	0	5.7	25.0	42.0	6.8	15.9	4.5	0.0	0.0	0.0	0.0	0.0	14	69.4	12	62	
<b>TOTAL EXETER</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>25.0</b>	<b>42.0</b>	<b>6.8</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>14</b>	<b>69.4</b>	<b>12</b>	<b>62</b>	
GATWICK	BRITISH AIRWAYS PLC	S	204	0	0	3.4	40.2	30.4	11.8	9.3	4.9	0.0	0.0	0.0	0.0	0.0	12	67.6	17	196	
GATWICK	EASYJET UK LTD	S	227	0	10	0.4	17.3	29.1	16.5	16.9	12.7	1.3	1.3	0.4	0.0	4.2	30	42.0	37	242	
<b>TOTAL GATWICK</b>			<b>431</b>	<b>0</b>	<b>10</b>	<b>1.8</b>	<b>27.9</b>	<b>29.7</b>	<b>14.3</b>	<b>13.4</b>	<b>9.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.3</b>	<b>21</b>	<b>53.5</b>	<b>28</b>	<b>438</b>	
GLASGOW	LUFTHANSA	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GLASGOW</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>	
GUERNSEY	LOGANAIR LTD	S	14	0	0	7.1	64.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	637	0	7	1.7	38.8	32.8	11.8	6.8	4.5	1.7	0.5	0.3	0.0	1.1	18	82.9	9	646	
HEATHROW	FLYBE LTD	S	362	0	0	6.6	31.2	42.8	12.2	5.0	1.7	0.6	0.0	0.0	0.0	0.0	10	76.7	13	240	
<b>TOTAL HEATHROW</b>			<b>999</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>36.1</b>	<b>36.4</b>	<b>11.9</b>	<b>6.2</b>	<b>3.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>81.2</b>	<b>10</b>	<b>886</b>	
INVERNESS	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	27	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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLAY	LOGANAIR LTD	S	48	0	0	4.2	47.9	33.3	8.3	0.0	4.2	0.0	0.0	2.1	0.0	0.0	14	0.0	0	0	
<b>TOTAL ISLAY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>47.9</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	LOGANAIR LTD	S	34	0	0	8.8	38.2	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	5	26	
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
JERSEY	EASYJET UK LTD	S	18	0	0	0.0	50.0	16.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	56.3	13	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	60.0	35	10	
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.7</b>	<b>21</b>	<b>26</b>	
KIRKWALL	LOGANAIR LTD	S	177	0	0	10.2	47.5	28.2	8.5	5.1	0.0	0.6	0.0	0.0	0.0	0.0	6	83.8	11	178	
<b>TOTAL KIRKWALL</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>47.5</b>	<b>28.2</b>	<b>8.5</b>	<b>5.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.8</b>	<b>11</b>	<b>178</b>	
LONDON CITY	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
LONDON CITY	BA CITYFLYER LTD	S	362	0	6	7.3	42.1	27.7	9.0	7.6	3.8	0.5	0.0	0.3	0.0	1.6	12	80.4	9	369	
LONDON CITY	FLYBE LTD	S	208	0	0	5.3	25.0	44.2	10.6	9.6	4.3	1.0	0.0	0.0	0.0	0.0	14	75.9	12	212	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 LONDON CITY</b>			<b>571</b>	<b>0</b>	<b>6</b>	<b>6.6</b>	<b>35.9</b>	<b>33.6</b>	<b>9.5</b>	<b>8.5</b>	<b>4.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>78.8</b>	<b>10</b>	<b>581</b>
LUTON	EASYJET UK LTD	S	194	0	0	5.2	34.5	23.7	16.5	9.8	9.3	0.0	1.0	0.0	0.0	0.0	20	63.1	17	196
<b>TOTAL LUTON</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.5</b>	<b>23.7</b>	<b>16.5</b>	<b>9.8</b>	<b>9.3</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.8</b>	<b>17</b>	<b>196</b>
MANCHESTER	FLYBE LTD	S	200	0	0	4.5	31.5	41.5	12.0	7.5	2.5	0.5	0.0	0.0	0.0	0.0	11	87.9	7	198
<b>TOTAL MANCHESTER</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.5</b>	<b>41.5</b>	<b>12.0</b>	<b>7.5</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.9</b>	<b>7</b>	<b>198</b>
NEWQUAY	FLYBE LTD	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	44.4	43	18
<b>TOTAL NEWQUAY</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>44.4</b>	<b>43</b>	<b>18</b>
NORWICH	LOGANAIR LTD	S	145	0	0	3.4	60.0	27.6	4.8	1.4	0.0	0.0	2.8	0.0	0.0	0.0	8	90.5	9	126
<b>TOTAL NORWICH</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>60.0</b>	<b>27.6</b>	<b>4.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>9</b>	<b>126</b>
SOUTHAMPTON	FLYBE LTD	S	229	0	0	3.5	29.7	43.2	11.8	5.2	5.7	0.9	0.0	0.0	0.0	0.0	13	79.0	10	227
<b>TOTAL SOUTHAMPTON</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>29.7</b>	<b>43.2</b>	<b>11.8</b>	<b>5.2</b>	<b>5.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.0</b>	<b>10</b>	<b>227</b>
STANSTED	EASYJET UK LTD	S	219	0	0	5.5	37.4	26.9	10.0	9.1	7.3	2.3	1.4	0.0	0.0	0.0	20	58.9	28	222
STANSTED	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
STANSTED	RYANAIR	S	38	0	0	0.0	23.7	31.6	18.4	13.2	13.2	0.0	0.0	0.0	0.0	0.0	22	35.2	34	236
<b>TOTAL STANSTED</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.3</b>	<b>27.9</b>	<b>11.2</b>	<b>9.7</b>	<b>8.1</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.7</b>	<b>31</b>	<b>458</b>
STORNOWAY	LOGANAIR LTD	S	79	0	1	11.3	43.8	26.3	11.3	0.0	0.0	5.0	1.3	0.0	0.0	1.3	13	78.6	10	83
<b>TOTAL STORNOWAY</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>43.8</b>	<b>26.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>78.6</b>	<b>10</b>	<b>83</b>
SUMBURGH	LOGANAIR LTD	S	164	0	3	6.0	44.9	32.3	6.0	5.4	0.6	1.8	0.6	0.6	0.0	1.8	12	85.1	7	207
<b>TOTAL SUMBURGH</b>			<b>164</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>44.9</b>	<b>32.3</b>	<b>6.0</b>	<b>5.4</b>	<b>0.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.8</b>	<b>12</b>	<b>85.1</b>	<b>7</b>	<b>207</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	41	0	1	2.4	33.3	45.2	9.5	4.8	2.4	0.0	0.0	0.0	0.0	2.4	9	91.3	7	46
<b>TOTAL WICK JOHN O GROATS</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>33.3</b>	<b>45.2</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>91.3</b>	<b>7</b>	<b>46</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5026</b>	<b>0</b>	<b>43</b>	<b>4.2</b>	<b>34.9</b>	<b>34.5</b>	<b>10.9</b>	<b>7.6</b>	<b>5.2</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>72.3</b>	<b>16</b>	<b>5007</b>
<b>USA</b>																				
BOSTON	DELTA AIRLINES	S	60	0	3	14.3	27.0	15.9	6.3	9.5	12.7	6.3	3.2	0.0	0.0	4.8	37	0.0	0	0
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>14.3</b>	<b>27.0</b>	<b>15.9</b>	<b>6.3</b>	<b>9.5</b>	<b>12.7</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	UNITED AIRLINES	S	62	0	2	12.5	54.7	7.8	10.9	3.1	3.1	3.1	1.6	0.0	0.0	3.1	18	91.9	4	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>54.7</b>	<b>7.8</b>	<b>10.9</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>18</b>	<b>91.9</b>	<b>4</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	75.8	16	62
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	1	9.5	27.0	25.4	4.8	3.2	14.3	9.5	4.8	0.0	0.0	1.6	42	67.7	38	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>27.0</b>	<b>25.4</b>	<b>4.8</b>	<b>3.2</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>42</b>	<b>71.8</b>	<b>27</b>	<b>124</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	12.9	46.8	8.1	3.2	6.5	16.1	0.0	3.2	3.2	0.0	0.0	38	69.8	27	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>46.8</b>	<b>8.1</b>	<b>3.2</b>	<b>6.5</b>	<b>16.1</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>69.8</b>	<b>27</b>	<b>62</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	65.7	26	35
<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>65.7</b>	<b>26</b>	<b>35</b>

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	60	0	2	29.0	32.3	21.0	4.8	4.8	4.8	0.0	0.0	0.0	0.0	3.2	8	0.0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>29.0</b>	<b>32.3</b>	<b>21.0</b>	<b>4.8</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PORTLAND (MAINE)	DELTA AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0
<b>TOTAL PORTLAND (MAINE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	85.2	7	27
<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>85.2</b>	<b>7</b>	<b>27</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	62	0	0	25.8	41.9	12.9	6.5	4.8	1.6	3.2	3.2	0.0	0.0	0.0	17	83.9	12	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>41.9</b>	<b>12.9</b>	<b>6.5</b>	<b>4.8</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>17</b>	<b>83.9</b>	<b>12</b>	<b>60</b>
<b>TOTAL USA</b>			<b>369</b>	<b>0</b>	<b>8</b>	<b>17.2</b>	<b>38.2</b>	<b>15.1</b>	<b>6.1</b>	<b>5.3</b>	<b>9.0</b>	<b>3.7</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>2.1</b>	<b>27</b>	<b>77.2</b>	<b>19</b>	<b>370</b>
<b>TOTAL EDINBURGH</b>			<b>11529</b>	<b>0</b>	<b>66</b>	<b>4.6</b>	<b>32.1</b>	<b>35.1</b>	<b>12.4</b>	<b>8.8</b>	<b>4.8</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>70.0</b>	<b>16</b>	<b>11465</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	8	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	29	7
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>29</b>	<b>7</b>
PAPHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	30.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	12.5	32	8
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>12.5</b>	<b>32</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>43.8</b>	<b>30</b>	<b>15</b>
<b>FRANCE</b>																				
BERGERAC	FLYBE LTD	S	18	0	0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	31	8
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>31</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	114	0	0	5.3	41.2	36.0	9.6	7.0	0.9	0.0	0.0	0.0	0.0	0.0	7	85.5	13	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>41.2</b>	<b>36.0</b>	<b>9.6</b>	<b>7.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.5</b>	<b>13</b>	<b>62</b>
RENNES	FLYBE LTD	S	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	18	8
<b>TOTAL RENNES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>18</b>	<b>8</b>
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
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	35	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>35</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>43.1</b>	<b>35.4</b>	<b>9.7</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>0.0</b>	<b>6</b>	<b>76.3</b>	<b>16</b>	<b>80</b>
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	10	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	10	10
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.0</b>	<b>10</b>	<b>10</b>
HERAKLION	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	33	0.0	0	0
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	8	10
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>11</b>	<b>80.0</b>	<b>8</b>	<b>10</b>
ZAKINTHOS	TUI AIRWAYS LTD	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	21	0.0	0	0
<b>TOTAL ZAKINTHOS</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>20.6</b>	<b>8.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>9</b>	<b>20</b>
<b>IRISH REPUBLIC</b>																				
CORK	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	0.0	0	100.0	0	2
<b>TOTAL CORK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
DUBLIN	FLYBE LTD	S	61	0	0	0.0	19.7	49.2	18.0	8.2	4.9	0.0	0.0	0.0	0.0	0.0	15	88.5	5	61
<b>TOTAL DUBLIN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.7</b>	<b>49.2</b>	<b>18.0</b>	<b>8.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.5</b>	<b>5</b>	<b>61</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.7</b>	<b>49.2</b>	<b>18.0</b>	<b>8.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.9</b>	<b>5</b>	<b>63</b>
<b>ITALY</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EXETER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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
NAPLES	RYANAIR	S	16	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALTA																				
MALTA	RYANAIR	S	18	0	0	11.1	16.7	33.3	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>33.3</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>16</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>11.1</b>	<b>16.7</b>	<b>33.3</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NETHERLANDS																				
AMSTERDAM	FLYBE LTD	S	70	0	0	1.4	40.0	42.9	7.1	7.1	1.4	0.0	0.0	0.0	0.0	0.0	8	93.5	5	62
<b>TOTAL AMSTERDAM</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>40.0</b>	<b>42.9</b>	<b>7.1</b>	<b>7.1</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>93.5</b>	<b>5</b>	<b>62</b>
<b>TOTAL NETHERLANDS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>40.0</b>	<b>42.9</b>	<b>7.1</b>	<b>7.1</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>93.5</b>	<b>5</b>	<b>62</b>
PORTUGAL(EXCLUDING																				
FARO	FLYBE LTD	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	78.9	14	18
FARO	TUI AIRWAYS LTD	C	10	0	0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>39.3</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.2</b>	<b>10</b>	<b>28</b>
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>39.3</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.2</b>	<b>10</b>	<b>28</b>
SPAIN																				
ALICANTE	FLYBE LTD	S	34	0	0	5.9	26.5	38.2	11.8	8.8	5.9	2.9	0.0	0.0	0.0	0.0	16	75.0	23	36
<b>TOTAL ALICANTE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</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>16</b>	<b>75.0</b>	<b>23</b>	<b>36</b>
IBIZA	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	100.0	2	10
<b>TOTAL IBIZA</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	61.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	12	18
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>12</b>	<b>18</b>
MALAGA	FLYBE LTD	S	36	0	0	2.8	8.3	55.6	16.7	13.9	0.0	2.8	0.0	0.0	0.0	0.0	15	79.4	12	34
MALAGA	RYANAIR	S	16	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MALAGA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>17.3</b>	<b>46.2</b>	<b>11.5</b>	<b>9.6</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>11</b>	<b>79.4</b>	<b>12</b>	<b>34</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	90.0	7	10
PALMA DE MALLORCA	FLYBE LTD	C	8	0	0	37.5	0.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	8
PALMA DE MALLORCA	FLYBE LTD	S	26	0	0	15.4	26.9	42.3	3.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	10	42.3	32	26
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	38	0	0	15.8	55.3	18.4	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	84.0	5	25
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>38.9</b>	<b>30.6</b>	<b>1.4</b>	<b>6.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.0</b>	<b>15</b>	<b>69</b>
<b>TOTAL SPAIN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>34.8</b>	<b>34.8</b>	<b>7.6</b>	<b>7.1</b>	<b>2.7</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>75.4</b>	<b>15</b>	<b>167</b>
SPAIN(CANARY ISLANDS)																				
ARRECIFE	TUI AIRWAYS LTD	C	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	77.8	12	18
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>12</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8
<b>TOTAL 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>87.5</b>	<b>7</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
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	3	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>57.7</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>9</b>	<b>34</b>
ANTALYA	FREEBIRD AIRLINES	C	10	0	0	0.0	10.0	40.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	FREEBIRD AIRLINES	C	17	1	0	11.1	5.6	33.3	5.6	33.3	5.6	0.0	0.0	0.0	5.6	0.0	22	66.7	13	18
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>11.1</b>	<b>5.6</b>	<b>33.3</b>	<b>5.6</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>22</b>	<b>66.7</b>	<b>13</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>35.7</b>	<b>10.7</b>	<b>32.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>21</b>	<b>66.7</b>	<b>13</b>	<b>18</b>
UNITED KINGDOM																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	62	0	0	3.2	35.5	41.9	14.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	8	80.6	11	62
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>35.5</b>	<b>41.9</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>11</b>	<b>62</b>
EDINBURGH	FLYBE LTD	S	88	0	0	5.7	31.8	36.4	9.1	13.6	3.4	0.0	0.0	0.0	0.0	0.0	12	74.6	11	63
<b>TOTAL EDINBURGH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>31.8</b>	<b>36.4</b>	<b>9.1</b>	<b>13.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.6</b>	<b>11</b>	<b>63</b>
GLASGOW	FLYBE LTD	S	62	0	0	6.5	27.4	46.8	11.3	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	65.6	12	61
<b>TOTAL GLASGOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.4</b>	<b>46.8</b>	<b>11.3</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.6</b>	<b>12</b>	<b>61</b>
GUERNSEY	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
GUERNSEY	FLYBE LTD	S	58	1	0	1.7	37.3	42.4	11.9	3.4	0.0	0.0	1.7	0.0	1.7	0.0	9	80.7	9	57
<b>TOTAL GUERNSEY</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>1.7</b>	<b>36.7</b>	<b>41.7</b>	<b>11.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>10</b>	<b>80.7</b>	<b>9</b>	<b>57</b>
ISLES OF SCILLY (ST.MARYS)	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
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	180	2	15	5.1	40.1	38.6	5.1	1.0	1.0	0.0	0.5	0.0	1.0	7.6	6	83.3	12	203
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>181</b>	<b>2</b>	<b>15</b>	<b>5.1</b>	<b>40.4</b>	<b>38.4</b>	<b>5.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>7.6</b>	<b>6</b>	<b>83.3</b>	<b>12</b>	<b>203</b>
JERSEY	FLYBE LTD	S	55	0	0	10.9	30.9	43.6	9.1	3.6	0.0	0.0	1.8	0.0	0.0	0.0	9	79.2	11	53
<b>TOTAL JERSEY</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>30.9</b>	<b>43.6</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>11</b>	<b>53</b>
LONDON CITY	FLYBE LTD	S	50	0	1	2.0	56.9	17.6	7.8	7.8	5.9	0.0	0.0	0.0	0.0	2.0	12	83.3	6	60
<b>TOTAL LONDON CITY</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>56.9</b>	<b>17.6</b>	<b>7.8</b>	<b>7.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>83.3</b>	<b>6</b>	<b>60</b>
MANCHESTER	AURIGNY AIR SERVICES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	S	189	0	0	1.1	43.9	41.3	8.5	4.2	1.1	0.0	0.0	0.0	0.0	0.0	6	86.4	9	190
<b>TOTAL MANCHESTER</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>1.1</b>	<b>43.7</b>	<b>41.1</b>	<b>8.4</b>	<b>4.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>9</b>	<b>190</b>



Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	FLYBE LTD	C	1	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
NEWCASTLE	FLYBE LTD	S	61	0	0	1.6	36.1	31.1	8.2	9.8	6.6	6.6	0.0	0.0	0.0	0.0	24	86.7	9	60
<b>TOTAL NEWCASTLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>30.6</b>	<b>8.1</b>	<b>9.7</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>25</b>	<b>86.7</b>	<b>9</b>	<b>60</b>
NORWICH	FLYBE LTD	S	36	0	0	0.0	22.2	33.3	27.8	8.3	2.8	5.6	0.0	0.0	0.0	0.0	23	69.4	19	36
<b>TOTAL NORWICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</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>23</b>	<b>69.4</b>	<b>19</b>	<b>36</b>
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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>10</b>	<b>1</b>
STANSTED	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	25	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>844</b>	<b>4</b>	<b>16</b>	<b>3.7</b>	<b>38.0</b>	<b>38.2</b>	<b>9.4</b>	<b>5.3</b>	<b>2.1</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>1.9</b>	<b>10</b>	<b>80.6</b>	<b>11</b>	<b>847</b>
<b>TOTAL EXETER</b>			<b>1470</b>	<b>5</b>	<b>16</b>	<b>5.1</b>	<b>36.8</b>	<b>37.2</b>	<b>9.8</b>	<b>6.9</b>	<b>2.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>1.1</b>	<b>10</b>	<b>80.2</b>	<b>11</b>	<b>1334</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	74	0	0	2.7	17.6	32.4	21.6	12.2	9.5	4.1	0.0	0.0	0.0	0.0	26	65.8	22	73	
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	77.8	10	18		
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	23	1		
<b>TOTAL TIRANA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>17.6</b>	<b>32.4</b>	<b>21.6</b>	<b>12.2</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>67.4</b>	<b>20</b>	<b>92</b>		
<b>TOTAL ALBANIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>17.6</b>	<b>32.4</b>	<b>21.6</b>	<b>12.2</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>67.4</b>	<b>20</b>	<b>92</b>		
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	52	0	0	3.8	9.6	26.9	25.0	19.2	15.4	0.0	0.0	0.0	0.0	30	44.8	21	58		
<b>TOTAL ALGIERS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>9.6</b>	<b>26.9</b>	<b>25.0</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>30</b>	<b>44.8</b>	<b>21</b>	<b>58</b>		
<b>TOTAL ALGERIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>9.6</b>	<b>26.9</b>	<b>25.0</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>30</b>	<b>44.8</b>	<b>21</b>	<b>58</b>		
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	3.7	37.0	40.7	11.1	3.7	3.7	0.0	0.0	0.0	0.0	11	51.9	40	27		
<b>TOTAL ANTIGUA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>40.7</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.9</b>	<b>40</b>	<b>27</b>		
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>40.7</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.9</b>	<b>40</b>	<b>27</b>		
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	62	0	4	16.7	30.3	28.8	9.1	6.1	3.0	0.0	0.0	0.0	6.1	9	69.4	48	36		
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>30.3</b>	<b>28.8</b>	<b>9.1</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>9</b>	<b>69.4</b>	<b>48</b>	<b>36</b>		
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>30.3</b>	<b>28.8</b>	<b>9.1</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>9</b>	<b>69.4</b>	<b>48</b>	<b>36</b>		
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	34	0	2	0.0	5.6	19.4	27.8	19.4	13.9	8.3	0.0	0.0	5.6	45	63.9	25	36		
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	37.5	20	8			
<b>TOTAL INNSBRUCK</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>19.4</b>	<b>27.8</b>	<b>19.4</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>45</b>	<b>59.1</b>	<b>24</b>	<b>44</b>		
SALZBURG	BRITISH AIRWAYS PLC	S	54	0	0	5.6	14.8	51.9	16.7	7.4	3.7	0.0	0.0	0.0	0.0	14	68.5	13	54		
SALZBURG	GAINJET AVIATION	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
SALZBURG	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	0.0	50.0	10.0	30.0	0.0	0.0	0.0	39	37.5	28	8			
<b>TOTAL SALZBURG</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>13.8</b>	<b>43.1</b>	<b>23.1</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.5</b>	<b>15</b>	<b>62</b>		
VIENNA	AIR NIGERIA	S	0	0	6	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	88	0	0	0.0	2.3	20.5	31.8	25.0	15.9	2.3	2.3	0.0	0.0	40	44.4	28	124		
VIENNA	EASYJET UK LTD	S	112	0	1	0.0	6.2	29.2	19.5	22.1	16.8	4.4	0.9	0.0	0.9	38	45.7	31	162		
<b>TOTAL VIENNA</b>			<b>200</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>4.3</b>	<b>24.6</b>	<b>24.2</b>	<b>22.7</b>	<b>15.9</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>39</b>	<b>45.1</b>	<b>30</b>	<b>286</b>	
<b>TOTAL AUSTRIA</b>			<b>299</b>	<b>0</b>	<b>9</b>	<b>1.0</b>	<b>6.5</b>	<b>27.9</b>	<b>24.4</b>	<b>19.2</b>	<b>14.0</b>	<b>3.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>35</b>	<b>49.7</b>	<b>27</b>	<b>392</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	1	0.0	46.0	36.5	9.5	3.2	1.6	0.0	0.0	1.6	0.0	23	79.0	8	62		
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	4	7.6	27.3	34.8	10.6	7.6	6.1	0.0	0.0	6.1	14	66.1	27	62			
<b>TOTAL BRIDGETOWN</b>			<b>124</b>	<b>0</b>	<b>5</b>	<b>3.9</b>	<b>36.4</b>	<b>35.7</b>	<b>10.1</b>	<b>5.4</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>3.9</b>	<b>18</b>	<b>72.6</b>	<b>18</b>	<b>124</b>	
<b>TOTAL BARBADOS</b>			<b>124</b>	<b>0</b>	<b>5</b>	<b>3.9</b>	<b>36.4</b>	<b>35.7</b>	<b>10.1</b>	<b>5.4</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>3.9</b>	<b>18</b>	<b>72.6</b>	<b>18</b>	<b>124</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	34	0	0	0.0	8.8	32.4	32.4	23.5	2.9	0.0	0.0	0.0	0.0	0.0	23	52.8	17	36	
<b>TOTAL MINSK INT'L</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>32.4</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>23</b>	<b>52.8</b>	<b>17</b>	<b>36</b>	
<b>TOTAL BELARUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>32.4</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>23</b>	<b>52.8</b>	<b>17</b>	<b>36</b>	
<b>BERMUDA</b>																					
BERMUDA	BRITISH AIRWAYS PLC	S	62	0	0	4.8	46.8	35.5	4.8	3.2	4.8	0.0	0.0	0.0	0.0	0.0	8	77.4	21	62	
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</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>8</b>	<b>77.4</b>	<b>21</b>	<b>62</b>	
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</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>8</b>	<b>77.4</b>	<b>21</b>	<b>62</b>	
<b>BRAZIL</b>																					
RIO DE JANEIRO (GALEAO)	NORWEGIAN AIR UK LTD	S	35	0	0	2.9	22.9	48.6	8.6	11.4	2.9	2.9	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>48.6</b>	<b>8.6</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>48.6</b>	<b>8.6</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	18	0	0	0.0	5.6	38.9	16.7	27.8	5.6	5.6	0.0	0.0	0.0	0.0	29	77.8	7	18	
BURGAS	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	14	8	
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	33.3	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	75.0	12	16	
BURGAS	TUI AIRWAYS LTD	C	36	0	0	5.6	8.3	44.4	27.8	11.1	2.8	0.0	0.0	0.0	0.0	0.0	15	48.1	25	27	
<b>TOTAL BURGAS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>5.6</b>	<b>40.3</b>	<b>27.8</b>	<b>18.1</b>	<b>4.2</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>62.3</b>	<b>16</b>	<b>69</b>	
SOFIA	EASYJET UK LTD	S	52	0	0	1.9	5.8	44.2	26.9	13.5	5.8	1.9	0.0	0.0	0.0	0.0	23	48.1	32	54	
<b>TOTAL SOFIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>5.8</b>	<b>44.2</b>	<b>26.9</b>	<b>13.5</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>23</b>	<b>48.1</b>	<b>32</b>	<b>54</b>	
VARNA	BH AIR	C	10	0	0	20.0	30.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	8	
VARNA	EASYJET UK LTD	S	18	0	0	0.0	0.0	33.3	27.8	16.7	0.0	11.1	11.1	0.0	0.0	0.0	57	31.3	54	16	
VARNA	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	29.4	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	31	50.0	29	10	
<b>TOTAL VARNA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>6.7</b>	<b>31.1</b>	<b>22.2</b>	<b>20.0</b>	<b>6.7</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>52.9</b>	<b>34</b>	<b>34</b>	
<b>TOTAL BULGARIA</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>5.9</b>	<b>39.1</b>	<b>26.0</b>	<b>17.2</b>	<b>5.3</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>55.4</b>	<b>25</b>	<b>157</b>	
<b>CANADA</b>																					
CALGARY	AIR TRANSAT	S	28	0	0	17.9	50.0	25.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	14	26	
CALGARY	WEST JET AIRLINES	S	62	0	0	9.7	21.0	46.8	11.3	8.1	1.6	1.6	0.0	0.0	0.0	0.0	12	65.3	17	47	
<b>TOTAL CALGARY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>30.0</b>	<b>40.0</b>	<b>7.8</b>	<b>7.8</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>10</b>	<b>66.7</b>	<b>16</b>	<b>73</b>	
EDMONTON	WEST JET AIRLINES	S	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	53	77.8	6	16	
<b>TOTAL EDMONTON</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>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>77.8</b>	<b>6</b>	<b>16</b>	
HALIFAX INT	WEST JET AIRLINES	S	62	0	0	8.1	22.6	43.5	19.4	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	32.3	39	62	
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>22.6</b>	<b>43.5</b>	<b>19.4</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>32.3</b>	<b>39</b>	<b>62</b>	
MONTREAL (DORVAL)	AIR TRANSAT	S	28	0	0	3.6	35.7	42.9	7.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	10	61.5	25	26	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>42.9</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.5</b>	<b>25</b>	<b>26</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
TORONTO	AIR TRANSAT	S	78	0	0	1.3	15.4	52.6	11.5	12.8	1.3	5.1	0.0	0.0	0.0	0.0	21	35.0	46	80	
TORONTO	BRITISH AIRWAYS PLC	S	35	0	0	8.6	28.6	37.1	5.7	5.7	2.9	8.6	2.9	0.0	0.0	0.0	26	69.2	20	26	
TORONTO	WEST JET AIRLINES	S	62	0	0	4.8	22.6	29.0	21.0	12.9	6.5	0.0	3.2	0.0	0.0	0.0	24	64.1	17	62	
<b>TOTAL TORONTO</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.6</b>	<b>41.1</b>	<b>13.7</b>	<b>11.4</b>	<b>3.4</b>	<b>4.0</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>31</b>	<b>168</b>	
VANCOUVER	AIR TRANSAT	S	62	0	1	4.8	30.2	27.0	12.7	15.9	6.3	1.6	0.0	0.0	0.0	1.6	20	53.2	25	62	
VANCOUVER	WEST JET AIRLINES	S	53	0	0	20.8	24.5	39.6	5.7	5.7	1.9	0.0	1.9	0.0	0.0	0.0	11	83.6	9	55	
<b>TOTAL VANCOUVER</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>27.6</b>	<b>32.8</b>	<b>9.5</b>	<b>11.2</b>	<b>4.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>67.5</b>	<b>18</b>	<b>117</b>	
WINNIPEG	WEST JET AIRLINES	S	9	0	0	11.1	33.3	33.3	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	35	87.5	6	8	
<b>TOTAL WINNIPEG</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>TOTAL CANADA</b>			<b>487</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>25.4</b>	<b>39.1</b>	<b>11.7</b>	<b>9.2</b>	<b>3.1</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>57.4</b>	<b>25</b>	<b>470</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	36	0	0	5.6	13.9	55.6	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	13	53.8	21	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>13.9</b>	<b>55.6</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.8</b>	<b>21</b>	<b>26</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	5.6	5.6	38.9	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	19	77.8	8	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</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>19</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>50.0</b>	<b>20.4</b>	<b>11.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.6</b>	<b>15</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	73.1	10	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>73.1</b>	<b>10</b>	<b>26</b>	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	26	0	1	11.1	33.3	18.5	22.2	3.7	3.7	0.0	0.0	3.7	0.0	3.7	42	0.0	0	0	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>33.3</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>42</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	92.9	5	14	
<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>92.9</b>	<b>5</b>	<b>14</b>	
<b>TOTAL CHINA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>33.3</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>42</b>	<b>80.0</b>	<b>8</b>	<b>40</b>	
<b>COSTA RICA</b>																					
LIBERIA	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	23	87.5	11	8	
<b>TOTAL LIBERIA</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>23</b>	<b>87.5</b>	<b>11</b>	<b>8</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	18	0	0	5.6	22.2	33.3	16.7	5.6	0.0	5.6	11.1	0.0	0.0	0.0	42	33.3	28	18	
<b>TOTAL SAN JOSE COST RICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.3</b>	<b>28</b>	<b>18</b>	
<b>TOTAL COSTA RICA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>38.5</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>50.0</b>	<b>23</b>	<b>26</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	108	0	0	0.9	11.1	46.3	21.3	9.3	8.3	2.8	0.0	0.0	0.0	0.0	23	69.8	15	106	
DUBROVNIK	EASYJET UK LTD	S	96	0	0	0.0	5.2	33.3	20.8	27.1	11.5	2.1	0.0	0.0	0.0	0.0	31	45.8	27	96	
DUBROVNIK	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	0.0	32.1	42.9	21.4	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	62.5	11	8	
DUBROVNIK	TUI AIRWAYS LTD	S	18	0	2	0.0	5.0	45.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	10.0	19	77.8	9	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 DUBROVNIK</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>10.7</b>	<b>40.9</b>	<b>21.4</b>	<b>15.5</b>	<b>8.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>60.1</b>	<b>19</b>	<b>228</b>	
PULA	EASYJET UK LTD	S	43	0	1	0.0	6.8	22.7	27.3	18.2	11.4	9.1	2.3	0.0	0.0	2.3	44	50.0	30	26	
PULA	TUI AIRWAYS LTD	C	26	0	0	3.8	11.5	53.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	56.3	25	16	
<b>TOTAL PULA</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>8.6</b>	<b>34.3</b>	<b>24.3</b>	<b>15.7</b>	<b>7.1</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>32</b>	<b>52.4</b>	<b>28</b>	<b>42</b>	
RIJEKA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL RIJEKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SPLIT	CROATIA AIRLINES	S	18	0	0	0.0	0.0	16.7	16.7	16.7	44.4	5.6	0.0	0.0	0.0	0.0	57	27.8	51	18	
SPLIT	EASYJET UK LTD	S	160	0	0	0.0	10.6	38.8	21.3	19.4	8.8	1.3	0.0	0.0	0.0	0.0	25	56.7	24	148	
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	83.3	8	18	
SPLIT	NORWEGIAN AIR INTERNATIONAL	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	19	40.0	44	18	
SPLIT	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	38.9	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	83.3	9	18	
SPLIT	TUI AIRWAYS LTD	C	18	0	0	5.6	5.6	27.8	16.7	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>8.6</b>	<b>37.1</b>	<b>20.7</b>	<b>20.7</b>	<b>11.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>57.1</b>	<b>25</b>	<b>220</b>	
ZADAR	EASYJET UK LTD	S	18	0	0	16.7	16.7	27.8	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>579</b>	<b>0</b>	<b>3</b>	<b>1.0</b>	<b>9.8</b>	<b>38.5</b>	<b>21.1</b>	<b>17.5</b>	<b>9.3</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>26</b>	<b>58.1</b>	<b>23</b>	<b>490</b>	
<b>CUBA</b>																					
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	25.0	65	8	
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</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>22</b>	<b>25.0</b>	<b>65</b>	<b>8</b>	
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	16.7	22.2	33.3	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	22	50.0	29	18	
<b>TOTAL HAVANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>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>22</b>	<b>50.0</b>	<b>29</b>	<b>18</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	26	9	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.6</b>	<b>26</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	50.0	52	8	
<b>TOTAL VARADERO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>52</b>	<b>8</b>	
<b>TOTAL CUBA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>23.5</b>	<b>17.6</b>	<b>17.6</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>46.5</b>	<b>39</b>	<b>43</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	45	0	0	6.7	11.1	37.8	17.8	17.8	0.0	4.4	0.0	4.4	0.0	0.0	61	87.5	5	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	55.7	24	70	
LARNACA	EASYJET UK LTD	S	62	0	1	1.6	1.6	20.6	20.6	30.2	17.5	4.8	0.0	1.6	0.0	1.6	47	27.0	50	62	
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	90.0	7	10	
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	56.3	23	16	
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	15.4	30.8	34.6	15.4	0.0	0.0	0.0	0.0	0.0	36	46.4	22	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
LARNACA	TUI AIRWAYS LTD	C	53	0	0	0.0	11.3	34.0	22.6	15.1	3.8	7.5	5.7	0.0	0.0	0.0	45	60.9	15	46	
<b>TOTAL LARNACA</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>7.0</b>	<b>27.8</b>	<b>21.9</b>	<b>23.5</b>	<b>9.1</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.5</b>	<b>48</b>	<b>54.0</b>	<b>25</b>	<b>264</b>	
PAPHOS	BRITISH AIRWAYS PLC	S	52	0	0	5.8	21.2	38.5	11.5	17.3	1.9	0.0	3.8	0.0	0.0	0.0	24	69.2	15	52	
PAPHOS	EASYJET UK LTD	S	124	0	0	0.0	5.6	37.1	25.8	15.3	12.9	1.6	1.6	0.0	0.0	0.0	33	41.3	29	125	
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	100.0	4	8	
PAPHOS	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	23.5	5.9	64.7	0.0	0.0	0.0	0.0	0.0	0.0	32	17.6	34	16	
PAPHOS	TUI AIRWAYS LTD	C	52	0	0	1.9	13.5	38.5	15.4	21.2	9.6	0.0	0.0	0.0	0.0	0.0	22	41.3	29	46	
<b>TOTAL PAPHOS</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>10.6</b>	<b>36.7</b>	<b>19.2</b>	<b>20.4</b>	<b>9.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>47.4</b>	<b>26</b>	<b>247</b>	
<b>TOTAL CYPRUS</b>			<b>431</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>9.0</b>	<b>32.9</b>	<b>20.4</b>	<b>21.8</b>	<b>9.0</b>	<b>2.5</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>37</b>	<b>50.8</b>	<b>25</b>	<b>511</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	114	0	0	0.0	2.6	32.5	21.1	23.7	16.7	3.5	0.0	0.0	0.0	0.0	36	40.5	36	114	
PRAGUE	SMARTWINGS	S	36	0	0	0.0	0.0	8.3	11.1	36.1	33.3	11.1	0.0	0.0	0.0	0.0	62	11.1	48	36	
<b>TOTAL PRAGUE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>26.7</b>	<b>18.7</b>	<b>26.7</b>	<b>20.7</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.6</b>	<b>39</b>	<b>150</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>26.7</b>	<b>18.7</b>	<b>26.7</b>	<b>20.7</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.6</b>	<b>39</b>	<b>150</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	40.0	46	20	
AALBORG	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	100.0	4	6	
<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>53.8</b>	<b>36</b>	<b>26</b>	
COPENHAGEN	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		
COPENHAGEN	EASYJET UK LTD	S	110	0	5	1.7	10.4	40.9	17.4	17.4	7.0	0.9	0.0	0.0	0.0	4.3	23	67.2	15	116	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	279	0	0	3.6	16.5	33.7	20.8	13.3	9.7	1.8	0.7	0.0	0.0	0.0	25	58.8	28	276	
COPENHAGEN	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	83.3	6	12	
<b>TOTAL COPENHAGEN</b>			<b>389</b>	<b>0</b>	<b>6</b>	<b>3.0</b>	<b>14.7</b>	<b>35.7</b>	<b>19.7</b>	<b>14.4</b>	<b>8.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>25</b>	<b>62.0</b>	<b>23</b>	<b>404</b>	
<b>TOTAL DENMARK</b>			<b>389</b>	<b>0</b>	<b>6</b>	<b>3.0</b>	<b>14.7</b>	<b>35.7</b>	<b>19.7</b>	<b>14.4</b>	<b>8.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>25</b>	<b>61.5</b>	<b>24</b>	<b>430</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	26	0	0	0.0	38.5	19.2	11.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	34	48.1	31	27	
PUNTA CANA	TUI AIRWAYS LTD	C	27	0	0	3.7	22.2	33.3	18.5	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	78.6	18	28	
<b>TOTAL PUNTA CANA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>30.2</b>	<b>26.4</b>	<b>15.1</b>	<b>13.2</b>	<b>9.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>63.6</b>	<b>25</b>	<b>55</b>	
<b>TOTAL DOMINICAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>30.2</b>	<b>26.4</b>	<b>15.1</b>	<b>13.2</b>	<b>9.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>63.6</b>	<b>25</b>	<b>55</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	18	0	0	0.0	16.7	27.8	16.7	22.2	11.1	5.6	0.0	0.0	0.0	0.0	34	68.4	15	18	
HURGHADA	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	8.3	27.8	19.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	26	58.3	21	36	
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	15.4	19.2	30.8	7.7	7.7	11.5	7.7	0.0	0.0	0.0	0.0	28	68.0	13	25	
<b>TOTAL HURGHADA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>13.8</b>	<b>28.8</b>	<b>15.0</b>	<b>25.0</b>	<b>8.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>63.8</b>	<b>17</b>	<b>79</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
MARSA ALAM	TUI AIRWAYS LTD	S	18	0	0	5.6	16.7	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	80.0	12	10
<b>TOTAL MARSA ALAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.0</b>	<b>12</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>14.3</b>	<b>29.6</b>	<b>17.3</b>	<b>22.4</b>	<b>8.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>65.6</b>	<b>17</b>	<b>89</b>
<b>ESTONIA</b>																				
TALLIN	AIR BALTIC	S	34	0	0	0.0	2.9	35.3	35.3	14.7	11.8	0.0	0.0	0.0	0.0	0.0	28	62.5	16	16
TALLIN	EASYJET UK LTD	S	26	0	0	7.7	34.6	30.8	15.4	3.8	3.8	3.8	0.0	0.0	0.0	0.0	15	61.5	25	26
<b>TOTAL TALLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.7</b>	<b>33.3</b>	<b>26.7</b>	<b>10.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.9</b>	<b>22</b>	<b>42</b>
<b>TOTAL ESTONIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.7</b>	<b>33.3</b>	<b>26.7</b>	<b>10.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.9</b>	<b>22</b>	<b>42</b>
<b>FINLAND</b>																				
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	114	0	0	0.0	11.4	35.1	21.1	20.2	11.4	0.0	0.0	0.9	0.0	0.0	29	56.0	21	116
<b>TOTAL HELSINKI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>35.1</b>	<b>21.1</b>	<b>20.2</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>56.0</b>	<b>21</b>	<b>116</b>
<b>TOTAL FINLAND</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>35.1</b>	<b>21.1</b>	<b>20.2</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>56.0</b>	<b>21</b>	<b>116</b>
<b>FRANCE</b>																				
AJACCIO	EASYJET UK LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	8
<b>TOTAL AJACCIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>7</b>	<b>8</b>
BASTIA	EASYJET UK LTD	S	16	0	0	0.0	12.5	12.5	37.5	18.8	18.8	0.0	0.0	0.0	0.0	0.0	33	43.8	25	16
<b>TOTAL BASTIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>43.8</b>	<b>25</b>	<b>16</b>
BIARRITZ	EASYJET UK LTD	S	59	0	2	0.0	9.8	29.5	19.7	26.2	8.2	3.3	0.0	0.0	0.0	3.3	32	34.3	29	68
<b>TOTAL BIARRITZ</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.8</b>	<b>29.5</b>	<b>19.7</b>	<b>26.2</b>	<b>8.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>32</b>	<b>34.3</b>	<b>29</b>	<b>68</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	90	0	0	3.3	26.7	45.6	15.6	5.6	1.1	2.2	0.0	0.0	0.0	0.0	14	74.5	13	98
BORDEAUX	EASYJET UK LTD	S	168	0	2	2.4	18.8	28.2	14.7	18.2	13.5	1.2	1.8	0.0	0.0	1.2	32	59.9	27	162
<b>TOTAL BORDEAUX</b>			<b>258</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>21.5</b>	<b>34.2</b>	<b>15.0</b>	<b>13.8</b>	<b>9.2</b>	<b>1.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>26</b>	<b>65.3</b>	<b>22</b>	<b>260</b>
FIGARI	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	23	38.9	23	18
<b>TOTAL FIGARI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>38.9</b>	<b>23</b>	<b>18</b>
LA ROCHELLE	EASYJET UK LTD	S	62	0	0	1.6	21.0	35.5	21.0	12.9	8.1	0.0	0.0	0.0	0.0	0.0	20	64.5	18	60
<b>TOTAL LA ROCHELLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>35.5</b>	<b>21.0</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>20</b>	<b>64.5</b>	<b>18</b>	<b>60</b>
LIMOGES	BRITISH AIRWAYS PLC	S	36	0	0	16.7	47.2	27.8	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	36
<b>TOTAL LIMOGES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>47.2</b>	<b>27.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>8</b>	<b>36</b>
LYON	EASYJET UK LTD	S	114	0	0	0.0	9.6	23.7	17.5	22.8	16.7	7.0	1.8	0.9	0.0	0.0	47	39.1	51	112
<b>TOTAL LYON</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>23.7</b>	<b>17.5</b>	<b>22.8</b>	<b>16.7</b>	<b>7.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>39.1</b>	<b>51</b>	<b>112</b>
MARSEILLE	EASYJET UK LTD	S	126	0	0	0.0	6.3	33.3	15.9	15.9	20.6	7.9	0.0	0.0	0.0	0.0	41	45.5	32	128
<b>TOTAL MARSEILLE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>33.3</b>	<b>15.9</b>	<b>15.9</b>	<b>20.6</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>45.5</b>	<b>32</b>	<b>128</b>
MONTPELLIER	EASYJET UK LTD	S	119	0	4	0.0	11.4	30.9	10.6	17.9	20.3	4.9	0.8	0.0	0.0	3.3	41	54.5	24	121
<b>TOTAL MONTPELLIER</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.4</b>	<b>30.9</b>	<b>10.6</b>	<b>17.9</b>	<b>20.3</b>	<b>4.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>41</b>	<b>54.5</b>	<b>24</b>	<b>121</b>
NANTES	EASYJET UK LTD	S	116	0	0	0.9	9.5	26.7	30.2	19.0	11.2	0.9	1.7	0.0	0.0	0.0	31	60.5	19	124

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
NANTES	VLM (BELGIUM)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1	
<b>TOTAL NANTES</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>9.5</b>	<b>26.7</b>	<b>30.2</b>	<b>19.0</b>	<b>11.2</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>60.0</b>	<b>19</b>	<b>125</b>	
NICE	BRITISH AIRWAYS PLC	S	162	0	0	4.9	19.8	35.8	17.9	14.8	5.6	0.6	0.6	0.0	0.0	0.0	20	50.9	32	158	
NICE	EASYJET UK LTD	S	334	0	4	1.2	11.5	27.5	19.2	20.4	15.1	1.5	2.4	0.0	0.0	1.2	35	43.0	36	329	
<b>TOTAL NICE</b>			<b>496</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>14.2</b>	<b>30.2</b>	<b>18.8</b>	<b>18.6</b>	<b>12.0</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>30</b>	<b>45.6</b>	<b>35</b>	<b>487</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	163	0	3	1.8	13.9	21.7	18.1	16.9	19.3	5.4	1.2	0.0	0.0	1.8	40	45.2	36	168	
PARIS (CHARLES DE GAULLE)	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	156	0	4	3.1	16.3	23.1	21.3	11.9	9.4	7.5	3.8	1.3	0.0	2.5	46	53.8	26	114	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>319</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>15.0</b>	<b>22.3</b>	<b>19.6</b>	<b>14.4</b>	<b>14.4</b>	<b>6.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>2.4</b>	<b>43</b>	<b>48.8</b>	<b>32</b>	<b>282</b>	
PAU	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	15	0.0	0	0	
<b>TOTAL PAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	158	0	2	1.3	15.0	26.9	13.8	25.6	10.6	5.6	0.0	0.0	0.0	1.3	33	45.3	39	212	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>15.0</b>	<b>26.9</b>	<b>13.8</b>	<b>25.6</b>	<b>10.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>33</b>	<b>45.3</b>	<b>39</b>	<b>212</b>	
<b>TOTAL FRANCE</b>			<b>1913</b>	<b>0</b>	<b>22</b>	<b>1.9</b>	<b>14.7</b>	<b>29.0</b>	<b>18.1</b>	<b>17.5</b>	<b>12.7</b>	<b>3.5</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>34</b>	<b>50.7</b>	<b>31</b>	<b>1933</b>	
<b>GAMBIA</b>																					
BANJUL	ENTER AIR	C	8	0	0	0.0	0.0	25.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	47	25.0	31	8	
<b>TOTAL BANJUL</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>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>25.0</b>	<b>31</b>	<b>8</b>	
<b>TOTAL GAMBIA</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>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>25.0</b>	<b>31</b>	<b>8</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	S	26	0	0	0.0	15.4	23.1	30.8	11.5	11.5	0.0	0.0	7.7	0.0	0.0	57	53.8	26	26	
<b>TOTAL TBILISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>53.8</b>	<b>26</b>	<b>26</b>	
<b>TOTAL GEORGIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>53.8</b>	<b>26</b>	<b>26</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	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	
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	114	0	0	0.9	14.9	32.5	19.3	22.8	9.6	0.0	0.0	0.0	0.0	0.0	25	62.1	22	116	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>14.8</b>	<b>32.2</b>	<b>19.1</b>	<b>22.6</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>62.1</b>	<b>22</b>	<b>116</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	108	0	6	1.8	15.8	39.5	14.0	15.8	7.9	0.0	0.0	0.0	0.0	5.3	20	56.0	25	111	
<b>TOTAL BERLIN (TEGEL)</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>15.8</b>	<b>39.5</b>	<b>14.0</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>5.3</b>	<b>20</b>	<b>55.6</b>	<b>25</b>	<b>111</b>	
COLOGNE BONN	AIR NOSTRUM	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	44	0.0	0	0	
<b>TOTAL COLOGNE BONN</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>	
DUSSELDORF	EASYJET UK LTD	S	50	0	3	0.0	3.8	32.1	22.6	30.2	3.8	0.0	1.9	0.0	0.0	5.7	32	0.0	0	0	
DUSSELDORF	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 DUSSELDORF</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>5.6</b>	<b>31.5</b>	<b>22.2</b>	<b>29.6</b>	<b>3.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HAMBURG	EASYJET UK LTD	S	88	0	8	0.0	7.3	37.5	16.7	17.7	10.4	1.0	1.0	0.0	0.0	8.3	30	40.0	27	89	
<b>TOTAL HAMBURG</b>			<b>88</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>7.3</b>	<b>37.5</b>	<b>16.7</b>	<b>17.7</b>	<b>10.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>30</b>	<b>39.6</b>	<b>27</b>	<b>89</b>	
MUNICH	EASYJET UK LTD	S	110	0	4	0.9	9.6	36.8	18.4	16.7	13.2	0.0	0.9	0.0	0.0	3.5	29	51.3	24	110	
<b>TOTAL MUNICH</b>			<b>110</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>9.6</b>	<b>36.8</b>	<b>18.4</b>	<b>16.7</b>	<b>13.2</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>29</b>	<b>51.3</b>	<b>24</b>	<b>110</b>	
STUTT GART	EASYJET UK LTD	S	50	0	2	5.8	13.5	30.8	30.8	5.8	3.8	3.8	1.9	0.0	0.0	3.8	25	46.3	33	52	
<b>TOTAL STUTT GART</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>13.5</b>	<b>30.8</b>	<b>30.8</b>	<b>5.8</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>25</b>	<b>46.3</b>	<b>33</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>522</b>	<b>0</b>	<b>24</b>	<b>1.3</b>	<b>11.5</b>	<b>35.3</b>	<b>18.9</b>	<b>18.3</b>	<b>9.0</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>26</b>	<b>52.1</b>	<b>25</b>	<b>478</b>	
<b>GHANA</b>																					
ACCRA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL ACCRA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>TOTAL GHANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	50	0	0	10.0	24.0	30.0	12.0	22.0	2.0	0.0	0.0	0.0	0.0	0.0	16	72.3	17	45	
GIBRALTAR	EASYJET UK LTD	S	114	0	0	0.9	5.3	41.2	16.7	27.2	7.0	0.9	0.9	0.0	0.0	0.0	28	67.2	16	116	
<b>TOTAL GIBRALTAR</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>11.0</b>	<b>37.8</b>	<b>15.2</b>	<b>25.6</b>	<b>5.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.7</b>	<b>16</b>	<b>161</b>	
<b>TOTAL GIBRALTAR</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>11.0</b>	<b>37.8</b>	<b>15.2</b>	<b>25.6</b>	<b>5.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.7</b>	<b>16</b>	<b>161</b>	
<b>GREECE</b>																					
ATHENS	EASYJET UK LTD	S	114	0	0	1.8	7.0	30.7	19.3	25.4	9.6	2.6	3.5	0.0	0.0	0.0	36	57.3	22	116	
<b>TOTAL ATHENS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>7.0</b>	<b>30.7</b>	<b>19.3</b>	<b>25.4</b>	<b>9.6</b>	<b>2.6</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>57.3</b>	<b>22</b>	<b>116</b>	
CHANIA	EASYJET UK LTD	S	71	0	1	0.0	2.8	31.9	22.2	25.0	8.3	5.6	1.4	1.4	0.0	1.4	44	32.3	33	62	
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	40.0	19	10	
CHANIA	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	23	7	
CHANIA	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	70.0	10	10	
CHANIA	TUI AIRWAYS LTD	C	34	0	0	0.0	11.8	44.1	29.4	8.8	5.9	0.0	0.0	0.0	0.0	0.0	22	80.0	9	25	
<b>TOTAL CHANIA</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>7.0</b>	<b>37.4</b>	<b>24.3</b>	<b>18.3</b>	<b>7.0</b>	<b>3.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>34</b>	<b>48.2</b>	<b>24</b>	<b>114</b>	
CORFU	EASYJET UK LTD	S	123	0	0	0.0	8.9	36.6	20.3	19.5	11.4	0.0	3.3	0.0	0.0	0.0	32	52.8	26	123	
CORFU	ENTER AIR	C	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	36	37.5	49	8	
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	87.5	9	8	
CORFU	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	9	8	
CORFU	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	23.1	38.5	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	13	36	
CORFU	TUI AIRWAYS LTD	C	72	0	0	5.6	6.9	43.1	20.8	12.5	8.3	0.0	0.0	2.8	0.0	0.0	31	44.4	39	63	
<b>TOTAL CORFU</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>10.1</b>	<b>37.8</b>	<b>21.8</b>	<b>16.8</b>	<b>8.8</b>	<b>0.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>55.7</b>	<b>27</b>	<b>246</b>	
HERAKLION	BRITISH AIRWAYS PLC	S	62	0	0	3.2	16.1	45.2	19.4	9.7	4.8	0.0	0.0	1.6	0.0	0.0	35	62.9	23	62	
HERAKLION	EASYJET UK LTD	S	124	0	0	0.8	8.9	38.7	17.7	18.5	12.1	3.2	0.0	0.0	0.0	0.0	29	50.8	25	124	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
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	100.0	3	8
HERAKLION	NORWEGIAN AIR UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	8	
HERAKLION	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	7.7	30.8	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0	26	39.3	45	28
HERAKLION	TUI AIRWAYS LTD	C	44	0	0	0.0	13.6	34.1	27.3	15.9	9.1	0.0	0.0	0.0	0.0	0	23	55.6	28	27
<b>TOTAL HERAKLION</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>11.3</b>	<b>38.7</b>	<b>20.3</b>	<b>17.2</b>	<b>9.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>54.5</b>	<b>26</b>	<b>257</b>
KALAMATA	EASYJET UK LTD	S	28	0	0	0.0	14.3	46.4	21.4	10.7	7.1	0.0	0.0	0.0	0.0	0	18	69.2	13	26
KALAMATA	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	17	50.0	16	8
<b>TOTAL KALAMATA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>44.4</b>	<b>25.0</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>17</b>	<b>64.7</b>	<b>14</b>	<b>34</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	70.0	12	10	
KAVALA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	50.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	0	33	40.0	23	10
KAVALA	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	31.3	31.3	12.5	0.0	0.0	0.0	12.5	0.0	0	68	50.0	14	8
<b>TOTAL KAVALA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>3.8</b>	<b>38.5</b>	<b>23.1</b>	<b>15.4</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>54</b>	<b>53.6</b>	<b>17</b>	<b>28</b>
KEFALLINIA	EASYJET UK LTD	S	70	0	0	0.0	7.1	31.4	22.9	28.6	7.1	2.9	0.0	0.0	0.0	0	29	51.6	26	62
KEFALLINIA	ENTER AIR	S	10	0	0	0.0	0.0	10.0	10.0	50.0	30.0	0.0	0.0	0.0	0.0	0	48	50.0	23	8
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	41.2	18	16	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	10.0	0.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0	42	87.5	8	8
KEFALLINIA	NORWEGIAN AIR 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	277	2	
KEFALLINIA	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	30.0	23	10	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	50.0	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0	21	50.0	27	16
KEFALLINIA	TUI AIRWAYS LTD	C	34	0	0	5.9	11.8	47.1	26.5	8.8	0.0	0.0	0.0	0.0	0.0	0	12	56.3	15	16
<b>TOTAL KEFALLINIA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>7.7</b>	<b>33.8</b>	<b>23.2</b>	<b>24.6</b>	<b>7.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.4</b>	<b>26</b>	<b>138</b>	
KOS	BRITISH AIRWAYS PLC	S	26	0	0	3.8	15.4	23.1	23.1	26.9	3.8	3.8	0.0	0.0	0.0	0	25	0.0	0	0
KOS	EASYJET UK LTD	S	28	0	0	0.0	3.6	17.9	17.9	25.0	17.9	17.9	0.0	0.0	0.0	0	59	61.5	21	26
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	30.0	23	10	
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	62.5	11	16	
KOS	NORWEGIAN AIR SHUTTLE	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
KOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	19.2	26.9	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0	19	65.4	17	26
KOS	TUI AIRWAYS LTD	C	49	0	2	13.7	7.8	37.3	17.6	17.6	2.0	0.0	0.0	0.0	0.0	3.9	15	62.2	18	37
<b>TOTAL KOS</b>			<b>129</b>	<b>0</b>	<b>3</b>	<b>6.1</b>	<b>10.6</b>	<b>28.0</b>	<b>21.2</b>	<b>22.0</b>	<b>5.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>27</b>	<b>60.0</b>	<b>18</b>	<b>115</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	60.0	16	5	
LEMNOS	ENTER AIR	S	5	0	0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0	24	0.0	0	0
<b>TOTAL LEMNOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>16</b>	<b>5</b>	
MIKONOS	EASYJET UK LTD	S	98	0	0	0.0	4.1	23.5	21.4	23.5	20.4	7.1	0.0	0.0	0.0	0	44	32.7	45	97
<b>TOTAL MIKONOS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.1</b>	<b>23.5</b>	<b>21.4</b>	<b>23.5</b>	<b>20.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>32.7</b>	<b>45</b>	<b>97</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
MYTILINI	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	32	37.5	86	8	
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>37.5</b>	<b>86</b>	<b>8</b>	
PREVEZA	BRITISH AIRWAYS PLC	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	13	50.0	33	8	
PREVEZA	EASYJET UK LTD	S	52	0	0	1.9	3.8	25.0	19.2	28.8	15.4	3.8	1.9	0.0	0.0	0.0	41	66.7	16	36	
PREVEZA	ENTER AIR	C	12	0	0	0.0	0.0	58.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	43.8	23	16	
PREVEZA	ENTER AIR	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
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	70.0	8	10	
PREVEZA	THOMAS COOK AIRLINES LTD	S	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	53	62.5	19	8	
PREVEZA	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	50.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	60	8	
<b>TOTAL PREVEZA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>11.0</b>	<b>34.0</b>	<b>20.0</b>	<b>20.0</b>	<b>8.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>59.3</b>	<b>22</b>	<b>86</b>	
RHODES	BRITISH AIRWAYS PLC	C	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	21	0.0	0	0	
RHODES	BRITISH AIRWAYS PLC	S	36	0	0	8.3	8.3	44.4	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	23	36	
RHODES	EASYJET UK LTD	S	87	0	2	0.0	4.5	30.3	18.0	21.3	14.6	6.7	0.0	2.2	0.0	2.2	49	37.5	36	80	
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	30.0	34	10	
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	75.0	10	8	
RHODES	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	11.8	29.4	5.9	23.5	29.4	0.0	0.0	0.0	0.0	0.0	40	65.4	14	26	
RHODES	TUI AIRWAYS LTD	C	52	0	0	0.0	11.5	32.7	28.8	21.2	5.8	0.0	0.0	0.0	0.0	0.0	22	57.8	22	45	
<b>TOTAL RHODES</b>			<b>201</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>7.4</b>	<b>35.0</b>	<b>19.2</b>	<b>21.2</b>	<b>10.8</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>35</b>	<b>49.8</b>	<b>27</b>	<b>205</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	68	0	0	0.0	14.7	42.6	20.6	10.3	8.8	2.9	0.0	0.0	0.0	0.0	22	47.1	24	70	
SALONIKA	EASYJET UK LTD	S	62	0	0	0.0	3.2	43.5	29.0	14.5	6.5	1.6	1.6	0.0	0.0	0.0	27	75.8	13	62	
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	60.0	27	10	
SALONIKA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	22.2	27.8	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	25.0	31	8	
<b>TOTAL SALONIKA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>40.5</b>	<b>25.0</b>	<b>14.9</b>	<b>8.1</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>58.7</b>	<b>20</b>	<b>150</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	60.0	21	5	
SAMOS	ENTER AIR	S	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	37	0.0	0	0	
SAMOS	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	10	10	
<b>TOTAL SAMOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>26.7</b>	<b>33.3</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>0.0</b>	<b>21</b>	<b>73.3</b>	<b>13</b>	<b>15</b>	
SKIATHOS	ENTER AIR	C	5	0	0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	9	5	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	11.5	34.6	3.8	23.1	19.2	7.7	0.0	0.0	0.0	0.0	38	39.3	39	28	
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	16.7	22.2	11.1	5.6	0.0	0.0	0.0	0.0	33	27.8	43	18	
<b>TOTAL SKIATHOS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>8.2</b>	<b>36.7</b>	<b>8.2</b>	<b>22.4</b>	<b>14.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>37.3</b>	<b>38</b>	<b>51</b>	
THIRA (SANTORINI)	EASYJET UK LTD	S	70	0	0	0.0	4.3	24.3	25.7	25.7	18.6	1.4	0.0	0.0	0.0	0.0	35	52.5	33	80	
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	0.0	0.0	33.3	11.1	0.0	55.6	0.0	0.0	0.0	0.0	0.0	49	50.0	17	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	27	87.5	13	8	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	34	75.0	9	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>25.3</b>	<b>25.3</b>	<b>25.3</b>	<b>20.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>56.7</b>	<b>28</b>	<b>104</b>	
VOLOS NEA ANCHILOS	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	27	61.1	20	18	
VOLOS NEA ANCHILOS	ENTER AIR	C	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	9	5	
<b>TOTAL VOLOS NEA ANCHILOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>34.8</b>	<b>17.4</b>	<b>21.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.2</b>	<b>17</b>	<b>23</b>	
ZAKINTHOS	EASYJET UK LTD	S	72	0	0	0.0	5.6	37.5	26.4	18.1	8.3	1.4	2.8	0.0	0.0	0.0	31	54.3	23	70	
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	62.5	12	16	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	42	0	0	2.4	7.1	42.9	21.4	16.7	4.8	0.0	4.8	0.0	0.0	0.0	29	59.1	26	44	
ZAKINTHOS	TUI AIRWAYS LTD	C	50	0	0	0.0	8.0	46.0	22.0	18.0	6.0	0.0	0.0	0.0	0.0	0.0	21	54.3	21	35	
<b>TOTAL ZAKINTHOS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>6.7</b>	<b>41.5</b>	<b>23.8</b>	<b>17.7</b>	<b>6.7</b>	<b>0.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>56.4</b>	<b>22</b>	<b>165</b>	
<b>TOTAL GREECE</b>			<b>1963</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>8.4</b>	<b>35.0</b>	<b>21.9</b>	<b>19.9</b>	<b>9.5</b>	<b>2.3</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.3</b>	<b>31</b>	<b>53.6</b>	<b>25</b>	<b>1957</b>	
<b>GRENADA</b>																					
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	11.1	27.8	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	12	18	
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	13	0	0	15.4	30.8	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	30	12	
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>29.0</b>	<b>41.9</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>0.0</b>	<b>8</b>	<b>56.7</b>	<b>20</b>	<b>30</b>	
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>29.0</b>	<b>41.9</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>0.0</b>	<b>8</b>	<b>56.7</b>	<b>20</b>	<b>30</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	2	1.6	31.3	37.5	7.8	6.3	9.4	1.6	1.6	0.0	0.0	3.1	21	82.5	11	63	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>31.3</b>	<b>37.5</b>	<b>7.8</b>	<b>6.3</b>	<b>9.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>82.5</b>	<b>11</b>	<b>63</b>	
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>31.3</b>	<b>37.5</b>	<b>7.8</b>	<b>6.3</b>	<b>9.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>82.5</b>	<b>11</b>	<b>63</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	98	0	0	0.0	5.1	29.6	21.4	18.4	21.4	4.1	0.0	0.0	0.0	0.0	37	39.8	41	88	
BUDAPEST	WIZZ AIR	S	62	0	0	0.0	0.0	3.2	29.0	45.2	21.0	0.0	1.6	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.1</b>	<b>19.4</b>	<b>24.4</b>	<b>28.8</b>	<b>21.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>39.8</b>	<b>41</b>	<b>88</b>	
<b>TOTAL HUNGARY</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.1</b>	<b>19.4</b>	<b>24.4</b>	<b>28.8</b>	<b>21.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>39.8</b>	<b>41</b>	<b>88</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	18	0	0	0.0	5.6	66.7	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	24	57.1	22	28	
KEFLAVIK	ICELANDAIR	S	36	0	8	0.0	0.0	31.8	25.0	20.5	4.5	0.0	0.0	0.0	0.0	18.2	24	59.7	16	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	70.2	13	124	
<b>TOTAL KEFLAVIK</b>			<b>54</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>1.6</b>	<b>41.9</b>	<b>21.0</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>24</b>	<b>65.4</b>	<b>15</b>	<b>214</b>	
<b>TOTAL ICELAND</b>			<b>54</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>1.6</b>	<b>41.9</b>	<b>21.0</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>24</b>	<b>65.4</b>	<b>15</b>	<b>214</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	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	16	40.0	36	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 BAGHDAD (GECA)</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>16</b>	<b>40.0</b>	<b>36</b>	<b>10</b>	
SULAYMANIYAH INT	IRAQI AIRWAYS	S	8	0	0	0.0	0.0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	46	70.0	11	10	
<b>TOTAL SULAYMANIYAH INT</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>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>46</b>	<b>70.0</b>	<b>11</b>	<b>10</b>	
<b>TOTAL IRAQ</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>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>29</b>	<b>55.0</b>	<b>24</b>	<b>20</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	62	0	0	0.0	25.8	40.3	16.1	12.9	4.8	0.0	0.0	0.0	0.0	0.0	15	62.9	21	62	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>40.3</b>	<b>16.1</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>62.9</b>	<b>21</b>	<b>62</b>	
DUBLIN	AER LINGUS	S	289	0	1	3.1	17.6	32.8	17.9	16.6	9.0	2.8	0.0	0.0	0.0	0.3	25	59.5	21	294	
DUBLIN	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
DUBLIN	RYANAIR	S	424	0	0	1.9	18.9	28.3	19.3	24.1	5.4	1.7	0.5	0.0	0.0	0.0	25	55.7	20	418	
<b>TOTAL DUBLIN</b>			<b>713</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>18.3</b>	<b>30.1</b>	<b>18.7</b>	<b>21.0</b>	<b>6.9</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>25</b>	<b>57.3</b>	<b>20</b>	<b>712</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	61	0	1	0.0	17.7	33.9	27.4	11.3	4.8	3.2	0.0	0.0	0.0	1.6	21	54.8	20	62	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.7</b>	<b>33.9</b>	<b>27.4</b>	<b>11.3</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>54.8</b>	<b>20</b>	<b>62</b>	
SHANNON	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
SHANNON	RYANAIR	S	62	0	0	4.8	27.4	33.9	16.1	6.5	9.7	0.0	1.6	0.0	0.0	0.0	19	62.9	25	62	
SHANNON	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	67	1	
<b>TOTAL SHANNON</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>27.0</b>	<b>33.3</b>	<b>17.5</b>	<b>6.3</b>	<b>9.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.9</b>	<b>25</b>	<b>63</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>899</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>19.4</b>	<b>31.3</b>	<b>19.1</b>	<b>18.7</b>	<b>6.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>23</b>	<b>57.8</b>	<b>21</b>	<b>899</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	TUI AIRWAYS LTD	C	9	0	0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	10	
<b>TOTAL ARUBA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>6</b>	<b>10</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>6</b>	<b>10</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	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	16	50.0	28	8	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>28</b>	<b>8</b>	
ANCONA	EASYJET UK LTD	S	18	0	0	0.0	5.6	38.9	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	61.1	16	18	
<b>TOTAL ANCONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</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>61.1</b>	<b>16</b>	<b>18</b>	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	52	0	0	5.8	21.2	38.5	19.2	9.6	3.8	1.9	0.0	0.0	0.0	0.0	17	54.5	19	44	
BARI (PALESE)	EASYJET UK LTD	S	62	0	0	0.0	6.5	32.3	27.4	16.1	16.1	1.6	0.0	0.0	0.0	0.0	31	45.2	22	62	
<b>TOTAL BARI (PALESE)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>13.2</b>	<b>35.1</b>	<b>23.7</b>	<b>13.2</b>	<b>10.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>49.1</b>	<b>21</b>	<b>106</b>	
BOLOGNA	EASYJET UK LTD	S	62	0	0	1.6	8.1	40.3	25.8	14.5	8.1	0.0	0.0	1.6	0.0	0.0	28	61.3	21	62	
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>8.1</b>	<b>40.3</b>	<b>25.8</b>	<b>14.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>61.3</b>	<b>21</b>	<b>62</b>	
BRINDISI	EASYJET UK LTD	S	26	0	0	0.0	3.8	38.5	23.1	23.1	3.8	3.8	3.8	0.0	0.0	0.0	38	53.8	18	26	
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</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>38</b>	<b>53.8</b>	<b>18</b>	<b>26</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	62	0	0	3.2	11.3	45.2	17.7	17.7	3.2	1.6	0.0	0.0	0.0	0.0	21	67.3	36	52	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 CAGLIARI (ELMAS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>11.3</b>	<b>45.2</b>	<b>17.7</b>	<b>17.7</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>21</b>	<b>67.3</b>	<b>36</b>	<b>52</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	70	0	0	1.4	18.6	41.4	18.6	12.9	7.1	0.0	0.0	0.0	0.0	0.0	19	55.0	28	60
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	78	0	2	0.0	5.0	42.5	18.8	17.5	8.8	3.8	1.3	0.0	0.0	2.5	32	43.8	32	80
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	28	66.7	20	6
CATANIA (FONTANAROSSA)	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	50.0	30	10
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	20	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>12.5</b>	<b>39.3</b>	<b>19.6</b>	<b>16.1</b>	<b>8.3</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>26</b>	<b>49.4</b>	<b>29</b>	<b>164</b>
FLORENCE	VUELING AIRLINES	S	94	0	4	2.0	17.3	31.6	17.3	15.3	10.2	1.0	1.0	0.0	0.0	4.1	25	44.9	37	66
<b>TOTAL FLORENCE</b>			<b>94</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>17.3</b>	<b>31.6</b>	<b>17.3</b>	<b>15.3</b>	<b>10.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>25</b>	<b>44.9</b>	<b>37</b>	<b>66</b>
GENOA	BRITISH AIRWAYS PLC	S	54	0	0	0.0	18.5	48.1	18.5	9.3	5.6	0.0	0.0	0.0	0.0	0.0	14	88.7	7	62
<b>TOTAL GENOA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>48.1</b>	<b>18.5</b>	<b>9.3</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>14</b>	<b>88.7</b>	<b>7</b>	<b>62</b>
LAMETIA-TERME	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	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	64.0	26	186
<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>64.0</b>	<b>26</b>	<b>186</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	490	0	3	1.2	4.3	32.5	18.3	23.1	14.8	4.3	1.0	0.0	0.0	0.6	37	37.7	46	325
<b>TOTAL MILAN (MALPENSA)</b>			<b>490</b>	<b>0</b>	<b>3</b>	<b>1.2</b>	<b>4.3</b>	<b>32.5</b>	<b>18.3</b>	<b>23.1</b>	<b>14.8</b>	<b>4.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>37</b>	<b>37.7</b>	<b>46</b>	<b>325</b>
NAPLES	BRITISH AIRWAYS PLC	S	176	0	2	2.8	21.9	38.8	17.4	9.6	8.4	0.0	0.0	0.0	0.0	1.1	18	59.0	22	178
NAPLES	EASYJET UK LTD	S	124	0	0	0.0	8.1	30.6	22.6	23.4	11.3	3.2	0.8	0.0	0.0	0.0	33	40.3	37	122
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	57.7	34	26
NAPLES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	30.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	50.0	17	10
NAPLES	TUI AIRWAYS LTD	C	36	0	0	0.0	2.8	33.3	22.2	30.6	11.1	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL NAPLES</b>			<b>346</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>14.9</b>	<b>35.1</b>	<b>19.5</b>	<b>17.0</b>	<b>10.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>51.8</b>	<b>28</b>	<b>336</b>
OLBIA	EASYJET UK LTD	S	106	0	0	0.0	6.6	32.1	18.9	23.6	14.2	2.8	0.9	0.9	0.0	0.0	42	47.2	33	106
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	54.2	21	24
OLBIA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	30.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	39	37.5	26	8
<b>TOTAL OLBIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>31.0</b>	<b>19.8</b>	<b>23.3</b>	<b>15.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>47.8</b>	<b>30</b>	<b>138</b>
PALERMO	EASYJET UK LTD	S	62	0	0	0.0	9.7	43.5	19.4	17.7	8.1	1.6	0.0	0.0	0.0	0.0	22	56.5	23	62
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>43.5</b>	<b>19.4</b>	<b>17.7</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>22</b>	<b>56.5</b>	<b>23</b>	<b>62</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	72.0	16	100
PISA	EASYJET UK LTD	S	150	0	2	0.7	7.9	30.3	15.8	19.7	18.4	4.6	1.3	0.0	0.0	1.3	40	49.3	33	150
<b>TOTAL PISA</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>7.9</b>	<b>30.3</b>	<b>15.8</b>	<b>19.7</b>	<b>18.4</b>	<b>4.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>40</b>	<b>58.4</b>	<b>26</b>	<b>250</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	62	0	0	0.0	16.1	35.5	21.0	11.3	8.1	4.8	3.2	0.0	0.0	0.0	33	64.5	26	62
ROME (FIUMICINO)	EASYJET UK LTD	S	216	0	5	0.0	4.5	30.8	24.0	22.6	13.1	1.4	1.4	0.0	0.0	2.3	33	43.5	35	232
ROME (FIUMICINO)	NORWEGIAN AIR SHUTTLE	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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	VUELING AIRLINES	S	157	0	3	2.5	8.8	40.0	20.6	16.9	5.6	2.5	1.3	0.0	0.0	1.9	27	23.4	65	122	
<b>TOTAL ROME (FIUMICINO)</b>			<b>435</b>	<b>0</b>	<b>10</b>	<b>0.9</b>	<b>7.6</b>	<b>34.6</b>	<b>22.2</b>	<b>18.9</b>	<b>9.7</b>	<b>2.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>31</b>	<b>40.7</b>	<b>42</b>	<b>416</b>	
TURIN	BRITISH AIRWAYS PLC	S	60	0	0	5.0	30.0	36.7	11.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	13	69.4	21	62	
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>36.7</b>	<b>11.7</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>21</b>	<b>62</b>	
VENICE	BRITISH AIRWAYS PLC	S	227	0	2	5.2	23.1	41.9	14.0	8.7	5.7	0.4	0.0	0.0	0.0	0.9	14	58.1	20	248	
VENICE	EASYJET UK LTD	S	235	0	2	1.3	11.4	25.7	19.8	24.5	11.8	3.4	1.3	0.0	0.0	0.8	35	49.8	31	245	
VENICE	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	6	50.0	17	10	
<b>TOTAL VENICE</b>			<b>472</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>17.4</b>	<b>34.2</b>	<b>16.8</b>	<b>16.4</b>	<b>8.6</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>53.8</b>	<b>26</b>	<b>503</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	124	0	0	4.8	21.0	40.3	22.6	8.1	2.4	0.8	0.0	0.0	0.0	0.0	14	59.2	21	123	
VERONA VILLAFRANCA	EASYJET UK LTD	S	106	0	0	0.0	12.3	42.5	16.0	15.1	9.4	1.9	1.9	0.9	0.0	0.0	33	58.3	22	96	
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	90.0	6	10	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	22.2	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	28	75.0	14	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>18.1</b>	<b>39.9</b>	<b>19.4</b>	<b>11.3</b>	<b>6.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>60.7</b>	<b>21</b>	<b>237</b>	
<b>TOTAL ITALY</b>			<b>2995</b>	<b>0</b>	<b>27</b>	<b>1.6</b>	<b>11.8</b>	<b>35.4</b>	<b>19.3</b>	<b>17.6</b>	<b>10.3</b>	<b>2.2</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>29</b>	<b>52.2</b>	<b>30</b>	<b>3079</b>	
<b>JAMAICA</b>																					
KINGSTON	BRITISH AIRWAYS PLC	S	35	0	0	0.0	25.7	22.9	22.9	8.6	14.3	5.7	0.0	0.0	0.0	0.0	32	33.3	45	27	
<b>TOTAL KINGSTON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>22.9</b>	<b>22.9</b>	<b>8.6</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>33.3</b>	<b>45</b>	<b>27</b>	
MONTEGO BAY	TUI AIRWAYS LTD	C	28	0	0	10.7	10.7	17.9	25.0	32.1	3.6	0.0	0.0	0.0	0.0	0.0	23	42.9	25	27	
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	11.1	16.7	38.9	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	23	40.0	31	20	
<b>TOTAL MONTEGO BAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>13.0</b>	<b>26.1</b>	<b>19.6</b>	<b>21.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>41.7</b>	<b>28</b>	<b>47</b>	
<b>TOTAL JAMAICA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>18.5</b>	<b>24.7</b>	<b>21.0</b>	<b>16.0</b>	<b>11.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>38.7</b>	<b>34</b>	<b>74</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	124	0	0	0.0	3.2	21.8	22.6	34.7	15.3	2.4	0.0	0.0	0.0	0.0	37	69.4	13	124	
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>21.8</b>	<b>22.6</b>	<b>34.7</b>	<b>15.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>69.4</b>	<b>13</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>21.8</b>	<b>22.6</b>	<b>34.7</b>	<b>15.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>69.4</b>	<b>13</b>	<b>124</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	EASYJET UK LTD	S	36	0	0	0.0	2.8	27.8	5.6	30.6	25.0	8.3	0.0	0.0	0.0	0.0	50	50.0	30	36	
<b>TOTAL LUXEMBOURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>27.8</b>	<b>5.6</b>	<b>30.6</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>50.0</b>	<b>30</b>	<b>36</b>	
<b>TOTAL LUXEMBOURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>27.8</b>	<b>5.6</b>	<b>30.6</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>50.0</b>	<b>30</b>	<b>36</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	62	0	0	0.0	12.9	33.9	24.2	22.6	6.5	0.0	0.0	0.0	0.0	0.0	22	58.1	31	62	
MALTA	BRITISH AIRWAYS PLC	S	53	0	0	3.8	22.6	32.1	24.5	17.0	0.0	0.0	0.0	0.0	0.0	0.0	15	76.7	17	60	
MALTA	EASYJET UK LTD	S	89	0	1	1.1	12.2	45.6	24.4	13.3	2.2	0.0	0.0	0.0	0.0	1.1	15	47.2	24	89	
MALTA	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	38.9	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	16	44.4	30	18	
MALTA	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	27	10	
<b>TOTAL MALTA</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>17.4</b>	<b>37.8</b>	<b>24.5</b>	<b>15.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>57.5</b>	<b>24</b>	<b>247</b>	
<b>TOTAL MALTA</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>17.4</b>	<b>37.8</b>	<b>24.5</b>	<b>15.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>57.5</b>	<b>24</b>	<b>247</b>	
<b>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	27	0	0	7.4	48.1	37.0	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	84.6	13	26	
MAURITIUS	TUI AIRWAYS LTD	S	8	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	87.5	6	8	
<b>TOTAL MAURITIUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>42.9</b>	<b>34.3</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>0.0</b>	<b>5</b>	<b>85.3</b>	<b>12</b>	<b>34</b>	
<b>TOTAL MAURITIUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>42.9</b>	<b>34.3</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>0.0</b>	<b>5</b>	<b>85.3</b>	<b>12</b>	<b>34</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	44	0	0	11.4	18.2	38.6	13.6	9.1	2.3	2.3	4.5	0.0	0.0	0.0	23	61.5	23	26	
CANCUN	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	5.6	38.9	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	61.1	38	18	
CANCUN	TUI AIRWAYS LTD	S	54	0	0	11.1	14.8	31.5	29.6	3.7	7.4	1.9	0.0	0.0	0.0	0.0	19	75.8	11	62	
CANCUN	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	33.3	54	9	
<b>TOTAL CANCUN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>14.7</b>	<b>35.3</b>	<b>20.7</b>	<b>6.9</b>	<b>7.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.0</b>	<b>21</b>	<b>115</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	11	9	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>11</b>	<b>9</b>	
<b>TOTAL MEXICO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>15.9</b>	<b>34.9</b>	<b>21.4</b>	<b>6.3</b>	<b>7.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.5</b>	<b>21</b>	<b>124</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	28	0	0	3.6	10.7	46.4	21.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	19	69.2	19	26	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	5.6	44.4	11.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	89.5	77	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>23.9</b>	<b>32.6</b>	<b>21.7</b>	<b>10.9</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>77.8</b>	<b>43</b>	<b>44</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	0.0	4.8	11.3	27.4	33.9	21.0	1.6	0.0	0.0	0.0	0.0	42	39.7	41	68	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>11.3</b>	<b>27.4</b>	<b>33.9</b>	<b>21.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>39.7</b>	<b>41</b>	<b>68</b>	
FEZ	AIR ARABIA MAROC	S	18	0	0	5.6	16.7	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	36	18	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>36</b>	<b>18</b>	
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	0.0	16.7	44.4	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	85	10	
MARRAKESH	BRITISH AIRWAYS PLC	S	44	0	0	18.2	15.9	43.2	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	12	66.7	25	30	
MARRAKESH	EASYJET UK LTD	S	79	0	0	2.5	10.1	38.0	26.6	10.1	6.3	2.5	3.8	0.0	0.0	0.0	35	65.7	14	70	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	5.6	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	20	50.0	21	18	
<b>TOTAL MARRAKESH</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>11.9</b>	<b>40.3</b>	<b>23.9</b>	<b>9.4</b>	<b>4.4</b>	<b>1.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.7</b>	<b>23</b>	<b>128</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	28	0	0	3.6	3.6	35.7	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	24	33.3	50	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>35.7</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>33.3</b>	<b>50</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>313</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>11.8</b>	<b>32.6</b>	<b>25.2</b>	<b>15.7</b>	<b>8.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>56.3</b>	<b>33</b>	<b>274</b>	
<b>NETHERLANDS</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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	BRITISH AIRWAYS PLC	S	178	0	0	1.1	23.6	39.3	14.6	10.7	6.2	3.4	1.1	0.0	0.0	0.0	23	62.5	18	180
AMSTERDAM	EASYJET UK LTD	S	393	0	11	3.7	12.6	25.2	21.3	21.8	9.7	2.2	0.5	0.2	0.0	2.7	31	49.8	31	410
AMSTERDAM	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	0	1
<b>TOTAL AMSTERDAM</b>			<b>571</b>	<b>0</b>	<b>11</b>	<b>2.9</b>	<b>16.0</b>	<b>29.6</b>	<b>19.2</b>	<b>18.4</b>	<b>8.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>53.7</b>	<b>27</b>	<b>591</b>
<b>TOTAL NETHERLANDS</b>			<b>571</b>	<b>0</b>	<b>11</b>	<b>2.9</b>	<b>16.0</b>	<b>29.6</b>	<b>19.2</b>	<b>18.4</b>	<b>8.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>53.7</b>	<b>27</b>	<b>591</b>
<b>NORWAY</b>																				
BERGEN	NORWEGIAN AIR SHUTTLE	S	114	0	0	0.0	23.7	36.8	21.1	9.6	7.9	0.0	0.9	0.0	0.0	0.0	20	63.8	16	116
<b>TOTAL BERGEN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>36.8</b>	<b>21.1</b>	<b>9.6</b>	<b>7.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.8</b>	<b>16</b>	<b>116</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	183	0	0	0.0	14.8	30.6	18.6	17.5	15.3	1.6	1.6	0.0	0.0	0.0	32	45.9	40	177
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	10	0	0	0.0	0.0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	29	61.1	17	72
OSLO (GARDERMOEN)	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	25.0	39	12
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>31.1</b>	<b>18.7</b>	<b>18.1</b>	<b>15.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>49.1</b>	<b>33</b>	<b>261</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	14	18
STAVANGER	NORWEGIAN AIR SHUTTLE	S	50	0	1	2.0	0.0	31.4	37.3	11.8	15.7	0.0	0.0	0.0	0.0	2.0	29	69.2	14	52
<b>TOTAL STAVANGER</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>0.0</b>	<b>31.4</b>	<b>37.3</b>	<b>11.8</b>	<b>15.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>67.1</b>	<b>14</b>	<b>70</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	36	0	0	0.0	30.6	27.8	19.4	8.3	5.6	2.8	5.6	0.0	0.0	0.0	30	69.4	18	36
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>27.8</b>	<b>19.4</b>	<b>8.3</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>30</b>	<b>69.4</b>	<b>18</b>	<b>36</b>
<b>TOTAL NORWAY</b>			<b>393</b>	<b>0</b>	<b>1</b>	<b>0.3</b>	<b>16.5</b>	<b>32.5</b>	<b>21.8</b>	<b>14.0</b>	<b>12.2</b>	<b>1.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>28</b>	<b>56.7</b>	<b>25</b>	<b>483</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	0.0	36	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>0.0</b>	<b>36</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>0.0</b>	<b>36</b>	<b>1</b>
<b>PERU</b>																				
JORGE CHAVEZ INTERNATIONAL	BRITISH AIRWAYS PLC	S	27	0	0	0.0	11.1	11.1	18.5	37.0	14.8	0.0	0.0	7.4	0.0	0.0	130	44.4	25	27
<b>TOTAL JORGE CHAVEZ INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>18.5</b>	<b>37.0</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>130</b>	<b>44.4</b>	<b>25</b>	<b>27</b>
<b>TOTAL PERU</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>18.5</b>	<b>37.0</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>130</b>	<b>44.4</b>	<b>25</b>	<b>27</b>
<b>POLAND</b>																				
GDANSK	WIZZ AIR	S	62	0	0	0.0	21.0	38.7	12.9	17.7	6.5	3.2	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL GDANSK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>38.7</b>	<b>12.9</b>	<b>17.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET UK LTD	S	96	0	0	0.0	5.2	32.3	30.2	15.6	12.5	2.1	2.1	0.0	0.0	0.0	34	56.3	23	80
<b>TOTAL KRAKOW</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.2</b>	<b>32.3</b>	<b>30.2</b>	<b>15.6</b>	<b>12.5</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>56.3</b>	<b>23</b>	<b>80</b>
<b>TOTAL POLAND</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>34.8</b>	<b>23.4</b>	<b>16.5</b>	<b>10.1</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>56.3</b>	<b>23</b>	<b>80</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																					
AZORES PONTA DELGADA	SATA	S	10	0	0	0.0	10.0	0.0	30.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	61	25.0	18	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>25.0</b>	<b>18</b>	<b>8</b>	
FARO	BRITISH AIRWAYS PLC	S	220	0	0	10.5	22.7	35.0	16.4	10.9	4.5	0.0	0.0	0.0	0.0	0.0	15	68.0	19	206	
FARO	EASYJET UK LTD	S	330	0	0	3.0	17.3	32.7	17.3	14.8	13.0	1.2	0.6	0.0	0.0	0.0	26	61.4	23	329	
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	94.4	2	18	
FARO	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	0.0	17.9	28.6	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	43	14	
FARO	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	66.7	9	12	
FARO	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	50.0	15.4	19.2	3.8	0.0	0.0	0.0	0.0	0.0	17	81.3	7	16	
<b>TOTAL FARO</b>			<b>604</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>19.0</b>	<b>34.1</b>	<b>18.4</b>	<b>13.1</b>	<b>8.9</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>65.0</b>	<b>21</b>	<b>595</b>	
LISBON	AIR PORTUGAL	S	96	0	0	1.0	12.5	31.3	27.1	22.9	4.2	1.0	0.0	0.0	0.0	0.0	22	63.5	15	96	
LISBON	EASYJET UK LTD	S	124	0	0	4.8	11.3	32.3	21.0	16.9	6.5	5.6	0.8	0.8	0.0	0.0	35	58.1	31	121	
<b>TOTAL LISBON</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>11.8</b>	<b>31.8</b>	<b>23.6</b>	<b>19.5</b>	<b>5.5</b>	<b>3.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>60.2</b>	<b>24</b>	<b>217</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	1.6	13.7	32.3	16.9	15.3	13.7	4.8	1.6	0.0	0.0	0.0	34	60.5	21	124	
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	52	0	0	1.9	32.7	30.8	13.5	17.3	3.8	0.0	0.0	0.0	0.0	0.0	15	70.4	27	54	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	88	0	0	2.3	10.2	33.0	20.5	20.5	12.5	1.1	0.0	0.0	0.0	0.0	27	58.3	16	96	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>16.3</b>	<b>32.2</b>	<b>17.4</b>	<b>17.4</b>	<b>11.4</b>	<b>2.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>61.7</b>	<b>20</b>	<b>274</b>	
<b>TOTAL PORTUGAL</b>			<b>1098</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>16.8</b>	<b>32.9</b>	<b>19.3</b>	<b>15.4</b>	<b>9.0</b>	<b>1.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.9</b>	<b>21</b>	<b>1094</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	BRITISH AIRWAYS PLC	S	54	0	0	25.9	16.7	27.8	14.8	11.1	1.9	1.9	0.0	0.0	0.0	0.0	14	78.8	15	66	
FUNCHAL	EASYJET UK LTD	S	62	0	0	0.0	16.1	37.1	17.7	22.6	4.8	1.6	0.0	0.0	0.0	0.0	24	61.3	19	59	
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	33.3	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	50	83.3	13	18	
<b>TOTAL FUNCHAL</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>15.7</b>	<b>32.8</b>	<b>15.7</b>	<b>19.4</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>71.9</b>	<b>16</b>	<b>143</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	5	8	
PORTO SANTO	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>16.2</b>	<b>32.4</b>	<b>16.2</b>	<b>19.7</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.4</b>	<b>15</b>	<b>151</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	190	0	0	2.1	16.8	32.6	23.2	19.5	5.3	0.5	0.0	0.0	0.0	0.0	21	61.3	17	142	
<b>TOTAL DOHA HAMAD</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>16.8</b>	<b>32.6</b>	<b>23.2</b>	<b>19.5</b>	<b>5.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.3</b>	<b>17</b>	<b>142</b>	
<b>TOTAL QATAR</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>16.8</b>	<b>32.6</b>	<b>23.2</b>	<b>19.5</b>	<b>5.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.3</b>	<b>17</b>	<b>142</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	37.5	31.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	31	50.0	19	18	
<b>TOTAL PODGORICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>31</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
TIVAT	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	33.3	16.7	5.6	0.0	5.6	0.0	0.0	0.0	32	66.7	13	18	
TIVAT	MONTENEGRO AIRLINES	S	34	0	0	0.0	8.8	29.4	32.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	24	60.7	16	28	
<b>TOTAL TIVAT</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.8</b>	<b>32.7</b>	<b>32.7</b>	<b>21.2</b>	<b>5.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>63.0</b>	<b>15</b>	<b>46</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.4</b>	<b>33.8</b>	<b>32.4</b>	<b>19.1</b>	<b>8.8</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>59.4</b>	<b>16</b>	<b>64</b>	
BUCHAREST (OTOPENI)	WIZZ AIR	S	62	0	0	0.0	0.0	9.7	16.1	33.9	37.1	3.2	0.0	0.0	0.0	0.0	56	34.9	35	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>16.1</b>	<b>33.9</b>	<b>37.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>34.9</b>	<b>35</b>	<b>62</b>	
CLUJ NAPOCA	WIZZ AIR	S	62	0	0	0.0	1.6	16.1	22.6	33.9	24.2	1.6	0.0	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>16.1</b>	<b>22.6</b>	<b>33.9</b>	<b>24.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</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>0.8</b>	<b>12.9</b>	<b>19.4</b>	<b>33.9</b>	<b>30.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>34.9</b>	<b>35</b>	<b>62</b>	
<b>RUSSIA</b>																					
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ST PETERSBURG	ROSSIYA AIRLINES	S	62	0	0	0.0	38.7	33.9	24.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	64.5	14	62	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.7</b>	<b>33.9</b>	<b>24.2</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>0.0</b>	<b>9</b>	<b>64.5</b>	<b>14</b>	<b>62</b>	
<b>TOTAL RUSSIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>33.3</b>	<b>25.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.5</b>	<b>14</b>	<b>62</b>	
<b>RWANDA</b>																					
KIGALI	RWANDAIR EXPRESS	S	40	0	0	2.5	17.5	20.0	17.5	27.5	12.5	2.5	0.0	0.0	0.0	0.0	28	26.9	28	26	
<b>TOTAL KIGALI</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.5</b>	<b>20.0</b>	<b>17.5</b>	<b>27.5</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>26.9</b>	<b>28</b>	<b>26</b>	
<b>TOTAL RWANDA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.5</b>	<b>20.0</b>	<b>17.5</b>	<b>27.5</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>26.9</b>	<b>28</b>	<b>26</b>	
<b>SAINT KITTS AND NEVIS</b>																					
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	0.0	22.2	44.4	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	21	83.3	8	18	
<b>TOTAL ST KITTS</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>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>21</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL SAINT KITTS AND</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>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>21</b>	<b>83.3</b>	<b>8</b>	<b>18</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	48.6	28	35	
<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>48.6</b>	<b>28</b>	<b>35</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>48.6</b>	<b>28</b>	<b>35</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	34	0	0	0.0	5.9	29.4	20.6	29.4	14.7	0.0	0.0	0.0	0.0	0.0	29	44.4	45	36	
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>29.4</b>	<b>20.6</b>	<b>29.4</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>44.4</b>	<b>45</b>	<b>36</b>	
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>29.4</b>	<b>20.6</b>	<b>29.4</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>44.4</b>	<b>45</b>	<b>36</b>	
<b>SPAIN</b>																					
ALICANTE	BRITISH AIRWAYS PLC	S	206	0	0	5.3	31.1	36.9	10.7	9.2	6.8	0.0	0.0	0.0	0.0	0.0	13	65.8	26	188	
ALICANTE	EASYJET UK LTD	S	284	0	0	3.2	17.6	40.1	11.3	13.7	9.9	3.2	0.7	0.4	0.0	0.0	28	59.6	22	280	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
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	88.9	6	18
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	0.0	7.4	33.3	22.2	22.2	11.1	3.7	0.0	0.0	0.0	0.0	30	65.6	28	32
ALICANTE	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	75.0	15	4	
ALICANTE	RYANAIR	S	54	0	0	1.9	27.8	33.3	22.2	13.0	1.9	0.0	0.0	0.0	0.0	0.0	13	70.4	13	54
ALICANTE	TUI AIRWAYS LTD	C	28	0	0	7.1	25.0	39.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	58.8	29	17
ALICANTE	VUELING AIRLINES	S	51	0	1	1.9	17.3	26.9	23.1	15.4	11.5	1.9	0.0	0.0	0.0	1.9	28	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>677</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>22.0</b>	<b>37.0</b>	<b>13.9</b>	<b>13.1</b>	<b>8.1</b>	<b>1.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>22</b>	<b>63.9</b>	<b>22</b>	<b>593</b>
ALMERIA	BRITISH AIRWAYS PLC	S	34	0	0	17.6	11.8	44.1	14.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
ALMERIA	EASYJET UK LTD	S	62	0	0	1.6	41.9	24.2	16.1	6.5	4.8	0.0	4.8	0.0	0.0	0.0	21	85.5	10	62
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	66.7	58	9	
ALMERIA	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	129	1	
ALMERIA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	12	18
ALMERIA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL ALMERIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>26.6</b>	<b>37.1</b>	<b>16.1</b>	<b>7.3</b>	<b>4.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.9</b>	<b>16</b>	<b>90</b>
ASTURIAS	VUELING AIRLINES	S	28	0	0	0.0	3.6	21.4	21.4	25.0	21.4	0.0	7.1	0.0	0.0	0.0	59	25.0	49	28
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>21.4</b>	<b>21.4</b>	<b>25.0</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>25.0</b>	<b>49</b>	<b>28</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	64.9	21	130	
BARCELONA	EASYJET UK LTD	S	368	0	0	2.2	13.0	32.6	19.6	17.1	11.7	1.6	1.9	0.3	0.0	0.0	33	50.8	33	372
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	114	0	0	0.9	15.8	36.0	21.1	15.8	7.0	1.8	0.9	0.9	0.0	0.0	29	38.7	48	62
BARCELONA	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BARCELONA	VUELING AIRLINES	S	428	0	22	1.1	9.8	23.3	17.6	27.3	12.7	2.9	0.4	0.0	0.0	4.9	35	39.5	40	388
<b>TOTAL BARCELONA</b>			<b>910</b>	<b>0</b>	<b>23</b>	<b>1.5</b>	<b>11.8</b>	<b>28.5</b>	<b>18.8</b>	<b>21.9</b>	<b>11.6</b>	<b>2.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>34</b>	<b>47.4</b>	<b>35</b>	<b>952</b>
BILBAO	BRITISH AIRWAYS PLC	S	108	0	0	13.9	33.3	37.0	9.3	4.6	0.0	0.9	0.9	0.0	0.0	0.0	10	0.0	0	0
BILBAO	VUELING AIRLINES	S	62	0	0	3.2	19.4	30.6	21.0	19.4	6.5	0.0	0.0	0.0	0.0	0.0	20	77.4	9	60
<b>TOTAL BILBAO</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>28.2</b>	<b>34.7</b>	<b>13.5</b>	<b>10.0</b>	<b>2.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.4</b>	<b>9</b>	<b>60</b>
GIRONA	TUI AIRWAYS LTD	C	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	87.5	13	16
<b>TOTAL GIRONA</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>87.5</b>	<b>13</b>	<b>16</b>
GRANADA	EASYJET UK LTD	S	28	0	0	0.0	10.7	28.6	32.1	7.1	10.7	10.7	0.0	0.0	0.0	0.0	35	30.8	35	26
<b>TOTAL GRANADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>28.6</b>	<b>32.1</b>	<b>7.1</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>30.8</b>	<b>35</b>	<b>26</b>
IBIZA	BRITISH AIRWAYS PLC	S	113	0	0	4.4	22.1	38.1	15.9	9.7	7.1	2.7	0.0	0.0	0.0	0.0	19	53.0	30	115
IBIZA	EASYJET UK LTD	S	187	0	1	2.7	18.1	33.5	14.9	19.7	8.5	2.1	0.0	0.0	0.0	0.5	25	62.2	28	185
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	71.9	15	32	
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	87.5	8	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	23.1	57.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	6	53.6	39	28		
IBIZA	TUI AIRWAYS LTD	C	75	0	0	2.7	18.7	40.0	21.3	5.3	6.7	2.7	2.7	0.0	0.0	25	87.8	8	49		
<b>TOTAL IBIZA</b>			<b>401</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>19.7</b>	<b>37.6</b>	<b>16.2</b>	<b>12.9</b>	<b>7.2</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.2</b>	<b>26</b>	<b>417</b>		
JEREZ	EASYJET UK LTD	S	28	0	0	7.1	28.6	35.7	7.1	17.9	3.6	0.0	0.0	0.0	0.0	14	0.0	0	0		
JEREZ	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	6	80.0	8	10		
<b>TOTAL JEREZ</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>42.1</b>	<b>7.9</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.0</b>	<b>8</b>	<b>10</b>		
MADRID	AIR EUROPA	S	124	0	0	2.4	18.5	37.1	20.2	15.3	3.2	1.6	1.6	0.0	0.0	21	64.5	16	124		
MADRID	EASYJET UK LTD	S	202	0	2	1.5	16.7	28.9	16.7	17.6	14.2	2.5	0.5	0.0	1.0	34	63.9	29	216		
MADRID	IBERIA EXPRESS	S	124	0	0	6.5	25.8	33.1	20.2	8.1	5.6	0.8	0.0	0.0	0.0	16	80.6	9	124		
MADRID	NORWEGIAN AIR INTERNATIONAL	S	114	0	0	2.6	21.1	42.1	16.7	14.9	0.9	0.9	0.9	0.0	0.0	16	62.6	37	107		
<b>TOTAL MADRID</b>			<b>564</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>20.0</b>	<b>34.3</b>	<b>18.2</b>	<b>14.5</b>	<b>7.2</b>	<b>1.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>23</b>	<b>67.4</b>	<b>23</b>	<b>571</b>		
MAHON	BRITISH AIRWAYS PLC	S	54	0	0	1.9	11.1	40.7	22.2	13.0	11.1	0.0	0.0	0.0	0.0	22	69.4	19	36		
MAHON	EASYJET UK LTD	S	144	0	0	0.0	6.9	40.3	20.1	16.0	15.3	1.4	0.0	0.0	0.0	29	50.7	27	140		
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	37.8	83	37		
MAHON	THOMAS COOK AIRLINES LTD	S	38	0	0	7.9	23.7	42.1	10.5	10.5	5.3	0.0	0.0	0.0	0.0	14	67.6	11	34		
MAHON	TUI AIRWAYS LTD	C	83	0	0	0.0	13.3	37.3	15.7	13.3	14.5	2.4	3.6	0.0	0.0	35	65.4	19	52		
<b>TOTAL MAHON</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>11.3</b>	<b>39.8</b>	<b>18.2</b>	<b>14.1</b>	<b>13.2</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>55.8</b>	<b>30</b>	<b>299</b>		
MALAGA	BRITISH AIRWAYS PLC	S	301	0	2	10.6	27.7	33.7	13.5	9.6	2.3	1.7	0.3	0.0	0.0	15	74.0	19	309		
MALAGA	EASYJET UK LTD	S	365	0	1	2.7	14.5	32.5	15.6	16.7	12.8	4.4	0.3	0.0	0.3	32	56.6	25	364		
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	75.0	19	20		
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	134	0	0	0.7	15.7	38.8	28.4	10.4	5.2	0.0	0.0	0.7	0.0	20	70.0	14	70		
MALAGA	NORWEGIAN AIR 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	87.5	5	8		
MALAGA	TUI AIRWAYS LTD	C	36	0	0	5.6	11.1	50.0	13.9	19.4	0.0	0.0	0.0	0.0	0.0	13	72.2	17	18		
<b>TOTAL MALAGA</b>			<b>836</b>	<b>0</b>	<b>3</b>	<b>5.4</b>	<b>19.3</b>	<b>34.7</b>	<b>16.8</b>	<b>13.2</b>	<b>7.3</b>	<b>2.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>23</b>	<b>65.8</b>	<b>21</b>	<b>789</b>		
MURCIA INTERNATIONAL	EASYJET UK LTD	S	124	0	0	0.8	9.7	30.6	20.2	26.6	12.1	0.0	0.0	0.0	0.0	27	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>9.7</b>	<b>30.6</b>	<b>20.2</b>	<b>26.6</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
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	45.6	29	124		
<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>45.6</b>	<b>29</b>	<b>124</b>		
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	88	0	0	5.7	21.6	38.6	14.8	14.8	4.5	0.0	0.0	0.0	0.0	15	64.3	20	82		
PALMA DE MALLORCA	EASYJET UK LTD	S	336	0	0	1.2	11.6	24.4	21.7	21.7	15.2	2.4	1.2	0.6	0.0	38	35.1	44	332		
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	68.0	26	50		
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	63	0	0	0.0	31.7	19.0	22.2	19.0	6.3	0.0	1.6	0.0	0.0	23	47.7	47	44		
PALMA DE MALLORCA	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	50.0	32	18		

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PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	72	0	0	0.0	25.0	47.2	16.7	6.9	4.2	0.0	0.0	0.0	0.0	0.0	13	77.0	13	74
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	120	0	2	9.8	19.7	35.2	12.3	10.7	7.4	1.6	0.0	1.6	0.0	1.6	34	57.4	22	94
<b>TOTAL PALMA DE MALLORCA</b>			<b>679</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>17.6</b>	<b>30.1</b>	<b>18.6</b>	<b>17.0</b>	<b>10.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>30</b>	<b>49.6</b>	<b>33</b>	<b>694</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	87.5	9	8
REUS	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	22.2	50.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	94.4	4	18
REUS	TUI AIRWAYS LTD	C	28	0	0	0.0	21.4	60.7	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	18
<b>TOTAL REUS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.7</b>	<b>56.5</b>	<b>8.7</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>7</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET UK LTD	S	36	0	0	2.8	52.8	27.8	11.1	2.8	2.8	0.0	0.0	0.0	0.0	0.0	8	88.9	5	36
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>52.8</b>	<b>27.8</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>5</b>	<b>36</b>
SEVILLE	BRITISH AIRWAYS PLC	S	70	0	0	4.3	25.7	38.6	10.0	11.4	10.0	0.0	0.0	0.0	0.0	0.0	17	70.7	15	58
SEVILLE	EASYJET UK LTD	S	62	0	0	0.0	14.5	41.9	21.0	16.1	3.2	3.2	0.0	0.0	0.0	0.0	21	69.4	15	62
<b>TOTAL SEVILLE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>40.2</b>	<b>15.2</b>	<b>13.6</b>	<b>6.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.0</b>	<b>15</b>	<b>120</b>
VALENCIA	AIR NOSTRUM	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
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	82.5	10	56
VALENCIA	EASYJET UK LTD	S	186	0	0	0.5	15.6	33.9	19.9	16.7	8.6	4.3	0.5	0.0	0.0	0.0	29	64.5	23	186
<b>TOTAL VALENCIA</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>15.5</b>	<b>33.7</b>	<b>20.3</b>	<b>16.6</b>	<b>8.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.7</b>	<b>20</b>	<b>242</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	100.0	13	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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>5317</b>	<b>0</b>	<b>32</b>	<b>3.3</b>	<b>18.1</b>	<b>34.1</b>	<b>17.1</b>	<b>15.4</b>	<b>8.7</b>	<b>1.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>59.5</b>	<b>26</b>	<b>5112</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BRITISH AIRWAYS PLC	S	44	0	0	27.3	25.0	27.3	11.4	6.8	2.3	0.0	0.0	0.0	0.0	0.0	9	79.5	12	44
ARRECIFE	EASYJET UK LTD	S	61	0	0	0.0	6.6	32.8	27.9	18.0	13.1	1.6	0.0	0.0	0.0	0.0	31	46.8	32	62
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	87.5	8	16
ARRECIFE	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	30.0	52	10
ARRECIFE	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	23.1	19.2	23.1	23.1	11.5	0.0	0.0	0.0	0.0	0.0	26	61.5	18	26
ARRECIFE	TUI AIRWAYS LTD	C	34	0	0	2.9	26.5	38.2	23.5	8.8	0.0	0.0	0.0	0.0	0.0	0.0	10	89.5	6	19
<b>TOTAL ARRECIFE</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>18.2</b>	<b>30.3</b>	<b>21.8</b>	<b>13.9</b>	<b>7.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.4</b>	<b>21</b>	<b>177</b>
FUERTEVENTURA	EASYJET UK LTD	S	43	0	0	0.0	9.3	37.2	34.9	11.6	2.3	4.7	0.0	0.0	0.0	0.0	24	52.3	32	44
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	62.5	17	16
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	38.9	11.1	5.6	5.6	11.1	0.0	0.0	0.0	0.0	32	50.0	29	18
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	3.8	30.8	42.3	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	16	10
<b>TOTAL FUERTEVENTURA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.4</b>	<b>39.1</b>	<b>24.1</b>	<b>9.2</b>	<b>2.3</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.4</b>	<b>27</b>	<b>88</b>
LAS PALMAS	EASYJET UK LTD	S	43	0	0	0.0	7.0	30.2	20.9	27.9	9.3	4.7	0.0	0.0	0.0	0.0	33	38.6	29	44

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LAS PALMAS	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	31	10
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	17	0	0	0.0	17.6	41.2	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	18	40.9	22	22
LAS PALMAS	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	75.0	8	4
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	76.9	9	26
LAS PALMAS	TUI AIRWAYS LTD	C	46	0	0	2.2	19.6	21.7	19.6	21.7	4.3	6.5	4.3	0.0	0.0	0.0	37	44.1	29	34
<b>TOTAL LAS PALMAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>30.6</b>	<b>17.7</b>	<b>23.4</b>	<b>6.5</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>51.4</b>	<b>24</b>	<b>140</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	40.0	47	10
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</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>11</b>	<b>40.0</b>	<b>47</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	96	0	0	14.6	18.8	30.2	18.8	12.5	5.2	0.0	0.0	0.0	0.0	0.0	15	67.6	16	102
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	97	0	0	7.2	14.4	33.0	29.9	9.3	6.2	0.0	0.0	0.0	0.0	0.0	19	61.2	26	96
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	59.3	35	27
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	44	0	0	4.5	29.5	40.9	18.2	2.3	2.3	2.3	0.0	0.0	0.0	0.0	12	71.7	10	46
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	38	0	0	0.0	13.2	47.4	7.9	10.5	21.1	0.0	0.0	0.0	0.0	0.0	28	50.0	24	43
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	62	0	0	1.6	17.7	33.9	19.4	12.9	4.8	8.1	1.6	0.0	0.0	0.0	30	69.4	18	36
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>18.3</b>	<b>34.9</b>	<b>20.7</b>	<b>10.1</b>	<b>6.8</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.7</b>	<b>20</b>	<b>350</b>
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>724</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>17.8</b>	<b>33.6</b>	<b>20.9</b>	<b>13.1</b>	<b>6.2</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>60.2</b>	<b>22</b>	<b>765</b>
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	39	88.9	6	9
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	54	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.4</b>	<b>23</b>	<b>14</b>
<b>TOTAL ST LUCIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.4</b>	<b>23</b>	<b>14</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	0.0	38.9	5.6	22.2	16.7	5.6	11.1	0.0	0.0	0.0	56	50.0	56	10
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	78	0	0	0.0	11.5	34.6	23.1	17.9	11.5	0.0	1.3	0.0	0.0	0.0	29	46.3	27	82
GOTEBORG (LANDVETTER)	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	100.0	1	6
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.4</b>	<b>35.4</b>	<b>19.8</b>	<b>18.8</b>	<b>12.5</b>	<b>1.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.0</b>	<b>28</b>	<b>98</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	211	0	0	0.9	10.0	35.5	24.6	16.1	10.0	2.4	0.0	0.5	0.0	0.0	28	62.2	21	267
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	33	0.0	58	8
STOCKHOLM (ARLANDA)	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	256	2
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>9.5</b>	<b>35.0</b>	<b>24.5</b>	<b>16.8</b>	<b>10.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>29</b>	<b>59.9</b>	<b>24</b>	<b>277</b>
<b>TOTAL SWEDEN</b>			<b>315</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>9.5</b>	<b>35.1</b>	<b>23.1</b>	<b>17.4</b>	<b>10.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>30</b>	<b>57.3</b>	<b>25</b>	<b>375</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET SWITZERLAND	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BALE MULHOUSE	EASYJET UK LTD	S	166	0	8	0.6	10.3	25.9	20.1	20.1	16.7	0.6	1.1	0.0	0.0	4.6	35	41.5	34	172
<b>TOTAL BALE MULHOUSE</b>			<b>166</b>	<b>0</b>	<b>10</b>	<b>0.6</b>	<b>10.2</b>	<b>25.6</b>	<b>19.9</b>	<b>19.9</b>	<b>16.5</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>35</b>	<b>41.2</b>	<b>34</b>	<b>172</b>
GENEVA	EASYJET SWITZERLAND	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
GENEVA	EASYJET UK LTD	S	322	0	2	1.5	10.8	26.9	23.8	17.9	14.5	2.8	1.2	0.0	0.0	0.6	34	40.5	35	340
<b>TOTAL GENEVA</b>			<b>322</b>	<b>0</b>	<b>5</b>	<b>1.5</b>	<b>10.7</b>	<b>26.6</b>	<b>23.5</b>	<b>17.7</b>	<b>14.4</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>34</b>	<b>39.5</b>	<b>35</b>	<b>340</b>
ZURICH	EASYJET UK LTD	S	84	0	3	2.3	12.6	26.4	18.4	25.3	9.2	2.3	0.0	0.0	0.0	3.4	30	40.9	32	80
<b>TOTAL ZURICH</b>			<b>84</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>12.6</b>	<b>26.4</b>	<b>18.4</b>	<b>25.3</b>	<b>9.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>30</b>	<b>40.9</b>	<b>32</b>	<b>80</b>
<b>TOTAL SWITZERLAND</b>			<b>572</b>	<b>0</b>	<b>18</b>	<b>1.4</b>	<b>10.8</b>	<b>26.3</b>	<b>21.7</b>	<b>19.5</b>	<b>14.2</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>34</b>	<b>40.2</b>	<b>34</b>	<b>592</b>
<b>TAIWAN</b>																				
TAIPEI	CHINA AIRLINES	S	44	0	0	18.2	25.0	45.5	2.3	0.0	2.3	4.5	2.3	0.0	0.0	0.0	18	52.3	19	44
<b>TOTAL TAIPEI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>25.0</b>	<b>45.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.3</b>	<b>19</b>	<b>44</b>
<b>TOTAL TAIWAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>25.0</b>	<b>45.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.3</b>	<b>19</b>	<b>44</b>
<b>TRINIDAD AND TOBAGO</b>																				
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	42	0	1	14.0	18.6	32.6	14.0	9.3	7.0	0.0	2.3	0.0	0.0	2.3	21	84.1	10	44
<b>TOTAL PORT OF SPAIN</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>18.6</b>	<b>32.6</b>	<b>14.0</b>	<b>9.3</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>21</b>	<b>84.1</b>	<b>10</b>	<b>44</b>
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	38.9	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	28	83.3	9	18
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	40	8
<b>TOTAL TOBAGO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>34.6</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.2</b>	<b>19</b>	<b>26</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>11.6</b>	<b>20.3</b>	<b>33.3</b>	<b>13.0</b>	<b>10.1</b>	<b>7.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>21</b>	<b>78.6</b>	<b>13</b>	<b>70</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	11.8	38.2	26.5	14.7	5.9	0.0	0.0	0.0	0.0	0.0	21	56.8	41	37
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	34	60.0	17	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>9.6</b>	<b>30.8</b>	<b>28.8</b>	<b>19.2</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>26</b>	<b>57.4</b>	<b>36</b>	<b>47</b>
TUNIS	TUNISAIR	S	26	0	0	0.0	0.0	19.2	26.9	11.5	30.8	11.5	0.0	0.0	0.0	0.0	55	32.1	64	28
<b>TOTAL TUNIS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.2</b>	<b>26.9</b>	<b>11.5</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>55</b>	<b>32.1</b>	<b>64</b>	<b>28</b>
<b>TOTAL TUNISIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>6.4</b>	<b>26.9</b>	<b>28.2</b>	<b>16.7</b>	<b>16.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>48.0</b>	<b>47</b>	<b>75</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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>TURKEY</b>																					
ANKARA (ESENBOGA)	THY TURKISH AIRLINES	S	18	0	2	0.0	0.0	25.0	35.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	28	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>35.0</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>10.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANTALYA	EASYJET UK LTD	S	46	0	1	0.0	4.3	21.3	31.9	19.1	12.8	2.1	6.4	0.0	0.0	2.1	45	40.0	34	45	
ANTALYA	THOMAS COOK AIRLINES LTD	S	122	0	0	0.8	11.5	33.6	23.0	18.9	9.0	3.3	0.0	0.0	0.0	0.0	28	58.3	26	114	
ANTALYA	THY TURKISH AIRLINES	S	62	0	0	0.0	3.2	17.7	32.3	30.6	14.5	1.6	0.0	0.0	0.0	0.0	34	0.0	0	0	
ANTALYA	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	84	1	
ANTALYA	TUI AIRWAYS LTD	C	52	0	0	5.8	3.8	48.1	21.2	13.5	5.8	1.9	0.0	0.0	0.0	0.0	23	37.7	42	53	
<b>TOTAL ANTALYA</b>			<b>282</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>7.1</b>	<b>30.7</b>	<b>26.1</b>	<b>20.5</b>	<b>10.2</b>	<b>2.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>31</b>	<b>49.1</b>	<b>32</b>	<b>213</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	51	0	0	0.0	3.9	17.6	33.3	33.3	11.8	0.0	0.0	0.0	0.0	0.0	35	32.7	28	52	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	33.3	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	26	41.2	38	17	
BODRUM (MILAS)	THY TURKISH AIRLINES	S	26	0	0	7.7	19.2	19.2	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	23	33.3	32	18	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	17	50.0	16	18	
BODRUM (MILAS)	VISTAJET LTD MALTA	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 BODRUM (MILAS)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>10.5</b>	<b>25.4</b>	<b>30.7</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>0.0</b>	<b>28</b>	<b>37.1</b>	<b>28</b>	<b>105</b>	
DALAMAN	BRITISH AIRWAYS PLC	S	54	0	0	3.7	14.8	33.3	24.1	18.5	5.6	0.0	0.0	0.0	0.0	0.0	20	59.1	22	44	
DALAMAN	EASYJET UK LTD	S	62	0	0	0.0	1.6	11.3	24.2	50.0	9.7	3.2	0.0	0.0	0.0	0.0	42	38.5	24	52	
DALAMAN	PEGASUS AIRLINES	S	8	0	0	0.0	0.0	37.5	0.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	66	50.0	22	8	
DALAMAN	THOMAS COOK AIRLINES LTD	S	139	0	0	4.3	17.3	33.1	17.3	15.1	10.8	2.2	0.0	0.0	0.0	0.0	25	69.1	15	121	
DALAMAN	TUI AIRWAYS LTD	C	68	0	0	1.5	7.4	27.9	20.6	22.1	16.2	4.4	0.0	0.0	0.0	0.0	37	54.1	22	61	
<b>TOTAL DALAMAN</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>11.5</b>	<b>28.1</b>	<b>19.9</b>	<b>23.6</b>	<b>11.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.3</b>	<b>20</b>	<b>286</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	2	0.0	4.0	29.4	29.4	27.0	8.7	0.0	0.0	0.0	0.0	1.6	28	0.0	0	0	
ISTANBUL	TITAN AIRWAYS LTD	C	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	49	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>125</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>3.9</b>	<b>28.9</b>	<b>28.9</b>	<b>27.3</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	62	0	0	0.0	17.7	33.9	30.6	16.1	1.6	0.0	0.0	0.0	0.0	0.0	17	56.5	17	62	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>33.9</b>	<b>30.6</b>	<b>16.1</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>17</b>	<b>56.5</b>	<b>17</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	49.2	23	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>49.2</b>	<b>23</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	0.0	95	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	50.0	61	4	
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	27	0	0	0.0	0.0	37.0	18.5	25.9	11.1	3.7	3.7	0.0	0.0	0.0	45	65.4	21	26	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	5.6	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	23	18	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	33.3	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	53	8	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>4.8</b>	<b>39.7</b>	<b>23.8</b>	<b>22.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>48.3</b>	<b>33</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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 TURKEY</b>			<b>995</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>8.9</b>	<b>29.7</b>	<b>25.3</b>	<b>22.1</b>	<b>9.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>51.2</b>	<b>25</b>	<b>850</b>
<b>TURKS AND CAICOS</b>																				
<b>PROVIDENCIALES</b>	BRITISH AIRWAYS PLC	S	18	0	0	22.2	33.3	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	9	18
<b>TOTAL PROVIDENCIALES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>TOTAL TURKS AND CAICOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>UKRAINE</b>																				
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLINES	S	124	0	0	0.8	12.9	31.5	25.0	19.4	10.5	0.0	0.0	0.0	0.0	0.0	24	47.6	23	124
<b>TOTAL KIEV (BORISPOL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>12.9</b>	<b>31.5</b>	<b>25.0</b>	<b>19.4</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>47.6</b>	<b>23</b>	<b>124</b>
<b>TOTAL UKRAINE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>12.9</b>	<b>31.5</b>	<b>25.0</b>	<b>19.4</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>47.6</b>	<b>23</b>	<b>124</b>
<b>UNITED ARAB EMIRATES</b>																				
<b>DUBAI</b>	EMIRATES	S	200	0	5	7.3	20.0	40.0	16.1	11.7	2.0	0.0	0.5	0.0	0.0	2.4	14	68.8	13	186
<b>TOTAL DUBAI</b>			<b>200</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>20.0</b>	<b>40.0</b>	<b>16.1</b>	<b>11.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>68.8</b>	<b>13</b>	<b>186</b>
<b>TOTAL UNITED ARAB</b>			<b>200</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>20.0</b>	<b>40.0</b>	<b>16.1</b>	<b>11.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>68.8</b>	<b>13</b>	<b>186</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</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	36.5	45	50
<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>36.5</b>	<b>45</b>	<b>50</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	289	0	11	1.3	13.0	23.0	14.7	20.3	15.3	6.7	2.0	0.0	0.0	3.7	44	48.0	31	300
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>289</b>	<b>0</b>	<b>11</b>	<b>1.3</b>	<b>13.0</b>	<b>23.0</b>	<b>14.7</b>	<b>20.3</b>	<b>15.3</b>	<b>6.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>44</b>	<b>47.9</b>	<b>31</b>	<b>300</b>
<b>BRISTOL</b>	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
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	204	0	0	8.8	29.4	32.4	16.7	7.4	5.4	0.0	0.0	0.0	0.0	0.0	13	66.5	17	196
<b>EDINBURGH</b>	EASYJET UK LTD	S	228	0	10	1.3	12.6	31.9	14.7	18.9	14.3	0.4	1.3	0.4	0.0	4.2	32	40.6	39	242
<b>TOTAL EDINBURGH</b>			<b>432</b>	<b>0</b>	<b>10</b>	<b>4.8</b>	<b>20.4</b>	<b>32.1</b>	<b>15.6</b>	<b>13.6</b>	<b>10.2</b>	<b>0.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.3</b>	<b>23</b>	<b>52.2</b>	<b>29</b>	<b>438</b>
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	201	0	3	1.5	39.7	35.3	10.8	7.8	2.5	1.0	0.0	0.0	0.0	1.5	11	75.7	13	203
<b>GLASGOW</b>	EASYJET UK LTD	S	162	0	3	1.2	12.7	24.8	18.8	15.8	19.4	3.6	1.8	0.0	0.0	1.8	40	52.9	30	166
<b>GLASGOW</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	79	2
<b>TOTAL GLASGOW</b>			<b>363</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>27.6</b>	<b>30.6</b>	<b>14.4</b>	<b>11.4</b>	<b>10.0</b>	<b>2.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>65.3</b>	<b>21</b>	<b>371</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	350	0	3	0.3	25.5	37.1	18.1	10.5	6.2	1.1	0.0	0.3	0.0	0.8	19	80.9	12	354
<b>TOTAL GUERNSEY</b>			<b>350</b>	<b>0</b>	<b>3</b>	<b>0.3</b>	<b>25.5</b>	<b>37.1</b>	<b>18.1</b>	<b>10.5</b>	<b>6.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>80.9</b>	<b>12</b>	<b>354</b>
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0
<b>HEATHROW</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>0.0</b>	<b>66</b>	<b>1</b>
<b>INVERNESS</b>	EASYJET UK LTD	S	160	0	0	0.0	16.3	38.1	20.6	15.0	8.1	1.9	0.0	0.0	0.0	0.0	23	61.3	18	158
<b>TOTAL INVERNESS</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.3</b>	<b>38.1</b>	<b>20.6</b>	<b>15.0</b>	<b>8.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.3</b>	<b>18</b>	<b>158</b>
<b>ISLE OF MAN</b>	EASYJET UK LTD	S	92	0	3	4.2	10.5	26.3	15.8	25.3	13.7	1.1	0.0	0.0	0.0	3.2	30	61.1	19	90

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 ISLE OF MAN</b>			<b>92</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>10.5</b>	<b>26.3</b>	<b>15.8</b>	<b>25.3</b>	<b>13.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>30</b>	<b>61.1</b>	<b>19</b>	<b>90</b>	
JERSEY	BRITISH AIRWAYS PLC	S	300	0	3	8.6	33.0	32.3	12.9	8.6	3.3	0.3	0.0	0.0	0.0	1.0	11	81.2	10	306	
JERSEY	EASYJET UK LTD	S	180	0	5	5.4	18.4	35.7	17.3	14.1	4.9	1.6	0.0	0.0	0.0	2.7	19	56.5	28	179	
<b>TOTAL JERSEY</b>			<b>480</b>	<b>0</b>	<b>8</b>	<b>7.4</b>	<b>27.5</b>	<b>33.6</b>	<b>14.5</b>	<b>10.7</b>	<b>3.9</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>71.9</b>	<b>17</b>	<b>485</b>	
LEEDS BRADFORD	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
LIVERPOOL (JOHN LENNON)	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	23	2	
LIVERPOOL (JOHN LENNON)	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	1	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>50.0</b>	<b>23</b>	<b>2</b>	
LUTON	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	
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	100.0	0	1	
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>0</b>	<b>1</b>	
MANCHESTER	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	100.0	12	1	
MANCHESTER	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	11	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
MANCHESTER	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 MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12</b>	<b>50.0</b>	<b>12</b>	<b>1</b>	
NEWCASTLE	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>39</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.0	20	158	
<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>62.0</b>	<b>20</b>	<b>158</b>	
SOUTHEND	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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>50.0</b>	<b>8</b>	<b>1</b>	
STANSTED	TITAN AIRWAYS LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>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 UNITED KINGDOM</b>			<b>2171</b>	<b>0</b>	<b>47</b>	<b>3.2</b>	<b>22.2</b>	<b>31.9</b>	<b>15.7</b>	<b>13.5</b>	<b>8.8</b>	<b>1.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>24</b>	<b>62.9</b>	<b>22</b>	<b>2412</b>	
<b>USA</b>																					
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ATLANTA</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>	
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	27	0	0	7.4	11.1	37.0	18.5	14.8	3.7	7.4	0.0	0.0	0.0	0.0	28	55.6	48	27	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>11.1</b>	<b>37.0</b>	<b>18.5</b>	<b>14.8</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>55.6</b>	<b>48</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
BOSTON	NORWEGIAN AIR UK LTD	S	62	0	0	9.7	25.8	35.5	9.7	12.9	3.2	1.6	1.6	0.0	0.0	0.0	17	58.1	25	60	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	3	0	1	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>27.3</b>	<b>34.8</b>	<b>9.1</b>	<b>12.1</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>58.1</b>	<b>25</b>	<b>60</b>	
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	35	0	0	0.0	2.9	40.0	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	62.9	20	60	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>40.0</b>	<b>28.6</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>27</b>	<b>62.9</b>	<b>20</b>	<b>60</b>	
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	27	0	0	0.0	22.2	18.5	25.9	22.2	7.4	3.7	0.0	0.0	0.0	0.0	28	74.1	16	27	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>18.5</b>	<b>25.9</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>28</b>	<b>74.1</b>	<b>16</b>	<b>27</b>	
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	27	0	0	0.0	25.9	14.8	18.5	22.2	18.5	0.0	0.0	0.0	0.0	0.0	30	76.9	15	26	
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	37.0	31	27	
<b>TOTAL FORT LAUDERDALE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.9</b>	<b>14.8</b>	<b>18.5</b>	<b>22.2</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>56.6</b>	<b>23</b>	<b>53</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	47	0	4	2.0	29.4	19.6	17.6	9.8	9.8	3.9	0.0	0.0	0.0	7.8	27	50.0	21	26	
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	57.1	21	56	
<b>TOTAL LAS VEGAS</b>			<b>47</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>29.4</b>	<b>19.6</b>	<b>17.6</b>	<b>9.8</b>	<b>9.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>27</b>	<b>54.9</b>	<b>21</b>	<b>82</b>	
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	68	0	0	8.8	16.2	42.6	16.2	7.4	7.4	1.5	0.0	0.0	0.0	0.0	18	68.5	29	89	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>16.2</b>	<b>42.6</b>	<b>16.2</b>	<b>7.4</b>	<b>7.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.5</b>	<b>29</b>	<b>89</b>	
MIAMI INTERNATIONAL	NORWEGIAN AIR UK LTD	S	57	0	5	11.3	19.4	22.6	14.5	8.1	9.7	3.2	1.6	1.6	0.0	8.1	33	0.0	0	0	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>19.4</b>	<b>22.6</b>	<b>14.5</b>	<b>8.1</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>8.1</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	4	8.1	12.9	32.3	9.7	21.0	6.5	3.2	0.0	0.0	0.0	6.5	26	62.9	23	62	
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	152	0	2	15.6	22.1	32.5	8.4	11.0	5.8	1.3	1.9	0.0	0.0	1.3	19	55.8	34	104	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	12.5	0.0	62.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>13.4</b>	<b>18.8</b>	<b>33.5</b>	<b>8.5</b>	<b>13.8</b>	<b>5.8</b>	<b>2.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>21</b>	<b>58.3</b>	<b>30</b>	<b>166</b>	
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	73.1	20	26	
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	59.3	36	52	
<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>63.8</b>	<b>31</b>	<b>78</b>	
ORLANDO	BRITISH AIRWAYS PLC	S	122	0	2	7.3	19.4	19.4	18.5	12.9	16.1	4.0	0.0	0.8	0.0	1.6	38	61.7	23	115	
ORLANDO	NORWEGIAN AIR UK LTD	S	60	0	2	0.0	6.5	21.0	8.1	11.3	24.2	11.3	12.9	1.6	0.0	3.2	89	48.1	54	51	
ORLANDO	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	10.7	28.6	21.4	25.0	7.1	3.6	0.0	0.0	0.0	0.0	29	44.4	87	27	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	141	0	1	6.3	13.4	37.3	18.3	14.8	6.3	2.8	0.0	0.0	0.0	0.7	22	58.9	27	150	
<b>TOTAL ORLANDO</b>			<b>351</b>	<b>0</b>	<b>5</b>	<b>5.3</b>	<b>14.0</b>	<b>27.5</b>	<b>16.9</b>	<b>14.3</b>	<b>12.9</b>	<b>4.8</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>1.4</b>	<b>40</b>	<b>57.1</b>	<b>34</b>	<b>343</b>	

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
SAN FRANCISCO	NORWEGIAN AIR UK LTD	S	44	0	0	11.4	22.7	38.6	15.9	6.8	2.3	2.3	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>22.7</b>	<b>38.6</b>	<b>15.9</b>	<b>6.8</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SAN JOSE	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	3	0.0	0	0
<b>TOTAL SAN JOSE</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>
SANFORD	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	38.9	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	23	83.3	7	18
<b>TOTAL SANFORD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
SEATTLE (TACOMA)	NORWEGIAN AIR UK LTD	S	35	0	0	5.7	8.6	22.9	22.9	17.1	14.3	0.0	8.6	0.0	0.0	0.0	49	71.4	20	35
<b>TOTAL SEATTLE (TACOMA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>8.6</b>	<b>22.9</b>	<b>22.9</b>	<b>17.1</b>	<b>14.3</b>	<b>0.0</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>71.4</b>	<b>20</b>	<b>35</b>
TAMPA	BRITISH AIRWAYS PLC	S	60	0	2	11.3	14.5	29.0	12.9	16.1	12.9	0.0	0.0	0.0	0.0	3.2	23	64.5	17	62
TAMPA	NORWEGIAN AIR UK LTD	S	18	0	0	11.1	22.2	27.8	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL TAMPA</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>16.3</b>	<b>28.8</b>	<b>13.8</b>	<b>16.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>22</b>	<b>64.5</b>	<b>17</b>	<b>62</b>
<b>TOTAL USA</b>			<b>1102</b>	<b>0</b>	<b>23</b>	<b>7.9</b>	<b>17.3</b>	<b>30.2</b>	<b>15.0</b>	<b>13.4</b>	<b>9.5</b>	<b>2.8</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>60.5</b>	<b>28</b>	<b>1100</b>
<b>TOTAL GATWICK</b>			<b>27888</b>	<b>0</b>	<b>268</b>	<b>3.0</b>	<b>15.2</b>	<b>32.9</b>	<b>19.0</b>	<b>16.7</b>	<b>9.4</b>	<b>2.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>56.8</b>	<b>26</b>	<b>27979</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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	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 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>
LINZ	ENTER AIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL LINZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALZBURG	BA CITYFLYER LTD	C	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	10	8
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>10</b>	<b>8</b>
VIENNA	AUSTRIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	16	7
VIENNA	ENTER AIR	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
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	50.0	16	2
<b>TOTAL VIENNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>66.7</b>	<b>16</b>	<b>9</b>
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
<b>BELGIUM</b>																				
BRUSSELS	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
CHARLEROI	RYANAIR	S	18	0	0	0.0	16.7	27.8	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	27	43.8	27	16
<b>TOTAL CHARLEROI</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>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>27</b>	<b>43.8</b>	<b>27</b>	<b>16</b>
<b>TOTAL BELGIUM</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>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>27</b>	<b>47.1</b>	<b>25</b>	<b>17</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	8	0	0	0.0	37.5	0.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	75.0	7	8
BURGAS	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
BURGAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	10	10
BURGAS	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8
<b>TOTAL BURGAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>7</b>	<b>26</b>
SOPIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	22	18
<b>TOTAL SOPIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>22</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.9</b>	<b>13</b>	<b>44</b>
<b>CANADA</b>																				
HALIFAX INT	WEST JET AIRLINES	S	52	0	0	5.8	53.8	26.9	7.7	1.9	0.0	3.8	0.0	0.0	0.0	0.0	10	0.0	69	2
<b>TOTAL HALIFAX INT</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>53.8</b>	<b>26.9</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>69</b>	<b>2</b>
TORONTO	AIR CANADA	S	26	0	0	11.5	34.6	34.6	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	46.2	34	26
TORONTO	AIR TRANSAT	S	44	0	0	13.6	31.8	31.8	9.1	11.4	2.3	0.0	0.0	0.0	0.0	0.0	12	80.4	12	46
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	71.0	33	60
<b>TOTAL TORONTO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>32.9</b>	<b>32.9</b>	<b>8.6</b>	<b>10.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.4</b>	<b>26</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	100.0	1	8
<b>TOTAL VANCOUVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>41.8</b>	<b>30.3</b>	<b>8.2</b>	<b>6.6</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>70.1</b>	<b>25</b>	<b>142</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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>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	75.0	17	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>17</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>17</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	8	0	0	0.0	25.0	12.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	33	75.0	10	8	
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	100.0	5	10	
DUBROVNIK	TUI AIRWAYS LTD	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL DUBROVNIK</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>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
OSIJEK	ALK Airlines/Air Lubo	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
<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>28</b>	<b>2</b>	
SPLIT	EASYJET UK LTD	S	16	0	0	0.0	18.8	37.5	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	11	18	
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</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>14</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>38.2</b>	<b>23.5</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.6</b>	<b>10</b>	<b>38</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	9	0	0	0.0	22.2	0.0	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	80.0	11	10	
LARNACA	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	29.4	23.5	23.5	17.6	0.0	0.0	0.0	0.0	0.0	29	33.3	29	18	
LARNACA	TUI AIRWAYS LTD	C	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	25.0	16	8	
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.8</b>	<b>26.5</b>	<b>29.4</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>44.4</b>	<b>21</b>	<b>36</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	5.6	16.7	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	25	22.2	35	18	
PAPHOS	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	11	50.0	11	10	
<b>TOTAL PAPHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>26.9</b>	<b>42.3</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>21</b>	<b>32.1</b>	<b>26</b>	<b>28</b>	
<b>TOTAL CYPRUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>11.7</b>	<b>26.7</b>	<b>35.0</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>23</b>	<b>39.1</b>	<b>23</b>	<b>64</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	66.7	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	83.3	5	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>9</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>9</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>DENMARK</b>																					
BILLUND	CITY AIRLINE	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
BILLUND	SUN AIR JETS	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	46	0.0	0	0	
<b>TOTAL BILLUND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KARUP	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KARUP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	26	0	0	3.8	23.1	38.5	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	14	64.3	13	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>38.5</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.3</b>	<b>13</b>	<b>28</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	33.3	34	18	
<b>TOTAL CARCASSONNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>34</b>	<b>18</b>	
MARSEILLE	EASYJET UK LTD	S	18	0	0	0.0	16.7	16.7	27.8	11.1	16.7	0.0	11.1	0.0	0.0	0.0	50	22.2	63	18	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</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>50</b>	<b>22.2</b>	<b>63</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	62	0	0	0.0	27.4	41.9	17.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	17	62.9	18	62	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>41.9</b>	<b>17.7</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.9</b>	<b>18</b>	<b>62</b>	
<b>TOTAL FRANCE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>24.5</b>	<b>36.8</b>	<b>20.8</b>	<b>7.5</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>53.2</b>	<b>25</b>	<b>126</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	44	0	0	20.5	59.1	15.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.6	5	44	
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	0.0	0	58.0	23	50	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>59.1</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.3</b>	<b>14</b>	<b>94</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	0.0	0	63.0	18	54	
DUSSELDORF	LOGANAIR LTD	S	53	0	0	0.0	28.3	39.6	13.2	17.0	1.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>39.6</b>	<b>13.2</b>	<b>17.0</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>13</b>	<b>63.0</b>	<b>18</b>	<b>54</b>	
ERFURT	AUSTRIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ERFURT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
FRANKFURT MAIN	LUFTHANSA	S	62	0	0	0.0	27.4	35.5	24.2	6.5	0.0	6.5	0.0	0.0	0.0	0.0	20	56.5	18	62	
<b>TOTAL FRANKFURT MAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>35.5</b>	<b>24.2</b>	<b>6.5</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>20</b>	<b>56.5</b>	<b>18</b>	<b>62</b>	
KARLSRUHE/BADEN BADEN	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	40	1	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>40</b>	<b>1</b>	
MUNICH	LUFTHANSA	S	44	0	0	0.0	13.6	65.9	15.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	61.4	18	44	
MUNICH	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	24	1	
<b>TOTAL MUNICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>65.9</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.0</b>	<b>18</b>	<b>45</b>	
<b>TOTAL GERMANY</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>31.5</b>	<b>38.9</b>	<b>15.3</b>	<b>7.4</b>	<b>0.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.2</b>	<b>17</b>	<b>257</b>	
<b>GREECE</b>																					
ATHENS	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	100.0	13	2	
ATHENS	AEGEAN 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	
<b>TOTAL ATHENS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>4</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	0.0	0	40.0	22	10	
<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>40.0</b>	<b>22</b>	<b>10</b>	
CORFU	JET2.COM LTD	S	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	8	10	



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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
CORFU	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	40.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	18	70.0	21	10
<b>TOTAL CORFU</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>52.6</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.3</b>	<b>12</b>	<b>29</b>
HERAKLION	JET2.COM LTD	S	16	0	0	6.3	18.8	18.8	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	22	37.0	26	27
HERAKLION	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	47.4	17	19
HERAKLION	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	22	8
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>31.3</b>	<b>28.1</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>44.4</b>	<b>22</b>	<b>54</b>
KEFALLINIA	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	7	10
<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>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
KOS	EASYJET UK LTD	S	18	0	0	0.0	5.6	16.7	16.7	27.8	16.7	5.6	11.1	0.0	0.0	0.0	59	41.2	25	17
KOS	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	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	0.0	0	50.0	16	8
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>23.1</b>	<b>23.1</b>	<b>19.2</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>45</b>	<b>44.0</b>	<b>22</b>	<b>25</b>
RHODES	JET2.COM LTD	S	18	0	0	0.0	0.0	72.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	52.9	16	17
RHODES	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	20.0	31	10
RHODES	TUI AIRWAYS LTD	C	8	0	1	0.0	11.1	11.1	0.0	22.2	33.3	0.0	0.0	11.1	0.0	11.1	185	0.0	0	0
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>2.8</b>	<b>41.7</b>	<b>11.1</b>	<b>30.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>59</b>	<b>40.7</b>	<b>22</b>	<b>27</b>
SALONIKA	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	75.0	7	8
<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>75.0</b>	<b>7</b>	<b>8</b>
ZAKINTHOS	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	10.0	32	10
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	27.8	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	55.6	23	18
ZAKINTHOS	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	87.5	6	8
<b>TOTAL ZAKINTHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>35.3</b>	<b>23.5</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>22</b>	<b>36</b>
<b>TOTAL GREECE</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>16.8</b>	<b>36.1</b>	<b>20.6</b>	<b>15.5</b>	<b>7.1</b>	<b>0.6</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>30</b>	<b>53.2</b>	<b>19</b>	<b>203</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	18	0	0	5.6	27.8	33.3	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	50.0	18	16
<b>TOTAL BUDAPEST</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>50.0</b>	<b>18</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>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>50.0</b>	<b>18</b>	<b>16</b>
<b>ICELAND</b>																				
KEFLAVIK	ICELANDAIR	S	62	0	0	6.5	33.9	29.0	16.1	11.3	3.2	0.0	0.0	0.0	0.0	0.0	12	54.8	50	62
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>29.0</b>	<b>16.1</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.8</b>	<b>50</b>	<b>62</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>29.0</b>	<b>16.1</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.8</b>	<b>50</b>	<b>62</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	52	0	0	1.9	26.9	51.9	5.8	9.6	3.8	0.0	0.0	0.0	0.0	0.0	12	79.5	15	44
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>26.9</b>	<b>51.9</b>	<b>5.8</b>	<b>9.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.5</b>	<b>15</b>	<b>44</b>
DONEGAL	LOGANAIR LTD	S	44	0	0	4.5	29.5	34.1	11.4	2.3	13.6	4.5	0.0	0.0	0.0	0.0	22	88.6	6	44
<b>TOTAL DONEGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>34.1</b>	<b>11.4</b>	<b>2.3</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.6</b>	<b>6</b>	<b>44</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	AER LINGUS	S	274	0	0	1.5	19.3	42.0	15.7	17.9	3.6	0.0	0.0	0.0	0.0	0.0	16	68.8	13	276
DUBLIN	RYANAIR	S	176	0	0	2.3	30.1	43.2	13.6	10.2	0.6	0.0	0.0	0.0	0.0	0.0	10	66.7	15	174
<b>TOTAL DUBLIN</b>			<b>450</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>23.6</b>	<b>42.4</b>	<b>14.9</b>	<b>14.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.0</b>	<b>14</b>	<b>450</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>546</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>24.4</b>	<b>42.7</b>	<b>13.7</b>	<b>13.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.6</b>	<b>13</b>	<b>538</b>
<b>ITALY</b>																				
GENOA	BA CITYFLYER 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	100.0	3	8
<b>TOTAL GENOA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
MILAN (MALPENSA)	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	37.5	31	8
MILAN (MALPENSA)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	20	26
<b>TOTAL MILAN (MALPENSA)</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>47.1</b>	<b>23</b>	<b>34</b>
NAPLES	JET2.COM LTD	S	8	0	0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	38.9	11.1	22.2	11.1	0.0	5.6	0.0	0.0	0.0	35	80.0	8	10
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>7.7</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>80.0</b>	<b>8</b>	<b>10</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	5.6	27.8	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	2	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>2</b>	<b>18</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	50.0	22	8
VENICE	EASYJET UK LTD	S	16	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>11</b>	<b>50.0</b>	<b>22</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	62.5	22	8
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	28	0	0	3.6	60.7	25.0	3.6	0.0	0.0	3.6	3.6	0.0	0.0	0.0	15	0.0	0	0
VERONA VILLAFRANCA	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	60.0	22	10
<b>TOTAL VERONA VILLAFRANCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>55.6</b>	<b>30.6</b>	<b>5.6</b>	<b>0.0</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>13</b>	<b>61.1</b>	<b>22</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.1</b>	<b>37.1</b>	<b>8.6</b>	<b>6.7</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>14</b>	<b>66.7</b>	<b>15</b>	<b>96</b>
<b>JORDAN</b>																				
AMMAN	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	56	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>56</b>	<b>1</b>
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>56</b>	<b>1</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	61.1	12	18
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>12</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>12</b>	<b>18</b>
<b>LITHUANIA</b>																				
KAUNAS	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	29	2
<b>TOTAL KAUNAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>2</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	33.3	57	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 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>33.3</b>	<b>57</b>	<b>18</b>
<b>TOTAL LITHUANIA 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>30.0</b>	<b>54</b>	<b>20</b>
LUXEMBOURG	MALETH AERO	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUXEMBOURG</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 LUXEMBOURG</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>MALTA</b>																				
MALTA	JET2.COM LTD	S	18	0	0	0.0	50.0	22.2	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	94.4	4	18
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</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>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</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>94.4</b>	<b>4</b>	<b>18</b>
<b>MEXICO</b>																				
CANCUN	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	95	3
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	14
CANCUN	TUI AIRWAYS LTD	S	18	0	0	11.1	22.2	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CANCUN</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>19.0</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.6</b>	<b>21</b>	<b>17</b>
<b>TOTAL MEXICO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>19.0</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.6</b>	<b>21</b>	<b>17</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	60	0	0	8.3	41.7	28.3	13.3	3.3	5.0	0.0	0.0	0.0	0.0	0.0	9	81.5	11	54
AMSTERDAM	KLM	S	178	0	0	0.0	37.1	48.9	9.6	2.8	1.7	0.0	0.0	0.0	0.0	0.0	7	75.8	11	176
AMSTERDAM	KLM CITYHOPPER	S	70	0	0	2.9	45.7	38.6	5.7	4.3	2.9	0.0	0.0	0.0	0.0	0.0	7	88.6	4	70
<b>TOTAL AMSTERDAM</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>39.9</b>	<b>42.5</b>	<b>9.4</b>	<b>3.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.8</b>	<b>10</b>	<b>300</b>
GRONINGEN	SPRINTAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1
<b>TOTAL GRONINGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>39.9</b>	<b>42.5</b>	<b>9.4</b>	<b>3.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>10</b>	<b>301</b>
<b>NORWAY</b>																				
BERGEN	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	94.4	2	17
<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>94.4</b>	<b>2</b>	<b>17</b>
TRONDHEIM (VAERNES)	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	47	1
<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>0.0</b>	<b>47</b>	<b>1</b>
<b>TOTAL NORWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.5</b>	<b>5</b>	<b>18</b>
<b>POLAND</b>																				
BYDGOSZCZ	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	39	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>39</b>	<b>18</b>
KATOWICE	WIZZ AIR	S	18	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	30.8	32	26
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>30.8</b>	<b>32</b>	<b>26</b>
KRAKOW	RYANAIR	S	16	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	25	18
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>55.6</b>	<b>25</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
WARSAW (CHOPIN)	CARPATAIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
WARSAW (CHOPIN)	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>31</b>	<b>1</b>	
WARSAW (MODLIN MASOVIA)	CARPATAIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
WARSAW (MODLIN MASOVIA)	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	28	0.0	0	0	
WARSAW (MODLIN MASOVIA)	KLASJET UAB	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	8	0.0	0	0	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	33.3	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	35.7	26	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>30.4</b>	<b>39.1</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>35.7</b>	<b>26</b>	<b>28</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	3	44.4	29	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>3</b>	<b>44.4</b>	<b>29</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>38.5</b>	<b>37.2</b>	<b>6.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>35.8</b>	<b>30</b>	<b>109</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	50.0	46	8	
FARO	EASYJET UK LTD	S	46	0	0	8.7	43.5	34.8	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	71.7	18	46	
FARO	JET2.COM LTD	S	44	0	0	38.6	43.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	62	
<b>TOTAL FARO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>43.3</b>	<b>26.7</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>0.0</b>	<b>3</b>	<b>85.3</b>	<b>11</b>	<b>116</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	22.2	58	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>22.2</b>	<b>58</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>43.3</b>	<b>26.7</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>0.0</b>	<b>3</b>	<b>76.9</b>	<b>17</b>	<b>134</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	36	0	0	0.0	22.2	36.1	25.0	8.3	2.8	0.0	5.6	0.0	0.0	0.0	32	69.2	12	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>36.1</b>	<b>25.0</b>	<b>8.3</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>32</b>	<b>69.2</b>	<b>12</b>	<b>26</b>	
CLUJ NAPOCA	AIR X CHARTER	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	20	0.0	0	0	
CLUJ NAPOCA	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>20.0</b>	<b>35.0</b>	<b>25.0</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.2</b>	<b>12</b>	<b>26</b>	
<b>RUSSIA</b>																					
MOSCOW (VNUKOVO)	GASPROMAVIA	C	0	0	0	0.0	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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
UFA	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	50.0	61	2
<b>TOTAL UFA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>61</b>	<b>2</b>
<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>66.7</b>	<b>42</b>	<b>3</b>
<b>SLOVENIA</b>																				
MARIBOR	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	100.0	12	2
MARIBOR	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	50.0	14	2
MARIBOR	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
<b>TOTAL MARIBOR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>10</b>	<b>6</b>
<b>SPAIN</b>																				
ALICANTE	BA CITYFLYER LTD	C	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	75.0	8	8
ALICANTE	EASYJET UK LTD	S	62	0	0	14.5	41.9	33.9	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	87.1	6	62
ALICANTE	JET2.COM LTD	S	62	0	0	12.9	41.9	30.6	8.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	98.1	3	53
ALICANTE	RYANAIR	S	26	0	0	0.0	38.5	30.8	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	61.1	21	36
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	2	1
ALICANTE	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>38.1</b>	<b>35.1</b>	<b>10.1</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>0.0</b>	<b>8</b>	<b>84.4</b>	<b>9</b>	<b>160</b>
BARCELONA	BA CITYFLYER LTD	C	10	0	0	0.0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	8	8
BARCELONA	JET2.COM LTD	S	18	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	14	26
<b>TOTAL BARCELONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>35.7</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.5</b>	<b>13</b>	<b>34</b>
GIRONA	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18
<b>TOTAL GIRONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
IBIZA	JET2.COM LTD	S	46	0	0	4.3	21.7	37.0	17.4	15.2	4.3	0.0	0.0	0.0	0.0	0.0	16	77.3	17	44
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	50.0	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	10	18
IBIZA	TUI AIRWAYS LTD	C	19	0	0	0.0	26.3	63.2	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	77.8	13	18
<b>TOTAL IBIZA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>28.9</b>	<b>42.2</b>	<b>9.6</b>	<b>10.8</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>12</b>	<b>80.0</b>	<b>14</b>	<b>80</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	79.4	8	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>79.4</b>	<b>8</b>	<b>34</b>
MAHON	BA CITYFLYER LTD	C	10	0	0	0.0	30.0	10.0	0.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	66	62.5	44	8
MAHON	JET2.COM LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	16
MAHON	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>42.9</b>	<b>21.4</b>	<b>3.6</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>26</b>	<b>83.3</b>	<b>14</b>	<b>30</b>
MALAGA	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
MALAGA	EASYJET UK LTD	S	54	0	0	5.6	29.6	33.3	11.1	9.3	5.6	5.6	0.0	0.0	0.0	0.0	21	75.8	15	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	JET2.COM LTD	S	46	0	0	8.7	41.3	34.8	8.7	2.2	4.3	0.0	0.0	0.0	0.0	0.0	8	95.5	2	44	
MALAGA	RYANAIR	S	34	0	1	2.9	17.1	51.4	17.1	8.6	0.0	0.0	0.0	0.0	0.0	2.9	11	70.6	20	34	
MALAGA	TUI AIRWAYS LTD	C	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	5	87.5	9	8	
<b>TOTAL MALAGA</b>			<b>143</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>30.6</b>	<b>36.8</b>	<b>11.1</b>	<b>6.9</b>	<b>3.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>81.1</b>	<b>12</b>	<b>148</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	10	0	0	20.0	40.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	37	16	
PALMA DE MALLORCA	EASYJET UK LTD	S	28	0	0	3.6	35.7	39.3	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	42.9	29	35	
PALMA DE MALLORCA	JET2.COM LTD	S	63	0	0	7.9	33.3	38.1	14.3	3.2	1.6	1.6	0.0	0.0	0.0	0.0	10	76.2	12	63	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	36	0	0	5.6	55.6	22.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	82.1	6	28	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	0.0	3.6	39.3	28.6	14.3	7.1	0.0	7.1	0.0	0.0	0.0	37	34.6	63	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>33.9</b>	<b>34.5</b>	<b>14.5</b>	<b>6.1</b>	<b>3.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.3</b>	<b>25</b>	<b>168</b>	
REUS	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	7	8	
REUS	JET2.COM LTD	S	28	0	0	10.7	71.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	8	26	
REUS	THOMAS COOK AIRLINES LTD	S	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	6	10	
REUS	TUI AIRWAYS LTD	C	18	0	0	11.1	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	14	8	
<b>TOTAL REUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>60.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>84.6</b>	<b>8</b>	<b>52</b>	
VALENCIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18	
<b>TOTAL VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>679</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>36.9</b>	<b>34.7</b>	<b>10.1</b>	<b>5.6</b>	<b>2.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>77.9</b>	<b>14</b>	<b>742</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	36	0	0	33.3	30.6	27.8	0.0	5.6	0.0	0.0	0.0	2.8	0.0	0.0	30	100.0	1	27	
ARRECIFE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.8	22	16	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	18	18	
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	14	10	
<b>TOTAL ARRECIFE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>32.8</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>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.4</b>	<b>12</b>	<b>71</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	44.4	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	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	4	8	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>39.3</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>26</b>	
LAS PALMAS	JET2.COM LTD	S	27	0	0	29.6	29.6	33.3	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	85.2	7	27	
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	0.0	0	50.0	32	8	
LAS PALMAS	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	17	0.0	45	1	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>25.0</b>	<b>30.6</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>14</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	30.2	34.0	26.4	5.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	44	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES 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	14	73.7	14	19	

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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
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	27.8	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	66.7	14	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>32.6</b>	<b>31.5</b>	<b>7.9</b>	<b>6.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>6</b>	<b>72</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>32.3</b>	<b>29.0</b>	<b>8.3</b>	<b>6.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.5</b>	<b>9</b>	<b>205</b>
STOCKHOLM (ARLANDA)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
STOCKHOLM (ARLANDA)	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>																				
GENEVA	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 GENEVA</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 SWITZERLAND</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>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	8
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.0</b>	<b>28.0</b>	<b>4.0</b>	<b>8.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.0</b>	<b>28.0</b>	<b>4.0</b>	<b>8.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>8</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	19	0	0	0.0	10.5	68.4	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	14	55.6	33	18
ANTALYA	THOMAS COOK AIRLINES LTD	S	30	0	0	3.3	13.3	26.7	26.7	16.7	13.3	0.0	0.0	0.0	0.0	0.0	26	42.1	28	19
ANTALYA	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	50	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>10.3</b>	<b>37.9</b>	<b>24.1</b>	<b>13.8</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>48.6</b>	<b>30</b>	<b>37</b>
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	0.0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	40.0	34	10
BODRUM (MILAS)	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	31	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>27.3</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>40.0</b>	<b>34</b>	<b>10</b>
DALAMAN	JET2.COM LTD	S	44	0	0	2.3	27.3	36.4	25.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	65.4	17	26
DALAMAN	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	23.1	38.5	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	57.9	18	19
DALAMAN	TUI AIRWAYS LTD	C	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	26	77.8	9	18
<b>TOTAL DALAMAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>22.7</b>	<b>38.6</b>	<b>22.7</b>	<b>12.5</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>15</b>	<b>66.7</b>	<b>15</b>	<b>63</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL TURKEY</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>16.8</b>	<b>40.1</b>	<b>22.2</b>	<b>13.8</b>	<b>5.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>58.2</b>	<b>22</b>	<b>110</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	5.6	35.5	37.9	4.8	8.9	2.4	3.2	0.8	0.8	0.0	0.0	21	69.4	16	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.5</b>	<b>37.9</b>	<b>4.8</b>	<b>8.9</b>	<b>2.4</b>	<b>3.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>124</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.5</b>	<b>37.9</b>	<b>4.8</b>	<b>8.9</b>	<b>2.4</b>	<b>3.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
BARRA	LOGANAIR LTD	S	131	0	3	0.7	33.6	44.0	6.7	5.2	6.7	0.7	0.0	0.0	0.0	2.2	13	63.9	26	116	
<b>TOTAL BARRA</b>			<b>131</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>33.6</b>	<b>44.0</b>	<b>6.7</b>	<b>5.2</b>	<b>6.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>63.9</b>	<b>26</b>	<b>116</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	233	0	1	0.9	32.9	41.0	9.0	3.8	6.4	3.8	1.7	0.0	0.0	0.4	21	91.4	5	222	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>233</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>32.9</b>	<b>41.0</b>	<b>9.0</b>	<b>3.8</b>	<b>6.4</b>	<b>3.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>91.4</b>	<b>5</b>	<b>222</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	0	4.7	54.7	30.7	5.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	6	150	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>54.7</b>	<b>30.7</b>	<b>5.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.0</b>	<b>6</b>	<b>150</b>	
BENBECULA	LOGANAIR LTD	S	106	0	0	3.8	27.4	40.6	14.2	9.4	2.8	0.9	0.9	0.0	0.0	0.0	16	84.3	11	108	
<b>TOTAL BENBECULA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>27.4</b>	<b>40.6</b>	<b>14.2</b>	<b>9.4</b>	<b>2.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.3</b>	<b>11</b>	<b>108</b>	
BIRMINGHAM	FLYBE LTD	S	354	0	13	3.0	28.9	40.6	8.7	7.4	7.4	0.5	0.0	0.0	0.0	3.5	15	72.1	16	355	
<b>TOTAL BIRMINGHAM</b>			<b>354</b>	<b>0</b>	<b>13</b>	<b>3.0</b>	<b>28.9</b>	<b>40.6</b>	<b>8.7</b>	<b>7.4</b>	<b>7.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>15</b>	<b>72.1</b>	<b>16</b>	<b>355</b>	
BRISTOL	EASYJET UK LTD	S	179	0	6	3.2	35.1	28.1	14.1	11.4	3.2	1.6	0.0	0.0	0.0	3.2	15	62.9	25	173	
<b>TOTAL BRISTOL</b>			<b>179</b>	<b>0</b>	<b>6</b>	<b>3.2</b>	<b>35.1</b>	<b>28.1</b>	<b>14.1</b>	<b>11.4</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>62.9</b>	<b>25</b>	<b>173</b>	
CAMPBELTOWN	LOGANAIR LTD	S	95	0	3	12.2	40.8	37.8	2.0	1.0	2.0	1.0	0.0	0.0	0.0	3.1	6	79.0	24	93	
<b>TOTAL CAMPBELTOWN</b>			<b>95</b>	<b>0</b>	<b>3</b>	<b>12.2</b>	<b>40.8</b>	<b>37.8</b>	<b>2.0</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>6</b>	<b>79.0</b>	<b>24</b>	<b>93</b>	
CARDIFF WALES	FLYBE LTD	S	42	0	2	6.8	45.5	29.5	0.0	9.1	4.5	0.0	0.0	0.0	0.0	4.5	11	78.9	10	38	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>45.5</b>	<b>29.5</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>0.0</b>	<b>4.5</b>	<b>11</b>	<b>78.9</b>	<b>10</b>	<b>38</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	46	0	0	2.2	39.1	32.6	13.0	10.9	0.0	0.0	2.2	0.0	0.0	0.0	14	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	25.0	22	44	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>39.1</b>	<b>32.6</b>	<b>13.0</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>25.0</b>	<b>22</b>	<b>44</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	95	0	1	4.2	51.0	31.3	3.1	4.2	5.2	0.0	0.0	0.0	0.0	1.0	8	88.0	9	150	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>51.0</b>	<b>31.3</b>	<b>3.1</b>	<b>4.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>88.0</b>	<b>9</b>	<b>150</b>	
EDINBURGH	EASYJET UK LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER	FLYBE LTD	S	62	0	0	1.6	35.5	40.3	17.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	9	69.4	12	62	
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>40.3</b>	<b>17.7</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>9</b>	<b>69.4</b>	<b>12</b>	<b>62</b>	
GATWICK	BRITISH AIRWAYS PLC	S	201	0	3	3.4	38.2	36.3	9.3	8.8	1.5	1.0	0.0	0.0	0.0	1.5	11	74.0	14	203	
GATWICK	EASYJET UK LTD	S	164	0	4	3.6	10.1	29.2	16.7	16.1	17.3	3.6	1.2	0.0	0.0	2.4	37	56.5	29	166	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 GATWICK</b>			<b>365</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>25.5</b>	<b>33.1</b>	<b>12.6</b>	<b>12.1</b>	<b>8.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>66.1</b>	<b>20</b>	<b>369</b>
GUERNSEY	LOGANAIR LTD	S	10	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	87.5	7	8
<b>TOTAL GUERNSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>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>26</b>	<b>87.5</b>	<b>7</b>	<b>8</b>
HEATHROW	BRITISH AIRWAYS PLC	S	537	0	10	1.8	40.0	27.6	12.2	7.3	6.6	2.4	0.2	0.0	0.0	1.8	17	78.8	11	557
<b>TOTAL HEATHROW</b>			<b>537</b>	<b>0</b>	<b>10</b>	<b>1.8</b>	<b>40.0</b>	<b>27.6</b>	<b>12.2</b>	<b>7.3</b>	<b>6.6</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>78.8</b>	<b>11</b>	<b>557</b>
ISLAY	LOGANAIR LTD	S	122	0	3	4.8	25.6	41.6	4.8	8.8	6.4	5.6	0.0	0.0	0.0	2.4	21	71.9	15	134
<b>TOTAL ISLAY</b>			<b>122</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>25.6</b>	<b>41.6</b>	<b>4.8</b>	<b>8.8</b>	<b>6.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>21</b>	<b>71.9</b>	<b>15</b>	<b>134</b>
JERSEY	EASYJET UK LTD	S	54	0	0	1.9	35.2	25.9	14.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	51.9	28	52
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	87.5	3	7
<b>TOTAL JERSEY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.2</b>	<b>25.9</b>	<b>14.8</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>14</b>	<b>56.7</b>	<b>25</b>	<b>59</b>
KIRKWALL	LOGANAIR LTD	S	90	0	0	4.4	32.2	37.8	12.2	4.4	6.7	2.2	0.0	0.0	0.0	0.0	15	78.1	13	96
<b>TOTAL KIRKWALL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>32.2</b>	<b>37.8</b>	<b>12.2</b>	<b>4.4</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>15</b>	<b>78.1</b>	<b>13</b>	<b>96</b>
LONDON CITY	BA CITYFLYER LTD	S	263	0	3	3.8	47.0	25.9	10.5	9.0	2.6	0.0	0.0	0.0	0.0	1.1	10	73.5	14	251
<b>TOTAL LONDON CITY</b>			<b>263</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>47.0</b>	<b>25.9</b>	<b>10.5</b>	<b>9.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>73.5</b>	<b>14</b>	<b>251</b>
LUTON	EASYJET UK LTD	S	135	0	0	11.1	36.3	18.5	13.3	13.3	5.9	1.5	0.0	0.0	0.0	0.0	17	64.0	21	132
<b>TOTAL LUTON</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>36.3</b>	<b>18.5</b>	<b>13.3</b>	<b>13.3</b>	<b>5.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.0</b>	<b>21</b>	<b>132</b>
MANCHESTER	FLYBE LTD	S	112	0	2	1.8	30.7	43.9	18.4	0.9	2.6	0.0	0.0	0.0	0.0	1.8	9	88.6	5	120
<b>TOTAL MANCHESTER</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>30.7</b>	<b>43.9</b>	<b>18.4</b>	<b>0.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>88.6</b>	<b>5</b>	<b>120</b>
NEWQUAY	FLYBE LTD	S	18	0	0	0.0	5.6	44.4	11.1	16.7	22.2	0.0	0.0	0.0	0.0	0.0	28	75.0	10	8
<b>TOTAL NEWQUAY</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>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
SOUTHAMPTON	FLYBE LTD	S	220	0	0	6.4	35.9	41.4	9.1	3.2	4.1	0.0	0.0	0.0	0.0	0.0	9	78.5	13	256
<b>TOTAL SOUTHAMPTON</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>35.9</b>	<b>41.4</b>	<b>9.1</b>	<b>3.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.5</b>	<b>13</b>	<b>256</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	48.1	46	106
SOUTHEND	LOGANAIR LTD	S	149	0	0	0.0	22.1	38.3	14.1	12.1	12.1	0.7	0.7	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.1</b>	<b>38.3</b>	<b>14.1</b>	<b>12.1</b>	<b>12.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>48.1</b>	<b>46</b>	<b>106</b>
STANSTED	EASYJET UK LTD	S	159	0	0	1.9	42.8	33.3	8.2	6.3	5.0	1.3	1.3	0.0	0.0	0.0	15	66.0	25	158
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	36.8	40	152
STANSTED	TITAN AIRWAYS LTD	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL STANSTED</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>42.2</b>	<b>32.9</b>	<b>8.7</b>	<b>6.2</b>	<b>5.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>51.9</b>	<b>33</b>	<b>310</b>
STORNOWAY	LOGANAIR LTD	S	218	0	3	4.5	26.2	36.7	17.2	6.8	5.9	0.9	0.5	0.0	0.0	1.4	16	84.3	10	229
<b>TOTAL STORNOWAY</b>			<b>218</b>	<b>0</b>	<b>3</b>	<b>4.5</b>	<b>26.2</b>	<b>36.7</b>	<b>17.2</b>	<b>6.8</b>	<b>5.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>84.3</b>	<b>10</b>	<b>229</b>
SUMBURGH	LOGANAIR LTD	S	75	0	2	6.5	26.0	40.3	11.7	5.2	3.9	3.9	0.0	0.0	0.0	2.6	17	88.5	7	78
<b>TOTAL SUMBURGH</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>26.0</b>	<b>40.3</b>	<b>11.7</b>	<b>5.2</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>88.5</b>	<b>7</b>	<b>78</b>
TIREE	LOGANAIR LTD	S	119	0	4	6.5	37.4	42.3	3.3	1.6	1.6	4.1	0.0	0.0	0.0	3.3	12	77.3	15	122
<b>TOTAL TIREE</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>37.4</b>	<b>42.3</b>	<b>3.3</b>	<b>1.6</b>	<b>1.6</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>12</b>	<b>77.3</b>	<b>15</b>	<b>122</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4144</b>	<b>0</b>	<b>63</b>	<b>3.7</b>	<b>34.8</b>	<b>34.7</b>	<b>10.7</b>	<b>7.5</b>	<b>5.4</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>73.6</b>	<b>16</b>	<b>4346</b>
<b>USA</b>																				

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
CHICAGO (O'HARE)	LOT-POLISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	1
<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>50.0</b>	<b>15</b>	<b>1</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	59	1
<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>59</b>	<b>1</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	19.4	38.7	21.0	8.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	69.4	22	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>38.7</b>	<b>21.0</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>69.4</b>	<b>22</b>	<b>62</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	61	0	1	9.7	32.3	11.3	9.7	8.1	6.5	4.8	16.1	0.0	0.0	1.6	59	59.4	48	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>32.3</b>	<b>11.3</b>	<b>9.7</b>	<b>8.1</b>	<b>6.5</b>	<b>4.8</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>59</b>	<b>59.4</b>	<b>48</b>	<b>62</b>
ORLANDO	THOMAS COOK AIRLINES 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	21	33.3	18	3
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	5.3	42.1	21.1	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	14	76.5	22	17
<b>TOTAL ORLANDO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>19.0</b>	<b>19.0</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.0</b>	<b>22</b>	<b>20</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	87.1	16	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>87.1</b>	<b>16</b>	<b>62</b>
SANFORD	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	7	13
<b>TOTAL SANFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>7</b>	<b>13</b>
<b>TOTAL USA</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>34.2</b>	<b>19.4</b>	<b>9.7</b>	<b>10.3</b>	<b>4.5</b>	<b>1.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>30</b>	<b>71.9</b>	<b>27</b>	<b>221</b>
<b>TOTAL GLASGOW</b>			<b>7578</b>	<b>0</b>	<b>66</b>	<b>5.0</b>	<b>33.4</b>	<b>35.2</b>	<b>11.5</b>	<b>7.9</b>	<b>4.4</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>71.6</b>	<b>17</b>	<b>8082</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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	60	0	0	5.0	21.7	41.7	21.7	5.0	5.0	0.0	0.0	0.0	0.0	0.0	13	61.3	22	62	
<b>TOTAL ALGIERS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>21.7</b>	<b>41.7</b>	<b>21.7</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>13</b>	<b>61.3</b>	<b>22</b>	<b>62</b>	
<b>TOTAL ALGERIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>21.7</b>	<b>41.7</b>	<b>21.7</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>13</b>	<b>61.3</b>	<b>22</b>	<b>62</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	12.9	32.3	30.6	12.9	8.1	1.6	0.0	0.0	1.6	0.0	0.0	32	87.1	7	62	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>32.3</b>	<b>30.6</b>	<b>12.9</b>	<b>8.1</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>32</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>32.3</b>	<b>30.6</b>	<b>12.9</b>	<b>8.1</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>32</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	62	0	0	21.0	38.7	27.4	8.1	1.6	3.2	0.0	0.0	0.0	0.0	0.0	7	85.5	8	62	
<b>TOTAL MELBOURNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>38.7</b>	<b>27.4</b>	<b>8.1</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>7</b>	<b>85.5</b>	<b>8</b>	<b>62</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	14.5	30.6	27.4	12.9	11.3	3.2	0.0	0.0	0.0	0.0	0.0	14	72.6	9	60	
SYDNEY	QANTAS	S	62	0	1	0.0	14.3	46.0	17.5	12.7	6.3	1.6	0.0	0.0	0.0	1.6	19	69.4	62	62	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>22.4</b>	<b>36.8</b>	<b>15.2</b>	<b>12.0</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>71.0</b>	<b>36</b>	<b>122</b>	
<b>TOTAL AUSTRALIA</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>27.8</b>	<b>33.7</b>	<b>12.8</b>	<b>8.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>75.8</b>	<b>26</b>	<b>184</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	26	0	0	0.0	34.6	50.0	3.8	3.8	3.8	3.8	0.0	0.0	0.0	0.0	15	84.6	6	26	
<b>TOTAL INNSBRUCK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>50.0</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.6</b>	<b>6</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	66.7	14	18	
<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>66.7</b>	<b>14</b>	<b>18</b>	
VIENNA	AUSTRIAN AIRLINES	S	246	0	2	0.4	14.1	46.0	22.6	9.7	6.0	0.4	0.0	0.0	0.0	0.8	18	61.3	23	248	
VIENNA	BRITISH AIRWAYS PLC	S	286	0	6	6.8	26.0	41.4	12.3	7.5	2.4	1.0	0.3	0.0	0.0	2.1	13	84.1	12	300	
<b>TOTAL VIENNA</b>			<b>532</b>	<b>0</b>	<b>8</b>	<b>3.9</b>	<b>20.6</b>	<b>43.5</b>	<b>17.0</b>	<b>8.5</b>	<b>4.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>73.8</b>	<b>17</b>	<b>548</b>	
<b>TOTAL AUSTRIA</b>			<b>558</b>	<b>0</b>	<b>8</b>	<b>3.7</b>	<b>21.2</b>	<b>43.8</b>	<b>16.4</b>	<b>8.3</b>	<b>4.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>74.1</b>	<b>16</b>	<b>592</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	39	0	0	5.1	25.6	38.5	12.8	12.8	2.6	2.6	0.0	0.0	0.0	0.0	17	63.6	34	44	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>25.6</b>	<b>38.5</b>	<b>12.8</b>	<b>12.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.6</b>	<b>34</b>	<b>44</b>	
<b>TOTAL AZERBAIJAN</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>25.6</b>	<b>38.5</b>	<b>12.8</b>	<b>12.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.6</b>	<b>34</b>	<b>44</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	62	0	0	0.0	35.5	46.8	3.2	11.3	1.6	1.6	0.0	0.0	0.0	0.0	11	83.9	11	62	
BAHRAIN	GULF AIR	S	124	0	0	0.0	18.5	54.8	17.7	8.1	0.0	0.8	0.0	0.0	0.0	0.0	12	42.7	26	124	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>52.2</b>	<b>12.9</b>	<b>9.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.5</b>	<b>21</b>	<b>186</b>	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>52.2</b>	<b>12.9</b>	<b>9.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.5</b>	<b>21</b>	<b>186</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	36	0	0	0.0	19.4	47.2	25.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	15	50.0	34	36	
<b>TOTAL DHAKHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>47.2</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>34</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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 BANGLADESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>47.2</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>34</b>	<b>36</b>
<b>BARBADOS</b>																				
<b>BRIDGETOWN</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	0.0	22	1
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>
<b>BELGIUM</b>																				
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	297	0	13	6.1	41.9	26.1	9.4	8.1	3.5	0.3	0.3	0.0	0.0	4.2	12	86.9	8	331
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	175	0	2	2.3	23.2	44.6	13.6	12.4	2.8	0.0	0.0	0.0	0.0	1.1	13	69.1	13	175
<b>TOTAL BRUSSELS</b>			<b>472</b>	<b>0</b>	<b>15</b>	<b>4.7</b>	<b>35.1</b>	<b>32.9</b>	<b>10.9</b>	<b>9.7</b>	<b>3.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>12</b>	<b>80.7</b>	<b>10</b>	<b>506</b>
<b>TOTAL BELGIUM</b>			<b>472</b>	<b>0</b>	<b>15</b>	<b>4.7</b>	<b>35.1</b>	<b>32.9</b>	<b>10.9</b>	<b>9.7</b>	<b>3.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>12</b>	<b>80.7</b>	<b>10</b>	<b>506</b>
<b>BRAZIL</b>																				
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	33.9	38.7	4.8	12.9	1.6	1.6	1.6	0.0	0.0	0.0	16	82.3	10	62
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.9</b>	<b>38.7</b>	<b>4.8</b>	<b>12.9</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.3</b>	<b>10</b>	<b>62</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	62	0	0	14.5	29.0	24.2	12.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	17	77.4	12	62
<b>SAO PAULO (GUARULHOS)</b>	LAN CHILE	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>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	62	0	0	21.0	45.2	22.6	6.5	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	84.4	7	90
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>17.6</b>	<b>36.8</b>	<b>23.2</b>	<b>9.6</b>	<b>6.4</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>81.6</b>	<b>9</b>	<b>152</b>
<b>TOTAL BRAZIL</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>13.4</b>	<b>35.8</b>	<b>28.3</b>	<b>8.0</b>	<b>8.6</b>	<b>3.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>81.8</b>	<b>9</b>	<b>214</b>
<b>BRUNEI</b>																				
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	3.2	29.0	50.0	11.3	1.6	1.6	0.0	1.6	1.6	0.0	0.0	31	79.0	24	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>50.0</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>79.0</b>	<b>24</b>	<b>62</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>50.0</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>79.0</b>	<b>24</b>	<b>62</b>
<b>BULGARIA</b>																				
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	29.0	30.6	17.7	12.9	4.8	0.0	0.0	0.0	0.0	0.0	16	72.6	12	62
<b>SOFIA</b>	BULGARIA AIR	S	48	0	0	2.1	4.2	27.1	33.3	16.7	8.3	6.3	2.1	0.0	0.0	0.0	36	56.3	17	48
<b>TOTAL SOFIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>18.2</b>	<b>29.1</b>	<b>24.5</b>	<b>14.5</b>	<b>6.4</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.5</b>	<b>14</b>	<b>110</b>
<b>TOTAL BULGARIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>18.2</b>	<b>29.1</b>	<b>24.5</b>	<b>14.5</b>	<b>6.4</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.5</b>	<b>14</b>	<b>110</b>
<b>CANADA</b>																				
<b>CALGARY</b>	AIR CANADA	S	62	0	0	14.5	32.3	43.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	91.9	5	62
<b>CALGARY</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	22.6	24.2	11.3	14.5	16.1	3.2	1.6	0.0	0.0	0.0	31	74.2	14	62
<b>TOTAL CALGARY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>27.4</b>	<b>33.9</b>	<b>8.9</b>	<b>8.9</b>	<b>8.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.1</b>	<b>9</b>	<b>124</b>
<b>HALIFAX INT</b>	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	9	58
<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</b>	<b>77.4</b>	<b>9</b>	<b>58</b>	
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	62	0	0	11.3	24.2	37.1	14.5	4.8	4.8	3.2	0.0	0.0	0.0	0.0	18	46.8	37	62
<b>MONTREAL (DORVAL)</b>	BRITISH AIRWAYS PLC	S	62	0	0	1.6	17.7	27.4	19.4	22.6	11.3	0.0	0.0	0.0	0.0	0.0	26	66.1	18	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m	15 m	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						to 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 MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.0</b>	<b>32.3</b>	<b>16.9</b>	<b>13.7</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>56.5</b>	<b>27</b>	<b>124</b>		
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	3.2	37.1	41.9	11.3	4.8	1.6	0.0	0.0	0.0	0.0	7	90.3	8	62		
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.1</b>	<b>41.9</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.3</b>	<b>8</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	80.6	17	62		
<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>80.6</b>	<b>17</b>	<b>62</b>		
TORONTO	AIR CANADA	S	248	0	0	12.1	18.1	39.1	16.9	7.3	4.4	0.8	1.2	0.0	0.0	17	60.9	26	248		
TORONTO	BRITISH AIRWAYS PLC	S	124	0	0	6.5	11.3	25.8	27.4	20.2	6.5	0.8	0.0	1.6	0.0	29	75.0	15	124		
<b>TOTAL TORONTO</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>15.9</b>	<b>34.7</b>	<b>20.4</b>	<b>11.6</b>	<b>5.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>21</b>	<b>65.6</b>	<b>22</b>	<b>372</b>		
VANCOUVER	AIR CANADA	S	124	0	0	8.9	41.1	37.1	8.9	3.2	0.8	0.0	0.0	0.0	0.0	6	85.5	9	124		
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	3.2	9.7	32.3	14.5	19.4	17.7	1.6	1.6	0.0	0.0	36	54.8	22	62		
<b>TOTAL VANCOUVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>30.6</b>	<b>35.5</b>	<b>10.8</b>	<b>8.6</b>	<b>6.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.3</b>	<b>13</b>	<b>186</b>		
<b>TOTAL CANADA</b>			<b>868</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>22.9</b>	<b>34.9</b>	<b>15.6</b>	<b>10.4</b>	<b>6.0</b>	<b>0.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>19</b>	<b>71.7</b>	<b>18</b>	<b>988</b>		
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	37	0	0	13.5	18.9	51.4	2.7	5.4	5.4	2.7	0.0	0.0	0.0	15	85.7	9	35		
<b>TOTAL GRAND CAYMAN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>18.9</b>	<b>51.4</b>	<b>2.7</b>	<b>5.4</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>9</b>	<b>35</b>		
<b>TOTAL CAYMAN ISLANDS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>18.9</b>	<b>51.4</b>	<b>2.7</b>	<b>5.4</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>9</b>	<b>35</b>		
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	45	0	0	28.9	22.2	20.0	6.7	17.8	4.4	0.0	0.0	0.0	0.0	14	82.9	13	35		
<b>TOTAL SANTIAGO DE CHILE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>22.2</b>	<b>20.0</b>	<b>6.7</b>	<b>17.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.9</b>	<b>13</b>	<b>35</b>		
<b>TOTAL CHILE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>22.2</b>	<b>20.0</b>	<b>6.7</b>	<b>17.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.9</b>	<b>13</b>	<b>35</b>		
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	184	0	2	13.4	29.0	32.8	12.4	7.0	2.7	1.6	0.0	0.0	1.1	13	81.0	10	142		
BEIJING	BRITISH AIRWAYS PLC	S	62	0	0	29.0	8.1	29.0	17.7	12.9	3.2	0.0	0.0	0.0	0.0	15	75.8	17	62		
<b>TOTAL BEIJING</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>17.3</b>	<b>23.8</b>	<b>31.9</b>	<b>13.7</b>	<b>8.5</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>79.4</b>	<b>12</b>	<b>204</b>		
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	26	0	0	3.8	38.5	46.2	7.7	0.0	3.8	0.0	0.0	0.0	0.0	7	92.9	5	28		
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>5</b>	<b>28</b>		
CHENGDU	AIR CHINA	S	28	0	0	7.1	21.4	28.6	14.3	17.9	10.7	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL CHENGDU</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	74	0	1	24.0	46.7	17.3	8.0	2.7	0.0	0.0	0.0	0.0	1.3	4	83.8	12	80		
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>24.0</b>	<b>46.7</b>	<b>17.3</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>4</b>	<b>83.8</b>	<b>12</b>	<b>80</b>		
QINGDAO	BEIJING CAPITAL AIRLINES	S	26	0	0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18		
<b>TOTAL QINGDAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	87	0	2	9.0	20.2	41.6	10.1	7.9	4.5	0.0	3.4	1.1	0.0	2.2	38	85.2	15	88	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	62	0	0	4.8	22.6	30.6	14.5	12.9	9.7	3.2	0.0	1.6	0.0	0.0	44	62.9	13	62	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	12.9	25.8	40.3	8.1	3.2	3.2	0.0	3.2	0.0	0.0	3.2	15	87.1	11	62	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>209</b>	<b>0</b>	<b>4</b>	<b>8.9</b>	<b>22.5</b>	<b>38.0</b>	<b>10.8</b>	<b>8.0</b>	<b>5.6</b>	<b>0.9</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>33</b>	<b>79.2</b>	<b>13</b>	<b>212</b>	
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	26	0	0	3.8	30.8	30.8	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>30.8</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>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIANJIN	TIANJIN AIRLINES	S	44	0	0	6.8	20.5	34.1	20.5	11.4	0.0	0.0	0.0	6.8	0.0	0.0	55	90.9	4	22	
<b>TOTAL TIANJIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>20.5</b>	<b>34.1</b>	<b>20.5</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>90.9</b>	<b>4</b>	<b>22</b>	
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	26	0	0	15.4	46.2	23.1	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	25	28	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>23.1</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>25</b>	<b>28</b>	
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	18	0	0	5.6	27.8	16.7	16.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>723</b>	<b>0</b>	<b>7</b>	<b>14.0</b>	<b>27.4</b>	<b>31.4</b>	<b>12.7</b>	<b>8.1</b>	<b>3.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>80.2</b>	<b>12</b>	<b>592</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	33.9	40.3	14.5	1.6	3.2	1.6	0.0	0.0	4.8	0.0	0.0	37	79.0	26	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>40.3</b>	<b>14.5</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>79.0</b>	<b>26</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>40.3</b>	<b>14.5</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>79.0</b>	<b>26</b>	<b>62</b>	
<b>CROATIA</b>																					
PULA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	12	16	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>72.2</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>4</b>	<b>81.3</b>	<b>12</b>	<b>16</b>	
SPLIT	BRITISH AIRWAYS PLC	S	58	0	2	0.0	31.7	45.0	11.7	3.3	3.3	1.7	0.0	0.0	0.0	3.3	12	87.0	7	46	
SPLIT	CROATIA AIRLINES	S	10	0	0	0.0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	33	25.0	26	4	
<b>TOTAL SPLIT</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.1</b>	<b>41.4</b>	<b>15.7</b>	<b>7.1</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>82.0</b>	<b>8</b>	<b>50</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	60	0	2	6.5	25.8	32.3	17.7	4.8	3.2	6.5	0.0	0.0	0.0	3.2	19	75.8	10	62	
ZAGREB	CROATIA AIRLINES	S	26	0	0	0.0	0.0	11.5	42.3	23.1	23.1	0.0	0.0	0.0	0.0	0.0	41	12.5	47	32	
<b>TOTAL ZAGREB</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>18.2</b>	<b>26.1</b>	<b>25.0</b>	<b>10.2</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>25</b>	<b>54.3</b>	<b>23</b>	<b>94</b>	
<b>TOTAL CROATIA</b>			<b>172</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>22.2</b>	<b>36.9</b>	<b>19.3</b>	<b>8.0</b>	<b>6.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>19</b>	<b>65.6</b>	<b>17</b>	<b>160</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	184	0	2	4.3	28.0	41.9	11.3	7.5	5.4	0.0	0.0	0.5	0.0	1.1	17	64.5	26	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	72.6	13	62	
<b>TOTAL LARNACA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>28.0</b>	<b>41.9</b>	<b>11.3</b>	<b>7.5</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>67.2</b>	<b>22</b>	<b>186</b>	
<b>TOTAL CYPRUS</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>28.0</b>	<b>41.9</b>	<b>11.3</b>	<b>7.5</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>67.2</b>	<b>22</b>	<b>186</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	290	0	2	5.1	36.0	33.6	11.0	9.2	3.8	0.7	0.0	0.0	0.0	0.7	13	81.6	14	293	
<b>TOTAL PRAGUE</b>			<b>290</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>36.0</b>	<b>33.6</b>	<b>11.0</b>	<b>9.2</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>81.6</b>	<b>14</b>	<b>293</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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 CZECH REPUBLIC</b>			<b>290</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>36.0</b>	<b>33.6</b>	<b>11.0</b>	<b>9.2</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>81.6</b>	<b>14</b>	<b>293</b>
<b>DENMARK</b>																				
<b>BILLUND</b>	BRITISH AIRWAYS PLC	S	60	0	2	24.2	21.0	27.4	11.3	8.1	4.8	0.0	0.0	0.0	0.0	3.2	12	90.8	15	98
<b>TOTAL BILLUND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>24.2</b>	<b>21.0</b>	<b>27.4</b>	<b>11.3</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>3.2</b>	<b>12</b>	<b>90.8</b>	<b>15</b>	<b>98</b>
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	342	0	2	8.1	36.0	32.6	9.0	7.0	5.5	1.2	0.0	0.0	0.0	0.6	14	86.0	9	398
<b>COPENHAGEN</b>	SAS	S	214	0	2	0.0	23.6	46.8	18.1	8.8	1.9	0.0	0.0	0.0	0.0	0.9	12	71.7	14	264
<b>COPENHAGEN</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	42	0	0	0.0	21.4	45.2	7.1	14.3	11.9	0.0	0.0	0.0	0.0	0.0	22	84.9	6	53
<b>TOTAL COPENHAGEN</b>			<b>598</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>30.6</b>	<b>38.5</b>	<b>12.1</b>	<b>8.1</b>	<b>4.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>80.6</b>	<b>11</b>	<b>715</b>
<b>TOTAL DENMARK</b>			<b>658</b>	<b>0</b>	<b>6</b>	<b>6.5</b>	<b>29.7</b>	<b>37.5</b>	<b>12.0</b>	<b>8.1</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>81.8</b>	<b>11</b>	<b>813</b>
<b>EGYPT</b>																				
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	14.5	21.0	22.6	16.1	11.3	8.1	1.6	3.2	1.6	0.0	0.0	33	66.1	29	62
<b>CAIRO</b>	EGYPT AIR	S	124	0	0	11.3	20.2	37.9	14.5	12.1	4.0	0.0	0.0	0.0	0.0	0.0	15	70.2	14	124
<b>TOTAL CAIRO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>20.4</b>	<b>32.8</b>	<b>15.1</b>	<b>11.8</b>	<b>5.4</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.8</b>	<b>19</b>	<b>186</b>
<b>TOTAL EGYPT</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>20.4</b>	<b>32.8</b>	<b>15.1</b>	<b>11.8</b>	<b>5.4</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.8</b>	<b>19</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	83.3	54	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>83.3</b>	<b>54</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>83.3</b>	<b>54</b>	<b>18</b>
<b>ETHIOPIA</b>																				
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	88	0	0	9.1	19.3	33.0	18.2	9.1	10.2	1.1	0.0	0.0	0.0	0.0	19	60.2	17	88
<b>TOTAL ADDIS ABABA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>19.3</b>	<b>33.0</b>	<b>18.2</b>	<b>9.1</b>	<b>10.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.2</b>	<b>17</b>	<b>88</b>
<b>TOTAL ETHIOPIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>19.3</b>	<b>33.0</b>	<b>18.2</b>	<b>9.1</b>	<b>10.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.2</b>	<b>17</b>	<b>88</b>
<b>FINLAND</b>																				
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	62	0	0	1.6	29.0	46.8	12.9	6.5	0.0	1.6	1.6	0.0	0.0	0.0	15	79.5	10	122
<b>HELSINKI</b>	FINNAIR	S	370	0	1	2.7	28.6	43.4	16.4	6.5	1.9	0.3	0.0	0.0	0.0	0.3	10	70.3	14	310
<b>TOTAL HELSINKI</b>			<b>432</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>28.6</b>	<b>43.9</b>	<b>15.9</b>	<b>6.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>72.9</b>	<b>13</b>	<b>432</b>
<b>TOTAL FINLAND</b>			<b>432</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>28.6</b>	<b>43.9</b>	<b>15.9</b>	<b>6.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>72.9</b>	<b>13</b>	<b>432</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	12	8
<b>BASTIA</b>	BRITISH AIRWAYS PLC	S	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>12</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	62.5	12	8
<b>FIGARI</b>	BRITISH AIRWAYS PLC	S	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	18	8
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>15</b>	<b>16</b>
<b>LYON</b>	BRITISH AIRWAYS PLC	S	186	0	0	9.7	38.7	33.9	5.9	8.6	2.2	1.1	0.0	0.0	0.0	0.0	10	80.6	9	186
<b>TOTAL LYON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>33.9</b>	<b>5.9</b>	<b>8.6</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>10</b>	<b>80.6</b>	<b>9</b>	<b>186</b>
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	248	0	0	10.1	35.1	34.3	10.5	6.5	2.4	1.2	0.0	0.0	0.0	0.0	11	76.3	15	186

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE													AUG 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 MARSEILLE</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>35.1</b>	<b>34.3</b>	<b>10.5</b>	<b>6.5</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.3</b>	<b>15</b>	<b>186</b>	
MONTPELLIER	BRITISH AIRWAYS PLC	S	38	0	0	2.6	21.1	39.5	21.1	7.9	5.3	2.6	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>21.1</b>	<b>39.5</b>	<b>21.1</b>	<b>7.9</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	BRITISH AIRWAYS PLC	S	62	0	0	16.1	21.0	27.4	14.5	11.3	6.5	3.2	0.0	0.0	0.0	0.0	20	94.4	6	36	
<b>TOTAL NANTES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>21.0</b>	<b>27.4</b>	<b>14.5</b>	<b>11.3</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>20</b>	<b>94.4</b>	<b>6</b>	<b>36</b>	
NICE	BRITISH AIRWAYS PLC	S	452	0	10	5.4	24.0	33.5	18.0	10.2	6.5	0.2	0.0	0.0	0.0	2.2	16	68.4	22	414	
<b>TOTAL NICE</b>			<b>452</b>	<b>0</b>	<b>10</b>	<b>5.4</b>	<b>24.0</b>	<b>33.5</b>	<b>18.0</b>	<b>10.2</b>	<b>6.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>16</b>	<b>68.4</b>	<b>22</b>	<b>414</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	345	0	1	5.2	37.0	40.2	9.5	4.3	2.9	0.6	0.0	0.0	0.0	0.3	10	70.6	14	412	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	425	0	7	10.4	31.9	33.6	9.7	6.7	5.1	0.5	0.5	0.0	0.0	1.6	13	82.5	12	412	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>770</b>	<b>0</b>	<b>8</b>	<b>8.1</b>	<b>34.2</b>	<b>36.5</b>	<b>9.6</b>	<b>5.7</b>	<b>4.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>76.6</b>	<b>13</b>	<b>824</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	244	0	4	15.7	35.1	31.0	8.1	5.6	2.8	0.0	0.0	0.0	0.0	1.6	9	87.9	9	173	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>244</b>	<b>0</b>	<b>4</b>	<b>15.7</b>	<b>35.1</b>	<b>31.0</b>	<b>8.1</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>87.9</b>	<b>9</b>	<b>173</b>	
<b>TOTAL FRANCE</b>			<b>2018</b>	<b>0</b>	<b>22</b>	<b>8.9</b>	<b>31.9</b>	<b>34.4</b>	<b>11.5</b>	<b>7.4</b>	<b>4.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>76.4</b>	<b>14</b>	<b>1843</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	383	0	18	6.0	36.9	30.7	10.2	6.7	3.5	1.2	0.2	0.0	0.0	4.5	13	82.0	12	400	
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	123	0	1	11.3	34.7	32.3	6.5	8.9	5.6	0.0	0.0	0.0	0.0	0.8	11	69.7	18	150	
<b>TOTAL BERLIN (TEGEL)</b>			<b>506</b>	<b>0</b>	<b>19</b>	<b>7.2</b>	<b>36.4</b>	<b>31.0</b>	<b>9.3</b>	<b>7.2</b>	<b>4.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>13</b>	<b>78.7</b>	<b>14</b>	<b>550</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	158	0	0	11.4	32.3	37.3	12.0	3.8	3.2	0.0	0.0	0.0	0.0	0.0	9	65.3	23	170	
<b>TOTAL COLOGNE BONN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>32.3</b>	<b>37.3</b>	<b>12.0</b>	<b>3.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.3</b>	<b>23</b>	<b>170</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	310	0	8	7.9	36.2	33.0	8.2	9.7	1.6	0.0	0.9	0.0	0.0	2.5	12	82.8	11	321	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	247	0	1	7.7	34.3	34.3	12.1	6.9	4.4	0.0	0.0	0.0	0.0	0.4	12	67.3	17	247	
<b>TOTAL DUSSELDORF</b>			<b>557</b>	<b>0</b>	<b>9</b>	<b>7.8</b>	<b>35.3</b>	<b>33.6</b>	<b>9.9</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>76.1</b>	<b>14</b>	<b>568</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	326	0	6	4.8	28.6	39.2	9.3	10.8	4.2	0.9	0.0	0.3	0.0	1.8	17	78.4	12	376	
FRANKFURT MAIN	LUFTHANSA	S	739	0	5	0.5	20.0	50.1	15.3	9.3	3.8	0.3	0.0	0.0	0.0	0.7	14	58.9	18	739	
<b>TOTAL FRANKFURT MAIN</b>			<b>1065</b>	<b>0</b>	<b>11</b>	<b>1.9</b>	<b>22.7</b>	<b>46.7</b>	<b>13.5</b>	<b>9.8</b>	<b>3.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>65.5</b>	<b>16</b>	<b>1115</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	264	0	4	9.7	38.8	31.3	11.6	2.6	4.1	0.4	0.0	0.0	0.0	1.5	10	89.1	7	246	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	165	0	3	3.6	25.6	36.3	11.9	11.9	7.7	1.2	0.0	0.0	0.0	1.8	20	69.4	16	170	
<b>TOTAL HAMBURG</b>			<b>429</b>	<b>0</b>	<b>7</b>	<b>7.3</b>	<b>33.7</b>	<b>33.3</b>	<b>11.7</b>	<b>6.2</b>	<b>5.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>81.1</b>	<b>11</b>	<b>416</b>	
HANOVER	BRITISH AIRWAYS PLC	S	114	0	0	2.6	24.6	44.7	10.5	8.8	6.1	2.6	0.0	0.0	0.0	0.0	18	85.1	8	161	
<b>TOTAL HANOVER</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>24.6</b>	<b>44.7</b>	<b>10.5</b>	<b>8.8</b>	<b>6.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.1</b>	<b>8</b>	<b>161</b>	
MUNICH	BRITISH AIRWAYS PLC	S	374	0	12	2.6	32.4	34.5	11.7	9.1	4.9	1.8	0.0	0.0	0.0	3.1	16	78.8	11	356	
MUNICH	LUFTHANSA	S	483	0	4	0.6	18.7	50.9	15.0	10.7	2.7	0.6	0.0	0.0	0.0	0.8	14	75.2	12	452	
<b>TOTAL MUNICH</b>			<b>857</b>	<b>0</b>	<b>16</b>	<b>1.5</b>	<b>24.7</b>	<b>43.6</b>	<b>13.5</b>	<b>10.0</b>	<b>3.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>76.8</b>	<b>12</b>	<b>808</b>	
STUTT GART	BRITISH AIRWAYS PLC	S	112	0	2	3.5	32.5	37.7	10.5	8.8	4.4	0.9	0.0	0.0	0.0	1.8	13	81.0	8	116	
STUTT GART	EUROWINGS LUFTVERKEHRS	S	156	0	2	3.8	34.2	41.8	4.4	6.3	8.2	0.0	0.0	0.0	0.0	1.3	13	53.1	27	162	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 STUTTGART</b>			<b>268</b>	<b>0</b>	<b>4</b>	<b>3.7</b>	<b>33.5</b>	<b>40.1</b>	<b>7.0</b>	<b>7.4</b>	<b>6.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>64.7</b>	<b>19</b>	<b>278</b>
<b>TOTAL GERMANY</b>			<b>3954</b>	<b>0</b>	<b>66</b>	<b>4.4</b>	<b>29.1</b>	<b>39.8</b>	<b>11.7</b>	<b>8.5</b>	<b>4.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>73.3</b>	<b>14</b>	<b>4066</b>
<b>GHANA</b>																				
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	0.0	11.3	29.0	22.6	16.1	14.5	4.8	1.6	0.0	0.0	0.0	37	50.0	24	62
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>29.0</b>	<b>22.6</b>	<b>16.1</b>	<b>14.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>50.0</b>	<b>24</b>	<b>62</b>
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>29.0</b>	<b>22.6</b>	<b>16.1</b>	<b>14.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>50.0</b>	<b>24</b>	<b>62</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	BRITISH AIRWAYS PLC	S	122	0	2	18.5	33.1	26.6	8.1	4.0	1.6	2.4	4.0	0.0	0.0	1.6	20	92.6	7	95
<b>TOTAL GIBRALTAR</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>18.5</b>	<b>33.1</b>	<b>26.6</b>	<b>8.1</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>92.6</b>	<b>7</b>	<b>95</b>
<b>TOTAL GIBRALTAR</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>18.5</b>	<b>33.1</b>	<b>26.6</b>	<b>8.1</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>92.6</b>	<b>7</b>	<b>95</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	196	0	0	3.1	24.0	41.3	20.9	8.2	2.6	0.0	0.0	0.0	0.0	0.0	14	79.0	8	186
ATHENS	AMERICAN AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
ATHENS	BRITISH AIRWAYS PLC	S	264	0	2	4.5	22.2	46.2	13.2	7.9	3.0	1.5	0.8	0.0	0.0	0.8	16	63.6	20	250
<b>TOTAL ATHENS</b>			<b>461</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>23.1</b>	<b>44.1</b>	<b>16.4</b>	<b>8.0</b>	<b>2.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>70.2</b>	<b>15</b>	<b>436</b>
<b>CHANIA</b>																				
CHANIA	BRITISH AIRWAYS PLC	S	26	0	0	0.0	19.2	50.0	11.5	7.7	11.5	0.0	0.0	0.0	0.0	0.0	18	61.1	15	18
<b>TOTAL CHANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>50.0</b>	<b>11.5</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>15</b>	<b>18</b>
<b>CORFU</b>																				
CORFU	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	8	87.5	11	8
CORFU	BRITISH AIRWAYS PLC	S	98	0	0	4.1	30.6	44.9	10.2	5.1	5.1	0.0	0.0	0.0	0.0	0.0	11	80.2	9	96
<b>TOTAL CORFU</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.2</b>	<b>46.2</b>	<b>9.4</b>	<b>5.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.8</b>	<b>9</b>	<b>104</b>
<b>KALAMATA</b>																				
KALAMATA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	8
KALAMATA	BRITISH AIRWAYS PLC	S	28	0	0	0.0	17.9	50.0	21.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	13	83.3	8	18
<b>TOTAL KALAMATA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>47.2</b>	<b>22.2</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>13</b>	<b>88.5</b>	<b>7</b>	<b>26</b>
<b>KEFALLINIA</b>																				
KEFALLINIA	BRITISH AIRWAYS PLC	C	10	0	0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	9	8
KEFALLINIA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	14	16
<b>TOTAL KEFALLINIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>39.3</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>0.0</b>	<b>11</b>	<b>75.0</b>	<b>13</b>	<b>24</b>
<b>KOS</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	100.0	3	8
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>LEMNOS</b>																				
LEMNOS	BRITISH AIRWAYS PLC	C	18	0	0	0.0	16.7	55.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	50.0	34	16
<b>TOTAL LEMNOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>34</b>	<b>16</b>
<b>MIKONOS</b>																				
MIKONOS	BRITISH AIRWAYS PLC	S	62	0	0	1.6	24.2	27.4	17.7	21.0	3.2	4.8	0.0	0.0	0.0	0.0	24	62.9	16	62
<b>TOTAL MIKONOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>24.2</b>	<b>27.4</b>	<b>17.7</b>	<b>21.0</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>24</b>	<b>62.9</b>	<b>16</b>	<b>62</b>
<b>PREVEZA</b>																				
PREVEZA	BRITISH AIRWAYS PLC	C	18	0	0	0.0	11.1	55.6	5.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	20	75.0	9	16
PREVEZA	BRITISH AIRWAYS PLC	S	26	0	0	0.0	19.2	53.8	15.4	3.8	3.8	0.0	3.8	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PREVEZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>54.5</b>	<b>11.4</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>20</b>	<b>75.0</b>	<b>9</b>	<b>16</b>
<b>RHODES</b>																				
RHODES	BRITISH AIRWAYS PLC	C	10	0	0	10.0	10.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	12	16
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>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>75.0</b>	<b>12</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	54	0	0	1.9	5.6	44.4	20.4	13.0	11.1	0.0	3.7	0.0	0.0	0.0	27	68.5	14	54
<b>TOTAL THIRA (SANTORINI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>5.6</b>	<b>44.4</b>	<b>20.4</b>	<b>13.0</b>	<b>11.1</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.5</b>	<b>14</b>	<b>54</b>
ZAKINTHOS	BRITISH AIRWAYS PLC	S	18	0	0	0.0	5.6	27.8	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	72.2	12	18
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>12</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>863</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>21.8</b>	<b>43.8</b>	<b>15.8</b>	<b>9.2</b>	<b>4.6</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>71.6</b>	<b>14</b>	<b>798</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	15.3	25.0	26.6	12.9	12.9	5.6	1.6	0.0	0.0	0.0	0.0	17	75.8	10	124
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	304	0	2	10.8	28.1	32.0	12.7	8.2	7.5	0.0	0.0	0.0	0.0	0.7	15	81.0	10	310
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	2	25.4	46.0	17.5	1.6	1.6	1.6	0.0	1.6	1.6	0.0	3.2	19	90.3	4	62
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>489</b>	<b>0</b>	<b>4</b>	<b>13.8</b>	<b>29.6</b>	<b>28.8</b>	<b>11.4</b>	<b>8.5</b>	<b>6.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>80.8</b>	<b>9</b>	<b>496</b>
<b>TOTAL HONG KONG</b>			<b>489</b>	<b>0</b>	<b>4</b>	<b>13.8</b>	<b>29.6</b>	<b>28.8</b>	<b>11.4</b>	<b>8.5</b>	<b>6.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>80.8</b>	<b>9</b>	<b>496</b>
<b>HUNGARY</b>																				
BUDAPEST	BRITISH AIRWAYS PLC	S	284	0	0	2.1	31.0	41.5	9.9	8.1	5.6	1.4	0.4	0.0	0.0	0.0	15	72.6	13	244
<b>TOTAL BUDAPEST</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.0</b>	<b>41.5</b>	<b>9.9</b>	<b>8.1</b>	<b>5.6</b>	<b>1.4</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>244</b>
<b>TOTAL HUNGARY</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.0</b>	<b>41.5</b>	<b>9.9</b>	<b>8.1</b>	<b>5.6</b>	<b>1.4</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>244</b>
<b>ICELAND</b>																				
KEFLAVIK	BRITISH AIRWAYS PLC	S	46	0	0	0.0	37.0	50.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	91.9	3	62
KEFLAVIK	ICELANDAIR	S	122	0	2	4.0	19.4	50.0	12.9	5.6	4.0	0.8	1.6	0.0	0.0	1.6	16	50.0	23	124
<b>TOTAL KEFLAVIK</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>24.1</b>	<b>50.0</b>	<b>11.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>64.0</b>	<b>16</b>	<b>186</b>
<b>TOTAL ICELAND</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>24.1</b>	<b>50.0</b>	<b>11.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>64.0</b>	<b>16</b>	<b>186</b>
<b>INDIA</b>																				
AHMEDABAD	AIR INDIA	S	35	0	0	37.1	20.0	34.3	5.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	82.9	15	35
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>37.1</b>	<b>20.0</b>	<b>34.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.9</b>	<b>15</b>	<b>35</b>
BANGALORE (BENGALURU)	AIR INDIA	S	27	0	0	37.0	18.5	37.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	25.8	16.1	30.6	11.3	8.1	4.8	0.0	3.2	0.0	0.0	0.0	19	69.4	16	62
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>16.9</b>	<b>32.6</b>	<b>9.0</b>	<b>6.7</b>	<b>3.4</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.4</b>	<b>16</b>	<b>62</b>
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	16.1	16.1	40.3	9.7	6.5	6.5	3.2	1.6	0.0	0.0	0.0	22	79.0	14	62
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>16.1</b>	<b>40.3</b>	<b>9.7</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.0</b>	<b>14</b>	<b>62</b>
DELHI	AIR INDIA	S	124	0	0	12.9	29.8	43.5	6.5	4.0	1.6	0.8	0.8	0.0	0.0	0.0	10	83.9	8	124
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	12.1	27.4	32.3	16.1	3.2	5.6	1.6	0.0	1.6	0.0	0.0	24	73.4	12	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	83.9	11	62
DELHI	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	100.0	0	1
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	21.0	14.5	37.1	16.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	12	77.4	9	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>TOTAL DELHI</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>25.8</b>	<b>37.7</b>	<b>12.3</b>	<b>4.5</b>	<b>3.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.4</b>	<b>10</b>	<b>373</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	14.5	19.4	30.6	14.5	12.9	3.2	4.8	0.0	0.0	0.0	0.0	19	79.0	62	62	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>19.4</b>	<b>30.6</b>	<b>14.5</b>	<b>12.9</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>19</b>	<b>79.0</b>	<b>62</b>	<b>62</b>	
MUMBAI	AIR INDIA	S	60	0	2	1.6	4.8	17.7	17.7	37.1	9.7	1.6	3.2	3.2	0.0	3.2	54	64.5	15	62	
MUMBAI	BRITISH AIRWAYS PLC	S	159	0	0	18.2	25.2	33.3	10.1	6.9	5.0	0.0	0.0	1.3	0.0	0.0	18	88.7	6	124	
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	84.4	10	186		
<b>TOTAL MUMBAI</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>13.6</b>	<b>19.5</b>	<b>29.0</b>	<b>12.2</b>	<b>15.4</b>	<b>6.3</b>	<b>0.5</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>28</b>	<b>82.5</b>	<b>10</b>	<b>372</b>	
<b>TOTAL INDIA</b>			<b>777</b>	<b>0</b>	<b>2</b>	<b>16.9</b>	<b>21.4</b>	<b>34.1</b>	<b>11.6</b>	<b>8.6</b>	<b>4.4</b>	<b>1.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>80.0</b>	<b>14</b>	<b>966</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	28	0	0	3.6	25.0	35.7	14.3	10.7	10.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	3	26		
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.5</b>	<b>3</b>	<b>26</b>		
<b>TOTAL INDONESIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.5</b>	<b>3</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	57.8	18	45		
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	7.7	11.5	23.1	11.5	19.2	19.2	7.7	0.0	0.0	0.0	42	38.5	45	26		
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>23.1</b>	<b>11.5</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>42</b>	<b>50.7</b>	<b>28</b>	<b>71</b>		
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>23.1</b>	<b>11.5</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>42</b>	<b>50.7</b>	<b>28</b>	<b>71</b>		
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	248	0	0	13.7	46.4	26.2	7.7	6.0	0.0	0.0	0.0	0.0	0.0	6	95.1	2	282		
<b>TOTAL CORK</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>46.4</b>	<b>26.2</b>	<b>7.7</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>6</b>	<b>95.1</b>	<b>2</b>	<b>282</b>		
DUBLIN	AER LINGUS	S	728	0	7	4.5	34.1	31.8	12.7	11.7	3.5	0.7	0.0	0.0	1.0	14	82.5	8	712		
DUBLIN	BRITISH AIRWAYS PLC	S	452	0	8	6.3	31.5	35.9	11.3	7.0	4.3	1.3	0.7	0.0	0.0	1.7	14	82.8	9	422	
DUBLIN	LUFTHANSA	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL DUBLIN</b>			<b>1181</b>	<b>0</b>	<b>15</b>	<b>5.2</b>	<b>33.1</b>	<b>33.4</b>	<b>12.2</b>	<b>9.9</b>	<b>3.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>82.6</b>	<b>8</b>	<b>1134</b>	
SHANNON	AER LINGUS	S	182	0	4	18.3	46.2	25.8	4.8	2.7	0.0	0.0	0.0	0.0	2.2	4	97.8	1	186		
<b>TOTAL SHANNON</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>18.3</b>	<b>46.2</b>	<b>25.8</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>4</b>	<b>97.8</b>	<b>1</b>	<b>186</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>1611</b>	<b>0</b>	<b>19</b>	<b>8.0</b>	<b>36.6</b>	<b>31.4</b>	<b>10.7</b>	<b>8.5</b>	<b>2.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>86.6</b>	<b>6</b>	<b>1602</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	160	0	0	7.5	11.3	33.1	23.1	12.5	9.4	1.9	1.3	0.0	0.0	0.0	27	68.6	15	169	
TEL AVIV	EL AL	S	92	0	2	6.4	14.9	35.1	23.4	16.0	2.1	0.0	0.0	0.0	0.0	2.1	16	63.9	15	97	
<b>TOTAL TEL AVIV</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>12.6</b>	<b>33.9</b>	<b>23.2</b>	<b>13.8</b>	<b>6.7</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>66.9</b>	<b>15</b>	<b>266</b>	
<b>TOTAL ISRAEL</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>12.6</b>	<b>33.9</b>	<b>23.2</b>	<b>13.8</b>	<b>6.7</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>66.9</b>	<b>15</b>	<b>266</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	184	0	2	4.3	25.3	33.3	14.5	10.8	7.5	3.2	0.0	0.0	0.0	1.1	22	74.3	15	179	
<b>TOTAL BOLOGNA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>25.3</b>	<b>33.3</b>	<b>14.5</b>	<b>10.8</b>	<b>7.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>74.3</b>	<b>15</b>	<b>179</b>	
BRINDISI	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	55.6	0.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	24	75.0	17	16	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	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	5	62.5	30	16	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>30</b>	<b>16</b>	
LAMETIA-TERME	BRITISH AIRWAYS PLC	C	10	0	0	0.0	10.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	46	8	
<b>TOTAL LAMETIA-TERME</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>46</b>	<b>8</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	82.3	10	124	
MILAN (LINATE)	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	83.1	10	372	
<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>82.9</b>	<b>10</b>	<b>496</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	S	124	0	0	1.6	29.8	24.2	12.1	25.8	6.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MILAN (MALPENSA)	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	19	0.0	0	0	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	400	0	6	1.5	20.4	38.2	14.5	14.3	6.4	1.2	1.2	0.7	0.0	1.5	28	72.6	14	193	
<b>TOTAL MILAN (MALPENSA)</b>			<b>525</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>22.6</b>	<b>34.8</b>	<b>14.1</b>	<b>16.9</b>	<b>6.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>26</b>	<b>72.6</b>	<b>14</b>	<b>193</b>	
OLBIA	BRITISH AIRWAYS PLC	C	10	0	0	0.0	0.0	30.0	20.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	51	37.5	65	8	
OLBIA	BRITISH AIRWAYS PLC	S	62	0	0	0.0	24.2	37.1	17.7	11.3	8.1	0.0	1.6	0.0	0.0	0.0	20	64.3	18	42	
<b>TOTAL OLBIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>36.1</b>	<b>18.1</b>	<b>12.5</b>	<b>8.3</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>60.0</b>	<b>25</b>	<b>50</b>	
PALERMO	BRITISH AIRWAYS PLC	S	44	0	0	11.4	36.4	27.3	6.8	15.9	2.3	0.0	0.0	0.0	0.0	0.0	12	84.6	9	26	
<b>TOTAL PALERMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.4</b>	<b>27.3</b>	<b>6.8</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>12</b>	<b>84.6</b>	<b>9</b>	<b>26</b>	
PISA	BRITISH AIRWAYS PLC	S	158	0	2	8.1	30.0	31.9	13.8	6.9	6.3	1.9	0.0	0.0	0.0	1.3	16	72.3	13	94	
<b>TOTAL PISA</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>30.0</b>	<b>31.9</b>	<b>13.8</b>	<b>6.9</b>	<b>6.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>72.3</b>	<b>13</b>	<b>94</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	186	0	0	3.2	32.8	37.1	10.8	13.4	2.2	0.0	0.5	0.0	0.0	0.0	13	78.6	11	248	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	374	0	6	5.0	29.2	39.2	10.0	8.9	5.3	0.8	0.0	0.0	0.0	1.6	14	69.0	21	402	
<b>TOTAL ROME (FIUMICINO)</b>			<b>560</b>	<b>0</b>	<b>6</b>	<b>4.4</b>	<b>30.4</b>	<b>38.5</b>	<b>10.2</b>	<b>10.4</b>	<b>4.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>72.6</b>	<b>17</b>	<b>650</b>	
VENICE	BRITISH AIRWAYS PLC	S	131	0	3	14.9	29.1	29.9	8.2	9.0	5.2	0.7	0.0	0.7	0.0	2.2	22	74.2	12	124	
<b>TOTAL VENICE</b>			<b>131</b>	<b>0</b>	<b>3</b>	<b>14.9</b>	<b>29.1</b>	<b>29.9</b>	<b>8.2</b>	<b>9.0</b>	<b>5.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>74.2</b>	<b>12</b>	<b>124</b>	
<b>TOTAL ITALY</b>			<b>1712</b>	<b>0</b>	<b>19</b>	<b>4.6</b>	<b>26.9</b>	<b>35.3</b>	<b>12.2</b>	<b>12.2</b>	<b>5.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>75.1</b>	<b>14</b>	<b>1852</b>	
<b>JAPAN</b>																					
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	35	0	0	2.9	11.4	34.3	20.0	14.3	11.4	2.9	2.9	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>34.3</b>	<b>20.0</b>	<b>14.3</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	19.4	25.8	43.5	6.5	1.6	3.2	0.0	0.0	0.0	0.0	0.0	7	90.3	4	62	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	62	0	0	8.1	27.4	33.9	9.7	12.9	4.8	1.6	1.6	0.0	0.0	0.0	20	77.4	9	62	
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	6.5	50.8	32.3	4.8	1.6	2.4	0.0	0.0	1.6	0.0	0.0	18	93.5	5	124	
<b>TOTAL TOKYO (HANEDA)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>38.7</b>	<b>35.5</b>	<b>6.5</b>	<b>4.4</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.7</b>	<b>6</b>	<b>248</b>	
TOKYO (NARITA)	AEROFLOT	S	17	0	0	5.9	47.1	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	12.9	25.8	11.3	16.1	4.8	8.1	8.1	0.0	0.0	0.0	45	69.4	19	62
<b>TOTAL TOKYO (NARITA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>20.3</b>	<b>29.1</b>	<b>10.1</b>	<b>12.7</b>	<b>3.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.6</b>	<b>15</b>	<b>78</b>
<b>TOTAL JAPAN</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.0</b>	<b>34.0</b>	<b>8.6</b>	<b>7.2</b>	<b>4.1</b>	<b>1.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.6</b>	<b>8</b>	<b>326</b>
<b>JORDAN</b>																				
AMMAN	BRITISH AIRWAYS PLC	S	62	0	0	22.6	21.0	22.6	11.3	16.1	3.2	3.2	0.0	0.0	0.0	0.0	18	79.0	8	62
AMMAN	ROYAL JORDANIAN	S	62	0	0	1.6	8.1	40.3	24.2	21.0	3.2	1.6	0.0	0.0	0.0	0.0	22	61.3	30	62
<b>TOTAL AMMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>14.5</b>	<b>31.5</b>	<b>17.7</b>	<b>18.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.2</b>	<b>19</b>	<b>124</b>
<b>TOTAL JORDAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>14.5</b>	<b>31.5</b>	<b>17.7</b>	<b>18.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.2</b>	<b>19</b>	<b>124</b>
<b>KAZAKHSTAN</b>																				
ASTANA	AIR ASTANA	S	62	0	0	3.2	43.5	32.3	9.7	6.5	1.6	0.0	3.2	0.0	0.0	0.0	16	79.0	24	62
<b>TOTAL ASTANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.5</b>	<b>32.3</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.0</b>	<b>24</b>	<b>62</b>
<b>TOTAL KAZAKHSTAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.5</b>	<b>32.3</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.0</b>	<b>24</b>	<b>62</b>
<b>KENYA</b>																				
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	0.0	27.4	41.9	14.5	6.5	4.8	1.6	3.2	0.0	0.0	0.0	25	87.1	7	62
NAIROBI	KENYA AIRWAYS	S	62	0	0	4.8	22.6	38.7	17.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	18	72.6	18	62
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>25.0</b>	<b>40.3</b>	<b>16.1</b>	<b>6.5</b>	<b>5.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.8</b>	<b>13</b>	<b>124</b>
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>25.0</b>	<b>40.3</b>	<b>16.1</b>	<b>6.5</b>	<b>5.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.8</b>	<b>13</b>	<b>124</b>
<b>KUWAIT</b>																				
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	8.1	17.7	40.3	12.9	9.7	11.3	0.0	0.0	0.0	0.0	0.0	19	87.1	8	62
KUWAIT	KUWAIT AIRWAYS	S	114	0	0	12.3	21.9	36.8	22.8	4.4	1.8	0.0	0.0	0.0	0.0	0.0	11	40.0	34	90
<b>TOTAL KUWAIT</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>20.5</b>	<b>38.1</b>	<b>19.3</b>	<b>6.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.2</b>	<b>24</b>	<b>152</b>
<b>TOTAL KUWAIT</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>20.5</b>	<b>38.1</b>	<b>19.3</b>	<b>6.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.2</b>	<b>24</b>	<b>152</b>
<b>LEBANON</b>																				
BEIRUT	BRITISH AIRWAYS PLC	S	62	0	0	12.9	21.0	32.3	16.1	9.7	8.1	0.0	0.0	0.0	0.0	0.0	17	75.8	12	62
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	1.6	20.2	38.7	22.6	13.7	2.4	0.0	0.8	0.0	0.0	0.0	16	52.4	18	124
<b>TOTAL BEIRUT</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>20.4</b>	<b>36.6</b>	<b>20.4</b>	<b>12.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.2</b>	<b>16</b>	<b>186</b>
<b>TOTAL LEBANON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>20.4</b>	<b>36.6</b>	<b>20.4</b>	<b>12.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.2</b>	<b>16</b>	<b>186</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	BRITISH AIRWAYS PLC	S	113	0	1	14.9	40.4	24.6	7.9	7.0	3.5	0.9	0.0	0.0	0.0	0.9	11	90.3	6	124
<b>TOTAL LUXEMBOURG</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>14.9</b>	<b>40.4</b>	<b>24.6</b>	<b>7.9</b>	<b>7.0</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>90.3</b>	<b>6</b>	<b>124</b>
<b>TOTAL LUXEMBOURG</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>14.9</b>	<b>40.4</b>	<b>24.6</b>	<b>7.9</b>	<b>7.0</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>90.3</b>	<b>6</b>	<b>124</b>
<b>MALAYSIA</b>																				
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	62	0	0	8.1	19.4	40.3	12.9	11.3	4.8	3.2	0.0	0.0	0.0	0.0	18	85.5	9	61
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	124	0	1	15.2	17.6	38.4	17.6	9.6	0.8	0.0	0.0	0.0	0.0	0.8	11	73.4	25	124
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>18.2</b>	<b>39.0</b>	<b>16.0</b>	<b>10.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>77.4</b>	<b>19</b>	<b>185</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>18.2</b>	<b>39.0</b>	<b>16.0</b>	<b>10.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>77.4</b>	<b>19</b>	<b>185</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	144	0	0	0.7	19.4	36.8	22.9	13.9	6.3	0.0	0.0	0.0	0.0	0.0	19	64.2	23	134
<b>TOTAL MALTA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>19.4</b>	<b>36.8</b>	<b>22.9</b>	<b>13.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.2</b>	<b>23</b>	<b>134</b>
<b>TOTAL MALTA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>19.4</b>	<b>36.8</b>	<b>22.9</b>	<b>13.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.2</b>	<b>23</b>	<b>134</b>
<b>MAURITIUS</b>																				
<b>MAURITIUS</b>	AIR MAURITIUS LTD	S	36	0	0	41.7	19.4	30.6	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	14	36
<b>TOTAL MAURITIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>19.4</b>	<b>30.6</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>0.0</b>	<b>5</b>	<b>72.2</b>	<b>14</b>	<b>36</b>
<b>TOTAL MAURITIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>19.4</b>	<b>30.6</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>0.0</b>	<b>5</b>	<b>72.2</b>	<b>14</b>	<b>36</b>
<b>MEXICO</b>																				
<b>MEXICO CITY</b>	AEROMEXICO	S	62	0	0	38.7	17.7	33.9	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	91.9	3	62
<b>MEXICO CITY</b>	BRITISH AIRWAYS PLC	S	62	0	0	25.8	19.4	25.8	16.1	9.7	1.6	1.6	0.0	0.0	0.0	0.0	15	85.5	7	62
<b>TOTAL MEXICO CITY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>18.5</b>	<b>29.8</b>	<b>10.5</b>	<b>6.5</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>10</b>	<b>88.7</b>	<b>5</b>	<b>124</b>
<b>TOTAL MEXICO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>18.5</b>	<b>29.8</b>	<b>10.5</b>	<b>6.5</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>10</b>	<b>88.7</b>	<b>5</b>	<b>124</b>
<b>MOROCCO</b>																				
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	62	0	0	0.0	9.7	41.9	27.4	14.5	6.5	0.0	0.0	0.0	0.0	0.0	21	75.8	10	62
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>41.9</b>	<b>27.4</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>21</b>	<b>75.8</b>	<b>10</b>	<b>62</b>
<b>RABAT</b>	ROYAL AIR MAROC	S	18	0	0	0.0	22.2	38.9	11.1	16.7	0.0	5.6	5.6	0.0	0.0	0.0	30	81.3	10	16
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>41.3</b>	<b>23.8</b>	<b>15.0</b>	<b>5.0</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>76.9</b>	<b>10</b>	<b>78</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	480	0	6	9.3	29.6	34.4	11.3	7.6	4.3	1.4	0.8	0.0	0.0	1.2	16	77.9	13	474
<b>AMSTERDAM</b>	KLM	S	610	0	8	11.3	43.9	28.6	7.3	3.9	3.2	0.5	0.0	0.0	0.0	1.3	9	83.3	8	600
<b>TOTAL AMSTERDAM</b>			<b>1090</b>	<b>0</b>	<b>14</b>	<b>10.4</b>	<b>37.6</b>	<b>31.2</b>	<b>9.1</b>	<b>5.5</b>	<b>3.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>80.9</b>	<b>10</b>	<b>1074</b>
<b>TOTAL NETHERLANDS</b>			<b>1090</b>	<b>0</b>	<b>14</b>	<b>10.4</b>	<b>37.6</b>	<b>31.2</b>	<b>9.1</b>	<b>5.5</b>	<b>3.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>80.9</b>	<b>10</b>	<b>1074</b>
<b>NEW ZEALAND</b>																				
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	62	0	0	8.1	19.4	38.7	19.4	11.3	1.6	1.6	0.0	0.0	0.0	0.0	16	80.6	9	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>38.7</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.6</b>	<b>9</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>38.7</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.6</b>	<b>9</b>	<b>62</b>
<b>NIGERIA</b>																				
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	62	0	0	9.7	25.8	40.3	14.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	83.9	39	62
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>25.8</b>	<b>40.3</b>	<b>14.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.9</b>	<b>39</b>	<b>62</b>
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	19.4	25.8	12.9	21.0	4.8	0.0	0.0	4.8	0.0	0.0	68	72.6	16	62
<b>LAGOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	58.1	24.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.2	4	62
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>38.7</b>	<b>25.0</b>	<b>8.9</b>	<b>10.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>83.9</b>	<b>10</b>	<b>124</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	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	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>34.4</b>	<b>30.1</b>	<b>10.8</b>	<b>9.1</b>	<b>2.7</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>27</b>	<b>83.9</b>	<b>20</b>	<b>186</b>
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	200	0	0	8.5	29.0	35.5	13.5	8.0	3.0	1.0	1.5	0.0	0.0	0.0	0.0	16	80.5	8	224
OSLO (GARDERMOEN)	SAS	S	221	0	0	3.2	30.3	43.0	10.0	10.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	12	87.7	8	161
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	47	0	0	0.0	19.1	55.3	19.1	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	13	77.6	17	107
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>28.6</b>	<b>41.0</b>	<b>12.4</b>	<b>8.1</b>	<b>3.6</b>	<b>0.4</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>82.3</b>	<b>10</b>	<b>492</b>
STAVANGER	SAS	S	52	0	0	0.0	25.0	40.4	15.4	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	79.0	9	100
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>40.4</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.0</b>	<b>9</b>	<b>100</b>
<b>TOTAL NORWAY</b>			<b>520</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>28.3</b>	<b>41.0</b>	<b>12.7</b>	<b>8.5</b>	<b>4.0</b>	<b>0.4</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>81.7</b>	<b>10</b>	<b>592</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	0.0	0	37.8	30	45
MUSCAT	OMAN AIR	S	124	0	0	0.0	10.5	57.3	19.4	11.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	13	71.0	19	124
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>57.3</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.1</b>	<b>22</b>	<b>169</b>
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>57.3</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.1</b>	<b>22</b>	<b>169</b>
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	26	0	0	11.5	19.2	34.6	7.7	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	44	0	0	0.0	4.5	38.6	31.8	6.8	11.4	2.3	4.5	0.0	0.0	0.0	0.0	38	59.1	19	44
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>10.0</b>	<b>37.1</b>	<b>22.9</b>	<b>7.1</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>34</b>	<b>59.1</b>	<b>19</b>	<b>44</b>
KARACHI	PAKISTAN INTL AIRLINES	S	17	0	0	0.0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	27	16
<b>TOTAL KARACHI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.3</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>44.4</b>	<b>27</b>	<b>16</b>
LAHORE	PAKISTAN INTL AIRLINES	S	27	0	0	0.0	3.7	22.2	37.0	29.6	3.7	0.0	3.7	0.0	0.0	0.0	0.0	37	57.7	78	26
<b>TOTAL LAHORE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>22.2</b>	<b>37.0</b>	<b>29.6</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>0.0</b>	<b>37</b>	<b>57.7</b>	<b>78</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>7.0</b>	<b>33.3</b>	<b>29.8</b>	<b>13.2</b>	<b>8.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>55.7</b>	<b>38</b>	<b>86</b>
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	46	0	0	43.5	39.1	15.2	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.5	12	58
<b>TOTAL MANILA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>43.5</b>	<b>39.1</b>	<b>15.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>64.5</b>	<b>12</b>	<b>58</b>
<b>TOTAL PHILIPPINES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>43.5</b>	<b>39.1</b>	<b>15.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>64.5</b>	<b>12</b>	<b>58</b>
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	4.8	17.7	45.2	19.4	4.8	8.1	0.0	0.0	0.0	0.0	0.0	0.0	16	77.4	16	62
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>17.7</b>	<b>45.2</b>	<b>19.4</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>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.4</b>	<b>16</b>	<b>62</b>
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	124	0	0	0.8	39.5	37.9	14.5	5.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	8	81.5	18	162
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	181	0	5	0.5	15.1	38.7	22.0	17.2	3.8	0.0	0.0	0.0	0.0	2.7	18	68.3	16	185	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>305</b>	<b>0</b>	<b>5</b>	<b>0.6</b>	<b>24.8</b>	<b>38.4</b>	<b>19.0</b>	<b>12.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>74.4</b>	<b>17</b>	<b>347</b>	
<b>TOTAL POLAND</b>			<b>367</b>	<b>0</b>	<b>5</b>	<b>1.3</b>	<b>23.7</b>	<b>39.5</b>	<b>19.1</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>74.9</b>	<b>17</b>	<b>409</b>	
<b>PORTUGAL(EXCLUDING</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	BRITISH AIRWAYS PLC	S	72	0	0	4.2	34.7	23.6	22.2	9.7	2.8	2.8	0.0	0.0	0.0	0.0	16	86.1	9	36	
<b>TOTAL FARO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>34.7</b>	<b>23.6</b>	<b>22.2</b>	<b>9.7</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.1</b>	<b>9</b>	<b>36</b>	
LISBON	AIR PORTUGAL	S	387	0	3	2.6	19.0	37.7	15.9	15.1	7.9	0.5	0.5	0.0	0.0	0.8	21	54.4	18	389	
LISBON	BRITISH AIRWAYS PLC	S	194	0	0	7.2	29.9	32.5	17.5	6.2	4.6	1.5	0.0	0.5	0.0	0.0	16	81.7	11	186	
<b>TOTAL LISBON</b>			<b>581</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>22.6</b>	<b>36.0</b>	<b>16.4</b>	<b>12.2</b>	<b>6.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>63.2</b>	<b>16</b>	<b>575</b>	
<b>TOTAL PORTUGAL</b>			<b>653</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>23.9</b>	<b>34.6</b>	<b>17.1</b>	<b>11.9</b>	<b>6.4</b>	<b>1.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>64.5</b>	<b>16</b>	<b>611</b>	
<b>QATAR</b>																					
DOHA HAMAD	BRITISH AIRWAYS PLC	S	60	0	0	35.0	20.0	26.7	11.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
DOHA HAMAD	QATAR AIRWAYS	S	366	0	6	3.2	17.2	41.1	19.6	11.8	4.6	0.3	0.3	0.3	0.0	1.6	19	75.5	14	372	
<b>TOTAL DOHA HAMAD</b>			<b>426</b>	<b>0</b>	<b>6</b>	<b>7.6</b>	<b>17.6</b>	<b>39.1</b>	<b>18.5</b>	<b>10.6</b>	<b>4.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>75.5</b>	<b>14</b>	<b>372</b>	
<b>TOTAL QATAR</b>			<b>426</b>	<b>0</b>	<b>6</b>	<b>7.6</b>	<b>17.6</b>	<b>39.1</b>	<b>18.5</b>	<b>10.6</b>	<b>4.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>75.5</b>	<b>14</b>	<b>372</b>	
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	62	0	0	29.0	24.2	40.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	15	62	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	62	0	0	14.5	29.0	30.6	14.5	6.5	4.8	0.0	0.0	0.0	0.0	0.0	12	77.4	15	62	
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	3.2	4.8	33.9	29.0	25.8	3.2	0.0	0.0	0.0	0.0	0.0	22	24.2	29	62	
<b>TOTAL SEOUL (INCHEON)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>19.4</b>	<b>34.9</b>	<b>15.6</b>	<b>11.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.5</b>	<b>20</b>	<b>186</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>19.4</b>	<b>34.9</b>	<b>15.6</b>	<b>11.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.5</b>	<b>20</b>	<b>186</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	138	0	4	1.4	21.8	32.4	20.4	15.5	5.6	0.0	0.0	0.0	0.0	2.8	19	70.5	15	78	
<b>TOTAL BELGRADE</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>21.8</b>	<b>32.4</b>	<b>20.4</b>	<b>15.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>19</b>	<b>70.5</b>	<b>15</b>	<b>78</b>	
<b>TOTAL REPUBLIC OF</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>21.8</b>	<b>32.4</b>	<b>20.4</b>	<b>15.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>19</b>	<b>70.5</b>	<b>15</b>	<b>78</b>	
<b>REPUBLIC OF SOUTH</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	1	14.3	34.9	17.5	12.7	11.1	4.8	3.2	0.0	0.0	0.0	1.6	18	72.6	11	62	
<b>TOTAL CAPE TOWN</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>34.9</b>	<b>17.5</b>	<b>12.7</b>	<b>11.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>72.6</b>	<b>11</b>	<b>62</b>	
DURBAN	BRITISH AIRWAYS PLC	S	27	0	0	33.3	3.7	18.5	22.2	7.4	11.1	3.7	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL DURBAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>3.7</b>	<b>18.5</b>	<b>22.2</b>	<b>7.4</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	12.9	33.9	21.0	12.9	11.3	7.3	0.8	0.0	0.0	0.0	0.0	16	74.2	25	124	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	62	0	0	0.0	30.6	51.6	11.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	61.3	22	62	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	19.4	42.7	27.4	4.8	3.2	0.8	0.8	0.0	0.8	0.0	0.0	14	90.3	7	62	
<b>TOTAL JOHANNESBURG</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>36.8</b>	<b>29.7</b>	<b>9.4</b>	<b>6.8</b>	<b>3.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>20</b>	<b>248</b>	
<b>TOTAL REPUBLIC OF</b>			<b>399</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>34.3</b>	<b>27.0</b>	<b>10.8</b>	<b>7.5</b>	<b>4.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>74.5</b>	<b>18</b>	<b>310</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	122	0	2	4.0	23.4	36.3	13.7	11.3	7.3	2.4	0.0	0.0	0.0	1.6	21	82.3	10	124	
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	8.1	14.5	33.9	22.6	19.4	1.6	0.0	0.0	0.0	0.0	0.0	17	62.9	15	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>20.4</b>	<b>35.5</b>	<b>16.7</b>	<b>14.0</b>	<b>5.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>75.8</b>	<b>12</b>	<b>186</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	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		
<b>TOTAL ROMANIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>20.4</b>	<b>35.5</b>	<b>16.7</b>	<b>14.0</b>	<b>5.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>75.8</b>	<b>12</b>	<b>186</b>
<b>RUSSIA</b>																				
<b>MOSCOW (DOMODEDOVO)</b>	BRITISH AIRWAYS PLC	S	124	0	0	12.1	39.5	30.6	7.3	7.3	3.2	0.0	0.0	0.0	0.0	0.0	9	89.2	26	184
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>39.5</b>	<b>30.6</b>	<b>7.3</b>	<b>7.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.2</b>	<b>26</b>	<b>184</b>
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	287	0	4	15.8	35.7	31.6	10.7	4.1	0.7	0.0	0.0	0.0	0.0	1.4	6	94.1	5	290
<b>MOSCOW (SHEREMETYEVO)</b>	BRITISH AIRWAYS PLC	S	61	0	1	11.3	27.4	41.9	3.2	9.7	0.0	4.8	0.0	0.0	0.0	1.6	13	0.0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>348</b>	<b>0</b>	<b>5</b>	<b>15.0</b>	<b>34.3</b>	<b>33.4</b>	<b>9.3</b>	<b>5.1</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>94.1</b>	<b>5</b>	<b>290</b>
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	60	0	2	16.1	46.8	24.2	4.8	4.8	0.0	0.0	0.0	0.0	0.0	3.2	4	82.3	9	62
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>16.1</b>	<b>46.8</b>	<b>24.2</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>3.2</b>	<b>4</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
<b>TOTAL RUSSIA</b>			<b>532</b>	<b>0</b>	<b>7</b>	<b>14.5</b>	<b>36.9</b>	<b>31.7</b>	<b>8.3</b>	<b>5.6</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>91.1</b>	<b>12</b>	<b>536</b>
<b>SAUDI ARABIA</b>																				
<b>JEDDAH</b>	BRITISH AIRWAYS PLC	S	57	0	2	20.3	11.9	37.3	11.9	10.2	5.1	0.0	0.0	0.0	0.0	3.4	14	80.6	40	62
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	56	0	2	1.7	19.0	39.7	13.8	12.1	8.6	0.0	0.0	1.7	0.0	3.4	44	62.3	19	68
<b>TOTAL JEDDAH</b>			<b>113</b>	<b>0</b>	<b>4</b>	<b>11.1</b>	<b>15.4</b>	<b>38.5</b>	<b>12.8</b>	<b>11.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>3.4</b>	<b>29</b>	<b>71.0</b>	<b>29</b>	<b>130</b>
<b>MEDINA</b>	SAUDI ARABIAN AIRLINES	S	12	0	0	0.0	0.0	8.3	16.7	41.7	16.7	16.7	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL MEDINA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	12.9	30.6	16.1	19.4	9.7	1.6	1.6	1.6	0.0	0.0	37	59.7	35	62
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	54	0	1	0.0	10.9	34.5	12.7	23.6	7.3	7.3	0.0	1.8	0.0	1.8	41	64.5	34	62
<b>TOTAL RIYADH</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>12.0</b>	<b>32.5</b>	<b>14.5</b>	<b>21.4</b>	<b>8.5</b>	<b>4.3</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>39</b>	<b>62.1</b>	<b>34</b>	<b>124</b>
<b>TOTAL SAUDI ARABIA</b>			<b>241</b>	<b>0</b>	<b>5</b>	<b>6.9</b>	<b>13.0</b>	<b>34.1</b>	<b>13.8</b>	<b>17.5</b>	<b>8.1</b>	<b>2.8</b>	<b>0.4</b>	<b>1.2</b>	<b>0.0</b>	<b>2.0</b>	<b>35</b>	<b>66.7</b>	<b>32</b>	<b>254</b>
<b>SEYCHELLES</b>																				
<b>SEYCHELLES</b>	BRITISH AIRWAYS PLC	S	18	0	0	11.1	11.1	38.9	11.1	11.1	5.6	0.0	11.1	0.0	0.0	0.0	41	61.1	35	18
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>61.1</b>	<b>35</b>	<b>18</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>61.1</b>	<b>35</b>	<b>18</b>
<b>SINGAPORE</b>																				
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	30.6	22.6	16.1	17.7	8.1	0.0	1.6	0.0	0.0	0.0	22	80.6	12	62
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	248	0	0	5.6	30.6	36.7	12.1	8.9	3.2	1.2	1.2	0.4	0.0	0.0	18	80.6	9	248
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>30.6</b>	<b>33.9</b>	<b>12.9</b>	<b>10.6</b>	<b>4.2</b>	<b>1.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.6</b>	<b>10</b>	<b>310</b>
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>30.6</b>	<b>33.9</b>	<b>12.9</b>	<b>10.6</b>	<b>4.2</b>	<b>1.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.6</b>	<b>10</b>	<b>310</b>
<b>SLOVENIA</b>																				
<b>LJUBLJANA</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	11.1	44.4	5.6	11.1	27.8	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
<b>A CORUNA</b>	VUELING AIRLINES	S	62	0	0	9.7	38.7	32.3	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	69.4	13	62

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Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 A CORUNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>32.3</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.4</b>	<b>13</b>	<b>62</b>
ALMERIA	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	12	16
<b>TOTAL ALMERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>12</b>	<b>16</b>
ASTURIAS	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13
ASTURIAS	IBERIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	3	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>88.5</b>	<b>3</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	477	0	37	4.9	32.7	37.2	9.5	6.2	2.1	0.2	0.0	0.0	0.0	7.2	9	78.1	12	432
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	36.1	57	36
<b>TOTAL BARCELONA</b>			<b>477</b>	<b>0</b>	<b>37</b>	<b>4.9</b>	<b>32.7</b>	<b>37.2</b>	<b>9.5</b>	<b>6.2</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>9</b>	<b>74.9</b>	<b>16</b>	<b>468</b>	
BILBAO	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	85.5	8	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>85.5</b>	<b>8</b>	<b>124</b>
IBIZA	BRITISH AIRWAYS PLC	S	92	0	0	7.6	40.2	33.7	4.3	10.9	3.3	0.0	0.0	0.0	0.0	0.0	11	72.6	15	62
<b>TOTAL IBIZA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>40.2</b>	<b>33.7</b>	<b>4.3</b>	<b>10.9</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>11</b>	<b>72.6</b>	<b>15</b>	<b>62</b>
MADRID	BRITISH AIRWAYS PLC	S	252	0	14	5.3	26.7	40.6	12.4	6.4	2.3	0.0	0.8	0.4	0.0	5.3	17	79.7	10	300
MADRID	IBERIA	S	369	0	5	6.4	32.4	41.4	11.5	4.8	1.6	0.5	0.0	0.0	1.3	9	85.2	8	378	
<b>TOTAL MADRID</b>			<b>621</b>	<b>0</b>	<b>19</b>	<b>5.9</b>	<b>30.0</b>	<b>41.1</b>	<b>11.9</b>	<b>5.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>82.7</b>	<b>9</b>	<b>678</b>
MAHON	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	16
<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>81.3</b>	<b>8</b>	<b>16</b>
MALAGA	BRITISH AIRWAYS PLC	S	88	0	2	4.4	25.6	31.1	15.6	8.9	11.1	1.1	0.0	0.0	2.2	21	66.2	18	71	
<b>TOTAL MALAGA</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>25.6</b>	<b>31.1</b>	<b>15.6</b>	<b>8.9</b>	<b>11.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>66.2</b>	<b>18</b>	<b>71</b>	
MURCIA SAN JAVIER	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	30	16
<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>30</b>	<b>16</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	132	0	2	2.2	27.6	37.3	8.2	10.4	10.4	1.5	0.7	0.0	0.0	1.5	22	68.1	15	114
<b>TOTAL PALMA DE MALLORCA</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>27.6</b>	<b>37.3</b>	<b>8.2</b>	<b>10.4</b>	<b>10.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>22</b>	<b>68.1</b>	<b>15</b>	<b>114</b>
VALENCIA	BRITISH AIRWAYS PLC	S	124	0	0	5.6	33.9	34.7	9.7	10.5	1.6	1.6	1.6	0.8	0.0	0.0	24	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.9</b>	<b>34.7</b>	<b>9.7</b>	<b>10.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1596</b>	<b>0</b>	<b>60</b>	<b>5.4</b>	<b>31.6</b>	<b>37.8</b>	<b>10.6</b>	<b>6.9</b>	<b>3.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>3.6</b>	<b>13</b>	<b>77.8</b>	<b>12</b>	<b>1653</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	10	0	0	10.0	10.0	30.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	100.0	1	8
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	10	0	0	20.0	10.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</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>5</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>45.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>SRI LANKA</b>																				
COLOMBO	SRILANKAN AIRLINES	S	62	0	0	12.9	35.5	38.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	91.9	4	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 COLOMBO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>38.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.9</b>	<b>4</b>	<b>62</b>	
<b>TOTAL SRI LANKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>38.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.9</b>	<b>4</b>	<b>62</b>	
<b>SWEDEN</b>																					
<b>GOTEBORG (LANDVETTER)</b>	BRITISH AIRWAYS PLC	S	166	0	0	9.6	31.9	33.1	11.4	7.8	6.0	0.0	0.0	0.0	0.0	0.0	12	89.7	9	174	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>31.9</b>	<b>33.1</b>	<b>11.4</b>	<b>7.8</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>12</b>	<b>89.7</b>	<b>9</b>	<b>174</b>	
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	312	0	4	8.9	38.6	30.4	12.0	3.5	4.7	0.3	0.3	0.0	0.0	1.3	11	85.8	11	322	
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	152	0	0	0.0	28.9	37.5	18.4	11.8	3.3	0.0	0.0	0.0	0.0	0.0	14	67.1	15	241	
<b>STOCKHOLM (ARLANDA)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	167	0	0	0.0	28.7	40.7	17.4	9.6	3.6	0.0	0.0	0.0	0.0	0.0	13	43.7	34	71	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>631</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>33.7</b>	<b>34.8</b>	<b>15.0</b>	<b>7.1</b>	<b>4.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>73.9</b>	<b>15</b>	<b>634</b>	
<b>TOTAL SWEDEN</b>			<b>797</b>	<b>0</b>	<b>4</b>	<b>5.5</b>	<b>33.3</b>	<b>34.5</b>	<b>14.2</b>	<b>7.2</b>	<b>4.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>77.3</b>	<b>14</b>	<b>808</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	172	0	4	13.1	35.8	31.8	5.1	5.7	3.4	1.7	0.6	0.6	0.0	2.3	15	82.9	8	212	
<b>TOTAL BALE MULHOUSE</b>			<b>172</b>	<b>0</b>	<b>4</b>	<b>13.1</b>	<b>35.8</b>	<b>31.8</b>	<b>5.1</b>	<b>5.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>82.9</b>	<b>8</b>	<b>212</b>	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	486	0	10	1.6	36.5	33.7	13.3	5.6	5.6	1.2	0.4	0.0	0.0	2.0	15	84.8	9	480	
<b>GENEVA</b>	SWISS AIRLINES	S	294	0	1	2.4	27.8	36.9	13.2	15.6	3.4	0.3	0.0	0.0	0.0	0.3	15	60.6	18	302	
<b>TOTAL GENEVA</b>			<b>780</b>	<b>0</b>	<b>11</b>	<b>1.9</b>	<b>33.2</b>	<b>34.9</b>	<b>13.3</b>	<b>9.4</b>	<b>4.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>75.5</b>	<b>13</b>	<b>782</b>	
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	336	0	8	3.5	32.0	36.0	13.4	7.8	3.5	1.2	0.0	0.3	0.0	2.3	16	81.1	9	336	
<b>ZURICH</b>	SWISS AIRLINES	S	416	0	18	1.4	21.4	41.2	16.6	10.4	4.8	0.0	0.0	0.0	0.0	4.1	16	67.7	15	430	
<b>TOTAL ZURICH</b>			<b>752</b>	<b>0</b>	<b>26</b>	<b>2.3</b>	<b>26.1</b>	<b>38.9</b>	<b>15.2</b>	<b>9.3</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>16</b>	<b>73.7</b>	<b>12</b>	<b>766</b>	
<b>TOTAL SWITZERLAND</b>			<b>1704</b>	<b>0</b>	<b>41</b>	<b>3.2</b>	<b>30.3</b>	<b>36.4</b>	<b>13.3</b>	<b>8.9</b>	<b>4.4</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>75.6</b>	<b>12</b>	<b>1760</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	EVA AIR	S	60	0	2	1.6	11.3	45.2	22.6	11.3	4.8	0.0	0.0	0.0	0.0	3.2	16	74.2	12	62	
<b>TOTAL TAIPEI</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>11.3</b>	<b>45.2</b>	<b>22.6</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>3.2</b>	<b>16</b>	<b>74.2</b>	<b>12</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>11.3</b>	<b>45.2</b>	<b>22.6</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>3.2</b>	<b>16</b>	<b>74.2</b>	<b>12</b>	<b>62</b>	
<b>THAILAND</b>																					
<b>BANGKOK SUVARNABHUMI</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	16.1	32.3	17.7	14.5	8.1	0.0	0.0	0.0	0.0	0.0	19	82.3	9	62	
<b>BANGKOK SUVARNABHUMI</b>	THAI AIRWAYS INTERNATIONAL	S	123	0	0	14.6	31.7	34.1	6.5	10.6	2.4	0.0	0.0	0.0	0.0	0.0	10	87.1	7	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>26.5</b>	<b>33.5</b>	<b>10.3</b>	<b>11.9</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>13</b>	<b>85.5</b>	<b>8</b>	<b>186</b>	
<b>TOTAL THAILAND</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>26.5</b>	<b>33.5</b>	<b>10.3</b>	<b>11.9</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>13</b>	<b>85.5</b>	<b>8</b>	<b>186</b>	
<b>TUNISIA</b>																					
<b>TUNIS</b>	TUNISAIR	S	36	0	0	0.0	8.3	19.4	11.1	27.8	16.7	11.1	5.6	0.0	0.0	0.0	56	5.9	103	34	
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>19.4</b>	<b>11.1</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>56</b>	<b>5.9</b>	<b>103</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>19.4</b>	<b>11.1</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>56</b>	<b>5.9</b>	<b>103</b>	<b>34</b>	
<b>TURKEY</b>																					
<b>ISTANBUL</b>	BRITISH AIRWAYS PLC	S	122	0	2	12.9	25.0	34.7	14.5	8.1	2.4	0.8	0.0	0.0	0.0	1.6	12	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
ISTANBUL	THY TURKISH AIRLINES	S	336	0	0	1.8	10.1	37.8	26.2	20.2	2.4	0.6	0.9	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>458</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>14.1</b>	<b>37.0</b>	<b>23.0</b>	<b>17.0</b>	<b>2.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</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	79.0	14	124	
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	63.7	15	336	
<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>67.8</b>	<b>15</b>	<b>460</b>	
IZMIR (ADNAN MENDERES)	BRITISH AIRWAYS PLC	C	10	0	0	10.0	40.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 TURKEY</b>			<b>468</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>14.7</b>	<b>36.6</b>	<b>22.8</b>	<b>16.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>67.8</b>	<b>15</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	50.0	25	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>50.0</b>	<b>25</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>50.0</b>	<b>25</b>	<b>8</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	52	0	0	0.0	36.5	40.4	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	88.7	4	62	
<b>TOTAL KIEV (BORISPOL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.5</b>	<b>40.4</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.7</b>	<b>4</b>	<b>62</b>	
<b>TOTAL UKRAINE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.5</b>	<b>40.4</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.7</b>	<b>4</b>	<b>62</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	8.1	41.9	25.8	9.7	6.5	4.8	3.2	0.0	0.0	0.0	0.0	15	85.5	9	62	
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	310	0	0	10.6	21.3	37.1	17.1	13.2	0.3	0.0	0.3	0.0	0.0	0.0	14	73.1	14	186	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>24.7</b>	<b>35.2</b>	<b>15.9</b>	<b>12.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.2</b>	<b>12</b>	<b>248</b>	
DUBAI	BRITISH AIRWAYS PLC	S	168	0	0	17.3	22.0	32.1	12.5	9.5	3.6	1.2	0.6	1.2	0.0	0.0	27	74.0	13	169	
DUBAI	EMIRATES	S	372	0	0	2.2	15.9	48.7	23.1	8.3	1.9	0.0	0.0	0.0	0.0	0.0	13	66.3	15	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	75.8	13	62	
<b>TOTAL DUBAI</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>17.8</b>	<b>43.5</b>	<b>19.8</b>	<b>8.7</b>	<b>2.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.4</b>	<b>15</b>	<b>611</b>	
<b>TOTAL UNITED ARAB</b>			<b>912</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>20.6</b>	<b>40.1</b>	<b>18.2</b>	<b>10.1</b>	<b>1.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.4</b>	<b>14</b>	<b>859</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	356	0	6	9.9	32.0	30.1	10.2	10.2	2.8	2.2	0.8	0.0	0.0	1.7	16	86.9	8	394	
ABERDEEN	FLYBE LTD	S	165	0	1	3.6	41.0	37.3	7.2	6.6	1.8	0.6	1.2	0.0	0.0	0.6	12	81.2	9	170	
<b>TOTAL ABERDEEN</b>			<b>521</b>	<b>0</b>	<b>7</b>	<b>8.0</b>	<b>34.8</b>	<b>32.4</b>	<b>9.3</b>	<b>9.1</b>	<b>2.5</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>85.2</b>	<b>8</b>	<b>564</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	220	0	2	15.8	44.6	25.7	7.7	4.5	0.5	0.0	0.5	0.0	0.0	0.9	6	91.4	5	185	
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	272	0	2	9.1	35.0	31.8	7.7	10.9	2.6	1.5	0.7	0.0	0.0	0.7	15	86.0	8	258	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>492</b>	<b>0</b>	<b>4</b>	<b>12.1</b>	<b>39.3</b>	<b>29.0</b>	<b>7.7</b>	<b>8.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>88.2</b>	<b>7</b>	<b>443</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
EDINBURGH	BRITISH AIRWAYS PLC	S	637	0	7	8.7	32.1	33.9	10.4	7.6	3.7	1.6	0.6	0.3	0.0	1.1	18	82.2	9	646	
EDINBURGH	FLYBE LTD	S	362	0	0	3.0	41.7	40.9	7.7	4.7	1.4	0.6	0.0	0.0	0.0	0.0	8	77.1	12	240	
<b>TOTAL EDINBURGH</b>			<b>999</b>	<b>0</b>	<b>7</b>	<b>6.7</b>	<b>35.6</b>	<b>36.4</b>	<b>9.4</b>	<b>6.6</b>	<b>2.9</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>80.8</b>	<b>10</b>	<b>886</b>	
GATWICK	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	0.0	46	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>46</b>	<b>1</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	536	0	10	7.7	35.3	29.9	9.5	7.1	5.9	2.6	0.2	0.0	0.0	1.8	16	80.6	11	557	
<b>TOTAL GLASGOW</b>			<b>536</b>	<b>0</b>	<b>10</b>	<b>7.7</b>	<b>35.3</b>	<b>29.9</b>	<b>9.5</b>	<b>7.1</b>	<b>5.9</b>	<b>2.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>80.6</b>	<b>11</b>	<b>557</b>	
GUERNSEY	FLYBE LTD	S	62	0	0	0.0	21.0	30.6	16.1	24.2	8.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>30.6</b>	<b>16.1</b>	<b>24.2</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	BRITISH AIRWAYS PLC	S	136	0	6	4.2	23.9	38.7	16.2	9.2	2.1	0.0	1.4	0.0	0.0	4.2	15	87.5	6	88	
<b>TOTAL INVERNESS</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>23.9</b>	<b>38.7</b>	<b>16.2</b>	<b>9.2</b>	<b>2.1</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>88</b>	
ISLE OF MAN	FLYBE LTD	S	62	0	0	0.0	33.9	46.8	9.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.9</b>	<b>46.8</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	90	0	0	13.3	35.6	26.7	13.3	5.6	3.3	0.0	2.2	0.0	0.0	0.0	16	85.6	8	88	
<b>TOTAL LEEDS BRADFORD</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>35.6</b>	<b>26.7</b>	<b>13.3</b>	<b>5.6</b>	<b>3.3</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.6</b>	<b>8</b>	<b>88</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	338	0	5	7.6	28.6	33.8	10.2	8.7	7.3	1.2	1.2	0.0	0.0	1.5	19	84.9	7	422	
<b>TOTAL MANCHESTER</b>			<b>338</b>	<b>0</b>	<b>5</b>	<b>7.6</b>	<b>28.6</b>	<b>33.8</b>	<b>10.2</b>	<b>8.7</b>	<b>7.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>84.9</b>	<b>7</b>	<b>422</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	280	0	2	6.4	32.6	30.9	11.7	9.6	5.3	1.8	0.4	0.7	0.0	0.7	21	84.7	9	293	
<b>TOTAL NEWCASTLE</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>32.6</b>	<b>30.9</b>	<b>11.7</b>	<b>9.6</b>	<b>5.3</b>	<b>1.8</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>84.7</b>	<b>9</b>	<b>293</b>	
NEWQUAY	FLYBE LTD	S	248	0	0	0.0	29.8	44.4	12.1	8.5	4.4	0.8	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.8</b>	<b>44.4</b>	<b>12.1</b>	<b>8.5</b>	<b>4.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3764</b>	<b>0</b>	<b>41</b>	<b>7.2</b>	<b>34.0</b>	<b>33.7</b>	<b>10.1</b>	<b>8.1</b>	<b>3.9</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>83.6</b>	<b>9</b>	<b>3342</b>	
<b>USA</b>																					
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	24.2	12.9	21.0	24.2	11.3	6.5	0.0	0.0	0.0	0.0	0.0	17	69.4	14	62	
ATLANTA	DELTA AIRLINES	S	124	0	0	3.2	41.9	31.5	9.7	8.1	4.0	0.8	0.8	0.0	0.0	0.0	14	75.8	12	124	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	17.7	51.6	25.8	1.6	1.6	0.0	0.0	0.0	0.0	0.0	1.6	2	85.5	11	62	
<b>TOTAL ATLANTA</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>37.1</b>	<b>27.4</b>	<b>11.3</b>	<b>7.3</b>	<b>3.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>76.6</b>	<b>12</b>	<b>248</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	19.4	27.4	33.9	4.8	6.5	4.8	1.6	1.6	0.0	0.0	0.0	16	74.2	23	62	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>27.4</b>	<b>33.9</b>	<b>4.8</b>	<b>6.5</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>16</b>	<b>74.2</b>	<b>23</b>	<b>62</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	56	0	4	10.0	13.3	26.7	21.7	10.0	10.0	1.7	0.0	0.0	0.0	6.7	25	83.9	7	62	
<b>TOTAL BALTIMORE</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>10.0</b>	<b>13.3</b>	<b>26.7</b>	<b>21.7</b>	<b>10.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>25</b>	<b>83.9</b>	<b>7</b>	<b>62</b>	
BOSTON	BRITISH AIRWAYS PLC	S	228	0	10	14.3	27.3	26.5	10.5	11.3	3.8	0.8	0.8	0.4	0.0	4.2	22	78.6	12	246	
BOSTON	DELTA AIRLINES	S	62	0	0	8.1	51.6	22.6	1.6	6.5	3.2	6.5	0.0	0.0	0.0	0.0	16	87.1	8	62	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	121	0	3	20.2	33.9	31.5	6.5	4.0	0.8	0.8	0.0	0.0	0.0	2.4	7	93.5	6	62	
<b>TOTAL BOSTON</b>			<b>411</b>	<b>0</b>	<b>13</b>	<b>15.1</b>	<b>32.8</b>	<b>27.4</b>	<b>8.0</b>	<b>8.5</b>	<b>2.8</b>	<b>1.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>3.1</b>	<b>17</b>	<b>82.5</b>	<b>10</b>	<b>370</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
CHARLESTON	BRITISH AIRWAYS PLC	S	18	0	0	5.6	16.7	16.7	16.7	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL CHARLESTON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE	AMERICAN AIRLINES	S	124	0	0	13.7	31.5	12.1	4.8	11.3	16.1	5.6	4.8	0.0	0.0	0.0	40	71.8	26	122	
<b>TOTAL CHARLOTTE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>31.5</b>	<b>12.1</b>	<b>4.8</b>	<b>11.3</b>	<b>16.1</b>	<b>5.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>71.8</b>	<b>26</b>	<b>122</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	247	0	2	15.7	39.4	20.5	6.0	3.6	7.2	3.2	2.8	0.8	0.0	0.8	29	81.9	14	248	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	124	0	0	6.5	22.6	29.0	12.9	12.1	8.9	4.0	4.0	0.0	0.0	0.0	32	59.7	32	124	
CHICAGO (O'HARE)	UNITED AIRLINES	S	183	0	3	21.0	43.0	19.4	4.8	3.2	4.3	0.0	2.7	0.0	0.0	1.6	15	83.8	14	184	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>554</b>	<b>0</b>	<b>5</b>	<b>15.4</b>	<b>36.9</b>	<b>22.0</b>	<b>7.2</b>	<b>5.4</b>	<b>6.6</b>	<b>2.3</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>77.6</b>	<b>18</b>	<b>556</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	248	0	0	19.4	40.7	25.0	6.5	2.4	2.4	1.6	2.0	0.0	0.0	0.0	13	80.1	14	184	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	52	0	2	7.4	14.8	33.3	22.2	9.3	9.3	0.0	0.0	0.0	0.0	3.7	20	72.6	16	62	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>300</b>	<b>0</b>	<b>2</b>	<b>17.2</b>	<b>36.1</b>	<b>26.5</b>	<b>9.3</b>	<b>3.6</b>	<b>3.6</b>	<b>1.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>78.2</b>	<b>15</b>	<b>246</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	14.5	8.1	22.6	14.5	16.1	17.7	4.8	1.6	0.0	0.0	0.0	36	50.0	35	62	
DENVER INTERNATIONAL	UNITED AIRLINES	S	62	0	0	9.7	38.7	25.8	14.5	3.2	4.8	0.0	3.2	0.0	0.0	0.0	17	83.9	12	62	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>23.4</b>	<b>24.2</b>	<b>14.5</b>	<b>9.7</b>	<b>11.3</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.9</b>	<b>23</b>	<b>124</b>	
DETROIT	DELTA AIRLINES	S	124	0	1	8.8	47.2	24.0	7.2	5.6	3.2	0.0	3.2	0.0	0.0	0.8	15	91.0	14	89	
<b>TOTAL DETROIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>47.2</b>	<b>24.0</b>	<b>7.2</b>	<b>5.6</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>91.0</b>	<b>14</b>	<b>89</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	120	0	0	11.7	26.7	41.7	6.7	7.5	2.5	3.3	0.0	0.0	0.0	0.0	14	84.7	7	124	
HOUSTON	UNITED AIRLINES	S	122	0	2	12.9	36.3	32.3	8.9	6.5	1.6	0.0	0.0	0.0	0.0	1.6	8	75.8	18	124	
<b>TOTAL HOUSTON</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>31.6</b>	<b>36.9</b>	<b>7.8</b>	<b>7.0</b>	<b>2.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>80.2</b>	<b>12</b>	<b>248</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	8.1	9.7	24.2	8.1	21.0	17.7	6.5	4.8	0.0	0.0	0.0	50	58.0	27	88	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	17.7	43.5	25.8	8.1	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>26.6</b>	<b>25.0</b>	<b>8.1</b>	<b>12.1</b>	<b>8.9</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>58.0</b>	<b>27</b>	<b>88</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	122	0	3	24.8	26.4	28.8	4.8	4.8	4.8	3.2	0.0	0.0	0.0	2.4	13	85.5	7	124	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	176	0	8	15.2	20.7	25.0	9.8	16.3	7.6	0.0	1.1	0.0	0.0	4.3	21	70.1	18	161	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	16.1	35.5	30.6	6.5	3.2	4.8	1.6	0.0	1.6	0.0	0.0	30	91.9	9	62	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	21.8	35.5	26.6	6.5	5.6	3.2	0.0	0.8	0.0	0.0	0.0	10	93.2	3	177	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>484</b>	<b>0</b>	<b>11</b>	<b>19.4</b>	<b>27.7</b>	<b>27.1</b>	<b>7.3</b>	<b>9.1</b>	<b>5.5</b>	<b>1.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>84.0</b>	<b>9</b>	<b>524</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	9.7	40.3	22.6	9.7	11.3	3.2	0.0	3.2	0.0	0.0	0.0	21	74.2	13	124	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	186	0	0	4.8	14.0	28.5	19.9	10.2	16.1	2.2	3.8	0.5	0.0	0.0	37	66.9	25	124	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	34.9	23.8	30.2	4.8	1.6	1.6	1.6	0.0	0.0	0.0	1.6	7	88.7	7	62	

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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
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	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 MIAMI INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>21.2</b>	<b>27.7</b>	<b>14.8</b>	<b>8.7</b>	<b>10.6</b>	<b>1.6</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>28</b>	<b>74.2</b>	<b>17</b>	<b>310</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	8.1	40.3	27.4	9.7	0.0	6.5	3.2	4.8	0.0	0.0	0.0	26	88.7	4	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>40.3</b>	<b>27.4</b>	<b>9.7</b>	<b>0.0</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>26</b>	<b>88.7</b>	<b>4</b>	<b>62</b>
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	59	0	1	10.0	25.0	25.0	18.3	10.0	8.3	1.7	0.0	0.0	0.0	1.7	19	79.5	13	44
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.3</b>	<b>10.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>79.5</b>	<b>13</b>	<b>44</b>
NEW ORLEANS	BRITISH AIRWAYS PLC	S	40	0	3	11.6	27.9	20.9	11.6	18.6	2.3	0.0	0.0	0.0	0.0	7.0	15	70.7	59	41
<b>TOTAL NEW ORLEANS</b>			<b>40</b>	<b>0</b>	<b>3</b>	<b>11.6</b>	<b>27.9</b>	<b>20.9</b>	<b>11.6</b>	<b>18.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>15</b>	<b>70.7</b>	<b>59</b>	<b>41</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	249	0	0	18.1	35.3	30.9	4.8	6.4	2.0	1.2	0.8	0.4	0.0	0.0	13	81.9	11	246
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	467	0	6	18.0	15.4	29.2	15.4	11.8	6.3	1.3	0.8	0.4	0.0	1.3	22	74.6	14	494
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	1	12.0	39.2	27.2	4.0	5.6	6.4	2.4	1.6	0.8	0.0	0.8	29	77.4	23	124
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	364	0	9	17.7	34.6	31.4	5.9	4.6	2.7	0.5	0.0	0.3	0.0	2.4	10	89.0	9	371
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1204</b>	<b>0</b>	<b>16</b>	<b>17.3</b>	<b>27.8</b>	<b>30.0</b>	<b>9.2</b>	<b>7.9</b>	<b>4.3</b>	<b>1.1</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>80.7</b>	<b>13</b>	<b>1235</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	66.7	25	27
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	112	0	3	1.7	28.7	37.4	13.0	7.8	7.8	0.9	0.0	0.0	0.0	2.6	16	77.2	12	114
NEW YORK (NEWARK)	UNITED AIRLINES	S	299	0	14	9.9	37.7	17.3	9.6	9.3	4.5	2.9	3.5	1.0	0.0	4.5	33	71.6	23	310
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	3	19.4	22.6	30.6	11.3	4.8	3.2	3.2	0.0	0.0	0.0	4.8	15	88.7	10	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>470</b>	<b>0</b>	<b>20</b>	<b>9.2</b>	<b>33.7</b>	<b>23.7</b>	<b>10.6</b>	<b>8.4</b>	<b>5.1</b>	<b>2.4</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>4.1</b>	<b>27</b>	<b>74.6</b>	<b>19</b>	<b>513</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	118	0	6	13.7	30.6	18.5	4.8	12.1	6.5	5.6	3.2	0.0	0.0	4.8	30	78.0	19	123
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	88	0	0	13.6	18.2	36.4	11.4	8.0	11.4	1.1	0.0	0.0	0.0	0.0	19	77.1	12	83
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>206</b>	<b>0</b>	<b>6</b>	<b>13.7</b>	<b>25.5</b>	<b>25.9</b>	<b>7.5</b>	<b>10.4</b>	<b>8.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>25</b>	<b>77.7</b>	<b>16</b>	<b>206</b>
PHOENIX	AMERICAN AIRLINES	S	60	0	2	25.8	43.5	22.6	1.6	1.6	1.6	0.0	0.0	0.0	0.0	3.2	4	0.0	0	0
PHOENIX	BRITISH AIRWAYS PLC	S	60	0	2	11.3	8.1	22.6	9.7	17.7	12.9	6.5	8.1	0.0	0.0	3.2	53	51.1	38	88
<b>TOTAL PHOENIX</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>18.5</b>	<b>25.8</b>	<b>22.6</b>	<b>5.6</b>	<b>9.7</b>	<b>7.3</b>	<b>3.2</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>28</b>	<b>51.1</b>	<b>38</b>	<b>88</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	33	0	2	37.1	5.7	22.9	11.4	11.4	5.7	0.0	0.0	0.0	0.0	5.7	17	0.0	0	0
<b>TOTAL PITTSBURGH</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>37.1</b>	<b>5.7</b>	<b>22.9</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PORTLAND (OREGON)	DELTA AIRLINES	S	62	0	1	31.7	33.3	12.7	3.2	9.5	4.8	1.6	1.6	0.0	0.0	1.6	16	91.4	18	35
<b>TOTAL PORTLAND (OREGON)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>31.7</b>	<b>33.3</b>	<b>12.7</b>	<b>3.2</b>	<b>9.5</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>16</b>	<b>91.4</b>	<b>18</b>	<b>35</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	6.5	53.2	25.8	6.5	0.0	6.5	0.0	1.6	0.0	0.0	0.0	14	95.2	2	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>53.2</b>	<b>25.8</b>	<b>6.5</b>	<b>0.0</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>14</b>	<b>95.2</b>	<b>2</b>	<b>62</b>
SALT LAKE CITY	DELTA AIRLINES	S	62	0	2	10.9	40.6	20.3	4.7	6.3	4.7	6.3	3.1	0.0	0.0	3.1	28	93.5	6	62

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<b>TOTAL SALT LAKE CITY</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>40.6</b>	<b>20.3</b>	<b>4.7</b>	<b>6.3</b>	<b>4.7</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>28</b>	<b>93.5</b>	<b>6</b>	<b>62</b>
<b>SAN DIEGO</b>	BRITISH AIRWAYS PLC	S	62	0	0	19.4	16.1	29.0	17.7	8.1	6.5	3.2	0.0	0.0	0.0	0.0	20	72.6	17	62
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>16.1</b>	<b>29.0</b>	<b>17.7</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.6</b>	<b>17</b>	<b>62</b>
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	122	0	2	11.3	25.0	29.0	16.1	11.3	4.8	0.8	0.0	0.0	0.0	1.6	15	74.2	20	124
<b>SAN FRANCISCO</b>	UNITED AIRLINES	S	124	0	0	7.3	41.9	41.1	4.8	2.4	2.4	0.0	0.0	0.0	0.0	0.0	7	87.1	17	124
<b>SAN FRANCISCO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	0	23.7	35.1	31.6	3.5	4.4	1.8	0.0	0.0	0.0	0.0	0.0	6	92.7	5	124
<b>TOTAL SAN FRANCISCO</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>34.0</b>	<b>34.0</b>	<b>8.3</b>	<b>6.1</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>84.7</b>	<b>14</b>	<b>372</b>
<b>SAN JOSE</b>	BRITISH AIRWAYS PLC	S	60	0	2	12.9	24.2	30.6	12.9	11.3	0.0	1.6	3.2	0.0	0.0	3.2	20	85.0	10	60
<b>TOTAL SAN JOSE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>12.9</b>	<b>24.2</b>	<b>30.6</b>	<b>12.9</b>	<b>11.3</b>	<b>0.0</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>85.0</b>	<b>10</b>	<b>60</b>
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	124	0	0	18.5	34.7	28.2	8.9	5.6	1.6	1.6	0.8	0.0	0.0	0.0	11	80.0	13	103
<b>SEATTLE (TACOMA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	16.1	45.2	21.0	12.9	3.2	1.6	0.0	0.0	0.0	0.0	0.0	6	90.3	5	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>38.2</b>	<b>25.8</b>	<b>10.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.8</b>	<b>10</b>	<b>165</b>
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	121	0	4	11.2	24.0	25.6	9.6	12.8	12.8	0.8	0.0	0.0	0.0	3.2	21	68.5	22	124
<b>WASHINGTON (DULLES)</b>	UNITED AIRLINES	S	186	0	0	15.6	41.4	26.3	5.9	5.4	4.3	1.1	0.0	0.0	0.0	0.0	10	86.1	8	186
<b>WASHINGTON (DULLES)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	9.7	41.9	37.1	3.2	4.8	3.2	0.0	0.0	0.0	0.0	0.0	6	83.9	8	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>369</b>	<b>0</b>	<b>4</b>	<b>13.1</b>	<b>35.7</b>	<b>27.9</b>	<b>6.7</b>	<b>7.8</b>	<b>7.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>79.9</b>	<b>13</b>	<b>372</b>
<b>TOTAL USA</b>			<b>6597</b>	<b>0</b>	<b>103</b>	<b>14.8</b>	<b>31.2</b>	<b>27.0</b>	<b>9.1</b>	<b>7.7</b>	<b>5.4</b>	<b>1.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>79.1</b>	<b>15</b>	<b>6428</b>
<b>UZBEKISTAN</b>																				
<b>TASHKENT</b>	UZBEKISTAN AIRLINES	S	18	0	0	0.0	16.7	50.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	83.3	8	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</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>14</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>VIETNAM</b>																				
<b>HANOI</b>	VIETNAM AIRLINES	S	36	0	1	8.1	29.7	45.9	10.8	2.7	0.0	0.0	0.0	0.0	0.0	2.7	7	77.8	9	36
<b>TOTAL HANOI</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>29.7</b>	<b>45.9</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>7</b>	<b>77.8</b>	<b>9</b>	<b>36</b>
<b>HO CHI MINH CITY</b>	VIETNAM AIRLINES	S	26	0	0	3.8	46.2	38.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	12	26
<b>TOTAL HO CHI MINH CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</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>0.0</b>	<b>6</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
<b>TOTAL VIETNAM</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>36.5</b>	<b>42.9</b>	<b>9.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>77.4</b>	<b>11</b>	<b>62</b>
<b>TOTAL HEATHROW</b>			<b>41732</b>	<b>0</b>	<b>490</b>	<b>8.4</b>	<b>29.0</b>	<b>34.5</b>	<b>12.3</b>	<b>8.8</b>	<b>4.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>76.9</b>	<b>14</b>	<b>41492</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	104	0	2	9.4	56.6	26.4	3.8	0.0	1.9	0.0	0.0	0.0	0.0	1.9	4	90.7	5	106	
<b>TOTAL DUBLIN</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>56.6</b>	<b>26.4</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>4</b>	<b>90.7</b>	<b>5</b>	<b>106</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>56.6</b>	<b>26.4</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>4</b>	<b>90.7</b>	<b>5</b>	<b>106</b>	
<b>SPAIN</b>																					
PALMA DE MALLORCA	BA CITYFLYER LTD	C	10	0	0	10.0	10.0	20.0	10.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	40	28.6	38	7	
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>28.6</b>	<b>38</b>	<b>7</b>	
<b>TOTAL SPAIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>28.6</b>	<b>38</b>	<b>7</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	15	0	2	5.6	50.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	88.9	6	18	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>15</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
BIRMINGHAM	FLYBE LTD	S	60	0	2	0.0	9.7	29.0	21.0	17.7	17.7	1.6	0.0	0.0	0.0	3.2	33	54.8	20	62	
<b>TOTAL BIRMINGHAM</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.7</b>	<b>29.0</b>	<b>21.0</b>	<b>17.7</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>33</b>	<b>54.8</b>	<b>20</b>	<b>62</b>	
BRISTOL	EASYJET UK LTD	S	17	0	0	0.0	11.1	16.7	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	50.0	21	18	
<b>TOTAL BRISTOL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>16.7</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>50.0</b>	<b>21</b>	<b>18</b>	
EDINBURGH	LOGANAIR LTD	S	33	0	0	5.9	41.2	35.3	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	5	26	
<b>TOTAL EDINBURGH</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>35.3</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
GATWICK	EASYJET UK LTD	S	91	0	6	2.0	18.4	17.3	21.4	18.4	13.3	2.0	0.0	0.0	0.0	6.1	30	57.6	79	90	
<b>TOTAL GATWICK</b>			<b>91</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>18.4</b>	<b>17.3</b>	<b>21.4</b>	<b>18.4</b>	<b>13.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>30</b>	<b>57.6</b>	<b>79</b>	<b>90</b>	
HEATHROW	FLYBE LTD	S	62	0	0	1.6	19.4	58.1	11.3	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>19.4</b>	<b>58.1</b>	<b>11.3</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	96	1	1	11.2	55.1	15.3	2.0	6.1	6.1	0.0	0.0	2.0	1.0	1.0	16	94.9	2	96	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	166	0	2	0.0	38.7	51.8	3.0	3.0	1.2	1.2	0.0	0.0	0.0	1.2	7	90.5	4	216	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>262</b>	<b>1</b>	<b>3</b>	<b>4.1</b>	<b>44.7</b>	<b>38.3</b>	<b>2.6</b>	<b>4.1</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.4</b>	<b>1.1</b>	<b>10</b>	<b>91.8</b>	<b>4</b>	<b>312</b>	
LONDON CITY	BA CITYFLYER LTD	S	156	0	0	9.6	55.1	28.2	4.5	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	70.2	19	148	
<b>TOTAL LONDON CITY</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>55.1</b>	<b>28.2</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.2</b>	<b>19</b>	<b>148</b>	
LUTON	EASYJET UK LTD	S	17	0	0	5.6	38.9	27.8	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	83.3	17	18	
<b>TOTAL LUTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
MANCHESTER	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	FLYBE LTD	S	256	0	0	2.3	30.1	51.2	6.6	5.1	3.1	1.6	0.0	0.0	0.0	0.0	11	85.9	6	280	
<b>TOTAL MANCHESTER</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>30.1</b>	<b>51.2</b>	<b>6.6</b>	<b>5.1</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>11</b>	<b>85.9</b>	<b>6</b>	<b>281</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>969</b>	<b>1</b>	<b>13</b>	<b>3.9</b>	<b>35.4</b>	<b>37.6</b>	<b>8.2</b>	<b>7.0</b>	<b>4.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>	<b>1.3</b>	<b>13</b>	<b>80.0</b>	<b>15</b>	<b>973</b>	
<b>TOTAL ISLE OF MAN</b>			<b>1083</b>	<b>1</b>	<b>15</b>	<b>4.5</b>	<b>37.2</b>	<b>36.3</b>	<b>7.8</b>	<b>6.3</b>	<b>4.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>	<b>1.4</b>	<b>12</b>	<b>80.7</b>	<b>14</b>	<b>1086</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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>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	50.0	35	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</b>	<b>50.0</b>	<b>35</b>	<b>8</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	10	0	0	0.0	20.0	30.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	22	66.7	21	18	
DUSSELDORF	FLYBE LTD	C	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	14	8		
<b>TOTAL DUSSELDORF</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>35.0</b>	<b>10.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.2</b>	<b>19</b>	<b>26</b>		
MUNICH	LUFTHANSA	S	18	0	0	16.7	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	8	37.5	38	8		
<b>TOTAL MUNICH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>37.5</b>	<b>38</b>	<b>8</b>		
<b>TOTAL GERMANY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>34.2</b>	<b>31.6</b>	<b>13.2</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>59.5</b>	<b>26</b>	<b>42</b>		
<b>IRISH REPUBLIC</b>																				
DUBLIN	STOBART AIR	S	54	0	0	0.0	9.3	40.7	22.2	25.9	1.9	0.0	0.0	0.0	0.0	20	63.5	14	52	
<b>TOTAL DUBLIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.3</b>	<b>40.7</b>	<b>22.2</b>	<b>25.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.5</b>	<b>14</b>	<b>52</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.3</b>	<b>40.7</b>	<b>22.2</b>	<b>25.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.5</b>	<b>14</b>	<b>52</b>		
<b>NETHERLANDS</b>																				
ROTTERDAM	BLUE ISLANDS LIMITED	C	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4		
<b>TOTAL ROTTERDAM</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>9</b>	<b>100.0</b>	<b>4</b>	<b>4</b>		
<b>TOTAL NETHERLANDS</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>9</b>	<b>100.0</b>	<b>4</b>	<b>4</b>		
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EUROPE AIRPOST	C	9	0	0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	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	29	3		
<b>TOTAL FUNCHAL</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>11</b>	<b>0.0</b>	<b>29</b>	<b>3</b>		
<b>TOTAL PORTUGAL</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>11</b>	<b>0.0</b>	<b>29</b>	<b>3</b>		
<b>SPAIN</b>																				
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	10	25.0	29	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>25.0</b>	<b>29</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>25.0</b>	<b>29</b>	<b>8</b>	
<b>SWITZERLAND</b>																				
BERNE	SKY WORK AG	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	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</b>	<b>50.0</b>	<b>11</b>	<b>8</b>		
ZURICH	BLUE ISLANDS LIMITED	S	10	0	0	0.0	0.0	50.0	10.0	30.0	10.0	0.0	0.0	0.0	23	50.0	22	8		
<b>TOTAL ZURICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>22</b>	<b>8</b>		
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>17</b>	<b>16</b>		
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	10	0	0	0.0	20.0	0.0	20.0	10.0	30.0	20.0	0.0	0.0	0.0	64	62.5	26	8	
<b>TOTAL ABERDEEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>62.5</b>	<b>26</b>	<b>8</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	36	0	0	2.8	44.4	41.7	8.3	2.8	0.0	0.0	0.0	0.0	5	80.6	9	36		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 BELFAST INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>44.4</b>	<b>41.7</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>9</b>	<b>36</b>	
BIGGIN HILL	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	0.0	0	100.0	4	1	
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
BIRMINGHAM	FLYBE LTD	S	128	0	1	3.9	18.6	35.7	14.0	18.6	7.8	0.0	0.8	0.0	0.0	0.8	21	58.5	27	145	
<b>TOTAL BIRMINGHAM</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>18.6</b>	<b>35.7</b>	<b>14.0</b>	<b>18.6</b>	<b>7.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>58.5</b>	<b>27</b>	<b>145</b>	
BOURNEMOUTH	LOGANAIR LTD	S	17	0	2	10.5	36.8	21.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	10.5	6	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>36.8</b>	<b>21.1</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	88	0	0	4.5	45.5	35.2	6.8	6.8	1.1	0.0	0.0	0.0	0.0	0.0	7	77.5	10	80	
<b>TOTAL BRISTOL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>35.2</b>	<b>6.8</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>7</b>	<b>77.5</b>	<b>10</b>	<b>80</b>	
CARDIFF WALES	FLYBE LTD	S	28	0	0	0.0	39.3	42.9	3.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	83.3	7	36	
<b>TOTAL CARDIFF WALES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>42.9</b>	<b>3.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>7</b>	<b>36</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	60	0	2	1.6	21.0	50.0	14.5	4.8	0.0	3.2	0.0	1.6	0.0	3.2	21	59.7	18	62	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>21.0</b>	<b>50.0</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>21</b>	<b>59.7</b>	<b>18</b>	<b>62</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	10	0	0	0.0	10.0	10.0	30.0	0.0	30.0	20.0	0.0	0.0	0.0	0.0	59	37.5	55	8	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>37.5</b>	<b>55</b>	<b>8</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	62	0	0	1.6	35.5	51.6	0.0	6.5	4.8	0.0	0.0	0.0	0.0	0.0	10	79.0	9	60	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>51.6</b>	<b>0.0</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.0</b>	<b>9</b>	<b>60</b>	
EDINBURGH	EASYJET UK LTD	S	18	0	0	16.7	27.8	22.2	5.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	22	68.8	11	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	60.0	39	10	
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</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>22</b>	<b>65.4</b>	<b>22</b>	<b>26</b>	
EXETER	FLYBE LTD	S	81	0	0	2.5	50.6	32.1	8.6	4.9	0.0	0.0	1.2	0.0	0.0	0.0	8	80.0	8	81	
<b>TOTAL EXETER</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>50.6</b>	<b>32.1</b>	<b>8.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.0</b>	<b>8</b>	<b>81</b>	
GATWICK	BRITISH AIRWAYS PLC	S	300	0	3	3.6	38.3	30.4	12.5	10.2	3.3	0.3	0.3	0.0	0.0	1.0	13	79.5	11	306	
GATWICK	EASYJET UK LTD	S	180	0	5	2.2	27.0	30.3	17.8	12.4	5.9	1.6	0.0	0.0	0.0	2.7	20	57.0	27	178	
<b>TOTAL GATWICK</b>			<b>480</b>	<b>0</b>	<b>8</b>	<b>3.1</b>	<b>34.0</b>	<b>30.3</b>	<b>14.5</b>	<b>11.1</b>	<b>4.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>71.1</b>	<b>17</b>	<b>484</b>	
GLASGOW	EASYJET UK LTD	S	54	0	0	3.7	33.3	25.9	9.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	15	51.9	27	52	
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	75.0	4	7	
<b>TOTAL GLASGOW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>25.9</b>	<b>9.3</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.0</b>	<b>24</b>	<b>59</b>	
GUERNSEY	AURIGNY AIR SERVICES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
GUERNSEY	AURIGNY AIR SERVICES	S	89	0	0	0.0	51.7	31.5	6.7	5.6	1.1	2.2	1.1	0.0	0.0	0.0	12	0.0	0	0	
GUERNSEY	BLUE ISLANDS LIMITED	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	52	4	
GUERNSEY	BLUE ISLANDS LIMITED	S	286	0	1	4.5	49.8	31.7	5.6	4.5	3.5	0.0	0.0	0.0	0.0	0.3	8	81.3	8	264	
GUERNSEY	FLYBE LTD	S	105	0	2	2.8	29.0	32.7	11.2	16.8	4.7	0.0	0.9	0.0	0.0	1.9	17	61.1	20	52	
GUERNSEY	LOGANAIR LTD	S	5	0	0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 GUERNSEY</b>			<b>490</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>45.4</b>	<b>31.8</b>	<b>7.1</b>	<b>7.5</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>77.1</b>	<b>11</b>	<b>320</b>
HEATHROW	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	0.0	51	8
HUMBERSIDE	LOGANAIR LTD	S	10	0	0	20.0	30.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>51</b>	<b>8</b>
INVERNESS	FLYBE LTD	S	10	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	5	8
<b>TOTAL INVERNESS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
LEEDS BRADFORD	JET2.COM LTD	S	28	0	0	3.6	60.7	17.9	3.6	0.0	3.6	10.7	0.0	0.0	0.0	0.0	20	84.6	16	26
<b>TOTAL LEEDS BRADFORD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>60.7</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</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>20</b>	<b>84.6</b>	<b>16</b>	<b>26</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	98	0	0	6.1	46.9	25.5	5.1	6.1	10.2	0.0	0.0	0.0	0.0	0.0	14	79.2	16	92
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>46.9</b>	<b>25.5</b>	<b>5.1</b>	<b>6.1</b>	<b>10.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.2</b>	<b>16</b>	<b>92</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	94	0	0	5.3	50.0	28.7	4.3	8.5	3.2	0.0	0.0	0.0	0.0	0.0	8	80.6	19	96
<b>TOTAL LONDON CITY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>50.0</b>	<b>28.7</b>	<b>4.3</b>	<b>8.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>19</b>	<b>96</b>
LUTON	EASYJET UK LTD	S	62	0	0	1.6	30.6	25.8	16.1	19.4	4.8	1.6	0.0	0.0	0.0	0.0	20	40.3	45	62
<b>TOTAL LUTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.6</b>	<b>25.8</b>	<b>16.1</b>	<b>19.4</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>40.3</b>	<b>45</b>	<b>62</b>
MANCHESTER	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
MANCHESTER	EASYJET UK LTD	S	18	0	0	22.2	50.0	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MANCHESTER	FLYBE LTD	S	72	0	0	1.4	33.3	36.1	5.6	11.1	9.7	2.8	0.0	0.0	0.0	0.0	20	55.7	24	68
<b>TOTAL MANCHESTER</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>36.3</b>	<b>30.8</b>	<b>6.6</b>	<b>11.0</b>	<b>7.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.7</b>	<b>24</b>	<b>68</b>
NEWCASTLE	EASYJET UK LTD	S	35	0	0	8.6	40.0	34.3	0.0	5.7	0.0	8.6	0.0	2.9	0.0	0.0	28	82.4	12	34
<b>TOTAL NEWCASTLE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>40.0</b>	<b>34.3</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>8.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>82.4</b>	<b>12</b>	<b>34</b>
NEWQUAY	BLUE ISLANDS LIMITED	S	26	0	0	30.8	34.6	19.2	3.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>34.6</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</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	62.5	40	8
NORWICH	LOGANAIR LTD	S	46	0	0	4.3	34.8	32.6	8.7	10.9	8.7	0.0	0.0	0.0	0.0	0.0	16	81.8	24	44
<b>TOTAL NORWICH</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>34.8</b>	<b>32.6</b>	<b>8.7</b>	<b>10.9</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.8</b>	<b>26</b>	<b>52</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	202	0	3	5.4	38.5	37.6	7.3	6.3	3.4	0.0	0.0	0.0	0.0	1.5	10	74.0	21	178
SOUTHAMPTON	FLYBE LTD	S	80	0	0	0.0	38.8	35.0	11.3	10.0	3.8	1.3	0.0	0.0	0.0	0.0	14	59.8	28	110
<b>TOTAL SOUTHAMPTON</b>			<b>282</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>38.6</b>	<b>36.8</b>	<b>8.4</b>	<b>7.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>68.6</b>	<b>24</b>	<b>288</b>
SOUTHEND	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
SOUTHEND	EASYJET UK LTD	S	46	0	0	2.2	47.8	28.3	4.3	15.2	2.2	0.0	0.0	0.0	0.0	0.0	11	78.6	18	42
<b>TOTAL SOUTHEND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>47.8</b>	<b>28.3</b>	<b>4.3</b>	<b>15.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.1</b>	<b>18</b>	<b>43</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2391</b>	<b>0</b>	<b>19</b>	<b>4.1</b>	<b>38.5</b>	<b>32.2</b>	<b>9.4</b>	<b>9.5</b>	<b>4.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>70.9</b>	<b>18</b>	<b>2183</b>
<b>TOTAL JERSEY</b>			<b>2514</b>	<b>0</b>	<b>19</b>	<b>4.1</b>	<b>37.4</b>	<b>32.7</b>	<b>9.8</b>	<b>9.9</b>	<b>4.3</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>70.2</b>	<b>18</b>	<b>2308</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	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	15	25.0	31	8
<b>TOTAL INNSBRUCK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>77.8</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>15</b>	<b>25.0</b>	<b>31</b>	<b>8</b>
SALZBURG	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	1646	0.0	0	0
<b>TOTAL SALZBURG</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>1646</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>178</b>	<b>25.0</b>	<b>31</b>	<b>8</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	C	10	0	0	0.0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8
BURGAS	JET2.COM LTD	S	18	0	0	0.0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	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	70.0	19	10
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>50.0</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>50.0</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	18	0	0	0.0	5.6	61.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	7	18
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>13</b>	<b>77.8</b>	<b>7</b>	<b>18</b>
PULA	JET2.COM LTD	S	16	0	0	6.3	56.3	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	10	18
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
SPLIT	JET2.COM LTD	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	9	68.8	24	16
<b>TOTAL SPLIT</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>9</b>	<b>68.8</b>	<b>24</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>27.4</b>	<b>45.2</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>0.0</b>	<b>9</b>	<b>73.1</b>	<b>13</b>	<b>52</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	35	0	0	8.6	20.0	37.1	25.7	8.6	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	36
<b>TOTAL LARNACA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>20.0</b>	<b>37.1</b>	<b>25.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>8</b>	<b>36</b>
PAPHOS	JET2.COM LTD	S	36	0	0	13.9	8.3	27.8	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	60.0	16	35
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	60.0	14	10
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>8.3</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.0</b>	<b>15</b>	<b>45</b>
<b>TOTAL CYPRUS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>14.1</b>	<b>32.4</b>	<b>26.8</b>	<b>9.9</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>70.4</b>	<b>12</b>	<b>81</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	27.8	22.2	11.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	19	61.1	22	18
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>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>61.1</b>	<b>22</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>22</b>	<b>18</b>
<b>FRANCE</b>																				
BERGERAC	JET2.COM LTD	S	18	0	0	38.9	27.8	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	27	8
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>27</b>	<b>8</b>
LA ROCHELLE	JET2.COM LTD	S	10	0	0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	6	8
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>70.0</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>0.0</b>	<b>5</b>	<b>75.0</b>	<b>6</b>	<b>8</b>
LIMOGES	RYANAIR	S	18	0	0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	30	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.5</b>	<b>30</b>	<b>26</b>
NICE	JET2.COM LTD	S	28	0	0	3.6	25.0	35.7	0.0	17.9	14.3	3.6	0.0	0.0	0.0	0.0	24	76.9	10	26
<b>TOTAL NICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>35.7</b>	<b>0.0</b>	<b>17.9</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.9</b>	<b>10</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	36	0	0	8.3	44.4	16.7	5.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	63.9	14	36
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</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>13</b>	<b>63.9</b>	<b>14</b>	<b>36</b>
<b>TOTAL FRANCE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>41.8</b>	<b>22.7</b>	<b>2.7</b>	<b>14.5</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.3</b>	<b>17</b>	<b>104</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	30	16
<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>30</b>	<b>16</b>
DUSSELDORF	FLYBE LTD	S	52	0	0	3.8	28.8	50.0	7.7	3.8	1.9	0.0	3.8	0.0	0.0	0.0	14	90.7	5	54
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>50.0</b>	<b>7.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>50.0</b>	<b>7.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.9</b>	<b>11</b>	<b>70</b>
<b>GREECE</b>																				
CHANIA	JET2.COM LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
CHANIA	RYANAIR	S	18	0	0	0.0	5.6	16.7	22.2	22.2	27.8	5.6	0.0	0.0	0.0	0.0	43	18.8	24	16
<b>TOTAL CHANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>23.1</b>	<b>19.2</b>	<b>15.4</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>18.8</b>	<b>24</b>	<b>16</b>
CORFU	JET2.COM LTD	S	26	0	0	3.8	23.1	42.3	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	56.7	17	28
CORFU	RYANAIR	S	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	12	10
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	66.7	26	18
<b>TOTAL CORFU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.2</b>	<b>36.4</b>	<b>27.3</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.8</b>	<b>19</b>	<b>56</b>
HERAKLION	JET2.COM LTD	S	46	0	0	15.2	10.9	43.5	17.4	10.9	2.2	0.0	0.0	0.0	0.0	0.0	13	75.0	11	35
<b>TOTAL HERAKLION</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>10.9</b>	<b>43.5</b>	<b>17.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>11</b>	<b>35</b>
KEFALLINIA	JET2.COM LTD	S	26	0	0	19.2	23.1	34.6	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	20	18
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>23.1</b>	<b>34.6</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>20</b>	<b>18</b>
KOS	JET2.COM LTD	S	26	0	0	15.4	15.4	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	57.7	17	26
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.7</b>	<b>17</b>	<b>26</b>
RHODES	JET2.COM LTD	S	27	0	0	0.0	14.8	37.0	18.5	22.2	7.4	0.0	0.0	0.0	0.0	0.0	24	53.8	18	26
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	62.5	13	8
<b>TOTAL RHODES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>37.0</b>	<b>18.5</b>	<b>22.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>55.9</b>	<b>17</b>	<b>34</b>
SALONIKA	JET2.COM LTD	S	18	0	0	0.0	16.7	33.3	27.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	29	72.2	13	18
<b>TOTAL SALONIKA</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>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>29</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
ZAKINTHOS	JET2.COM LTD	S	28	0	0	7.1	17.9	39.3	17.9	7.1	10.7	0.0	0.0	0.0	0.0	0.0	18	66.7	15	18
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>39.3</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>15.8</b>	<b>36.5</b>	<b>20.7</b>	<b>11.6</b>	<b>5.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.2</b>	<b>17</b>	<b>221</b>
<b>HUNGARY</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
BUDAPEST	JET2.COM LTD	S	18	0	0	11.1	22.2	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	64.7	39	17	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>64.7</b>	<b>39</b>	<b>17</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>64.7</b>	<b>39</b>	<b>17</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	114	0	0	3.5	52.6	26.3	9.6	5.3	0.9	0.0	0.9	0.9	0.0	0.0	16	89.7	5	116	
DUBLIN	RYANAIR	S	124	0	0	2.4	35.5	46.8	6.5	8.1	0.0	0.0	0.8	0.0	0.0	0.0	9	72.6	20	124	
<b>TOTAL DUBLIN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>43.7</b>	<b>37.0</b>	<b>8.0</b>	<b>6.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>13</b>	<b>240</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>43.7</b>	<b>37.0</b>	<b>8.0</b>	<b>6.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>13</b>	<b>240</b>	
<b>ITALY</b>																					
NAPLES	JET2.COM LTD	S	16	0	0	0.0	18.8	37.5	18.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	15	18	
<b>TOTAL NAPLES</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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
PISA	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	0.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	23	61.1	15	18	
PISA	RYANAIR	S	18	0	0	0.0	11.1	27.8	11.1	38.9	5.6	5.6	0.0	0.0	0.0	0.0	35	50.0	21	28	
<b>TOTAL PISA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>5.6</b>	<b>25.0</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>54.3</b>	<b>19</b>	<b>46</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	6	18	
<b>TOTAL ROME (FIUMICINO)</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>4</b>	<b>83.3</b>	<b>6</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	0.0	0.0	0	75.0	11	16	
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
VENICE	JET2.COM LTD	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	77.8	5	16	
<b>TOTAL VENICE</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>77.8</b>	<b>5</b>	<b>16</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	47	60.0	20	10	
<b>TOTAL VERONA VILLAFRANCA</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>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>47</b>	<b>60.0</b>	<b>20</b>	<b>10</b>	
<b>TOTAL ITALY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>26.0</b>	<b>43.8</b>	<b>9.4</b>	<b>13.5</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>14</b>	<b>124</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	16	0	0	0.0	18.8	75.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	18	
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>75.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>75.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>LITHUANIA</b>																					
VILNIUS	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	13	83.3	6	18	
<b>TOTAL VILNIUS</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>13</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL LITHUANIA</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>13</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	5.6	33.3	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	18	
MALTA	RYANAIR	S	18	0	0	11.1	22.2	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	18	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>47.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.1</b>	<b>5</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>47.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.1</b>	<b>5</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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	JET2.COM LTD	S	36	0	0	0.0	19.4	38.9	16.7	8.3	11.1	5.6	0.0	0.0	0.0	0.0	28	66.7	15	34	
AMSTERDAM	KLM	S	176	0	0	2.3	42.0	38.6	9.7	5.1	1.1	1.1	0.0	0.0	0.0	0.0	9	87.7	5	184	
<b>TOTAL AMSTERDAM</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>38.2</b>	<b>38.7</b>	<b>10.8</b>	<b>5.7</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.3</b>	<b>7</b>	<b>218</b>	
<b>TOTAL NETHERLANDS</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>38.2</b>	<b>38.7</b>	<b>10.8</b>	<b>5.7</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.3</b>	<b>7</b>	<b>218</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	36	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	80.6	15	36	
<b>TOTAL GDANSK</b>			<b>36</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>80.6</b>	<b>15</b>	<b>36</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	16.7	50.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
KRAKOW	RYANAIR	S	36	0	0	5.6	38.9	33.3	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	79.4	7	34	
<b>TOTAL KRAKOW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>42.6</b>	<b>27.8</b>	<b>13.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.4</b>	<b>7</b>	<b>34</b>	
WARSAW (MODLIN MASOVIA)	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	3	83.3	7	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
WROCLAW	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	3	44.4	20	18	
<b>TOTAL WROCLAW</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>3</b>	<b>44.4</b>	<b>20</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>38.9</b>	<b>38.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.5</b>	<b>12</b>	<b>106</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	128	0	0	29.7	32.0	27.3	3.9	3.1	2.3	1.6	0.0	0.0	0.0	0.0	8	77.0	16	122	
FARO	RYANAIR	S	54	0	0	3.7	29.6	57.4	5.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	4	46	
<b>TOTAL FARO</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>31.3</b>	<b>36.3</b>	<b>4.4</b>	<b>3.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.5</b>	<b>13</b>	<b>168</b>	
<b>TOTAL PORTUGAL</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>31.3</b>	<b>36.3</b>	<b>4.4</b>	<b>3.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.5</b>	<b>13</b>	<b>168</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	18	0	0	0.0	16.7	61.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	83.3	6	18	
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	158	0	0	19.6	32.9	28.5	9.5	5.1	2.5	0.6	1.3	0.0	0.0	0.0	12	76.8	31	142	
ALICANTE	RYANAIR	S	62	0	0	9.7	27.4	45.2	8.1	4.8	3.2	0.0	1.6	0.0	0.0	0.0	11	69.4	14	62	
<b>TOTAL ALICANTE</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>31.4</b>	<b>33.2</b>	<b>9.1</b>	<b>5.0</b>	<b>2.7</b>	<b>0.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.5</b>	<b>26</b>	<b>204</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	2	18	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
BARCELONA	JET2.COM LTD	S	36	0	0	11.1	52.8	30.6	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	86.1	18	36	



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ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>52.8</b>	<b>30.6</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.1</b>	<b>18</b>	<b>36</b>	
GIRONA	JET2.COM LTD	S	28	0	0	32.1	46.4	7.1	3.6	7.1	3.6	0.0	0.0	0.0	0.0	0.0	7	96.2	2	26	
GIRONA	RYANAIR	S	18	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	77.8	8	18	
<b>TOTAL GIRONA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>37.0</b>	<b>21.7</b>	<b>6.5</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.6</b>	<b>4</b>	<b>44</b>	
IBIZA	JET2.COM LTD	S	80	0	0	15.0	16.3	46.3	8.8	6.3	5.0	0.0	1.3	1.3	0.0	0.0	21	81.8	13	88	
IBIZA	RYANAIR	S	18	0	0	16.7	33.3	33.3	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	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	1	8	
<b>TOTAL IBIZA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>19.4</b>	<b>43.9</b>	<b>7.1</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>79.8</b>	<b>13</b>	<b>114</b>	
MAHON	JET2.COM LTD	S	52	0	0	9.6	44.2	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	81.0	7	42	
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	30.0	54	9	
<b>TOTAL MAHON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>44.2</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.2</b>	<b>16</b>	<b>51</b>	
MALAGA	JET2.COM LTD	S	124	0	1	12.8	28.0	34.4	11.2	8.0	4.8	0.0	0.0	0.0	0.0	0.8	12	80.8	12	124	
MALAGA	RYANAIR	S	70	0	0	1.4	22.9	45.7	18.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	14	68.6	17	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	75.0	5	8	
<b>TOTAL MALAGA</b>			<b>194</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>26.2</b>	<b>38.5</b>	<b>13.8</b>	<b>7.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>76.4</b>	<b>13</b>	<b>202</b>	
MURCIA INTERNATIONAL	JET2.COM LTD	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	
MURCIA INTERNATIONAL	RYANAIR	S	18	0	0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>40.9</b>	<b>29.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</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	100.0	1	28	
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	94.4	2	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>97.8</b>	<b>1</b>	<b>46</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	87.5	4	8	
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	87.5	5	8	
PALMA DE MALLORCA	JET2.COM LTD	S	178	0	0	7.9	46.1	28.1	6.7	6.2	3.4	0.6	1.1	0.0	0.0	0.0	12	73.7	15	167	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	0.0	24.2	33.9	12.9	24.2	1.6	0.0	3.2	0.0	0.0	0.0	28	55.8	17	52	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	50.0	16.7	16.7	0.0	11.1	0.0	0.0	0.0	0.0	30	72.2	10	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>38.0</b>	<b>31.0</b>	<b>8.9</b>	<b>11.2</b>	<b>2.7</b>	<b>1.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.8</b>	<b>14</b>	<b>271</b>	
REUS	JET2.COM LTD	S	28	0	0	25.0	35.7	21.4	10.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	84.6	5	26	
<b>TOTAL REUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.7</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>994</b>	<b>0</b>	<b>1</b>	<b>12.6</b>	<b>33.6</b>	<b>33.5</b>	<b>8.8</b>	<b>6.7</b>	<b>3.2</b>	<b>0.6</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>77.0</b>	<b>15</b>	<b>1012</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	45	0	0	37.8	13.3	31.1	4.4	6.7	2.2	2.2	2.2	0.0	0.0	0.0	14	86.4	7	44	
ARRECIFE	RYANAIR	S	28	0	0	10.7	28.6	53.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	10	26	
<b>TOTAL ARRECIFE</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>19.2</b>	<b>39.7</b>	<b>5.5</b>	<b>4.1</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>10</b>	<b>90.0</b>	<b>8</b>	<b>70</b>	
FUERTEVENTURA	JET2.COM LTD	S	27	0	0	37.0	14.8	33.3	3.7	7.4	0.0	0.0	0.0	3.7	0.0	0.0	40	75.0	8	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	18
<b>TOTAL FUERTEVENTURA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>24.4</b>	<b>44.4</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
LAS PALMAS	JET2.COM LTD	S	35	0	0	31.4	28.6	25.7	5.7	5.7	2.9	0.0	0.0	0.0	0.0	0.0	7	91.2	4	34
LAS PALMAS	RYANAIR	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	18
<b>TOTAL LAS PALMAS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>34.0</b>	<b>32.1</b>	<b>5.7</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>0.0</b>	<b>5</b>	<b>86.5</b>	<b>5</b>	<b>52</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	54	0	0	35.2	18.5	33.3	3.7	3.7	5.6	0.0	0.0	0.0	0.0	0.0	8	84.3	9	51
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	15.4	26.9	53.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	16	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	87.5	4	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>28.8</b>	<b>21.3</b>	<b>40.0</b>	<b>3.8</b>	<b>2.5</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>7</b>	<b>85.9</b>	<b>11</b>	<b>85</b>
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>23.9</b>	<b>39.0</b>	<b>4.4</b>	<b>3.6</b>	<b>2.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.6</b>	<b>8</b>	<b>241</b>
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	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	11	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	44	0	0	0.0	6.8	43.2	22.7	9.1	13.6	4.5	0.0	0.0	0.0	0.0	28	77.8	12	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	61.1	18	18
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>43.2</b>	<b>22.7</b>	<b>9.1</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>28</b>	<b>72.2</b>	<b>14</b>	<b>54</b>
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	0.0	10.0	10.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	35	50.0	21	10
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>50.0</b>	<b>21</b>	<b>10</b>
DALAMAN	JET2.COM LTD	S	42	0	1	7.0	11.6	39.5	23.3	9.3	4.7	0.0	0.0	2.3	0.0	2.3	40	71.8	22	38
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	77.8	32	18
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	77.8	8	9
<b>TOTAL DALAMAN</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>7.0</b>	<b>11.6</b>	<b>39.5</b>	<b>23.3</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>40</b>	<b>74.2</b>	<b>23</b>	<b>65</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	9	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>11.3</b>	<b>36.8</b>	<b>24.5</b>	<b>11.3</b>	<b>8.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>32</b>	<b>71.5</b>	<b>19</b>	<b>129</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	213	0	3	2.3	38.4	39.4	8.8	6.9	0.9	1.4	0.5	0.0	0.0	1.4	10	91.7	4	249
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>213</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>38.4</b>	<b>39.4</b>	<b>8.8</b>	<b>6.9</b>	<b>0.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>91.7</b>	<b>4</b>	<b>249</b>
GUERNSEY	AURIGNY AIR SERVICES	S	28	0	0	0.0	28.6	35.7	25.0	3.6	7.1	0.0	0.0	0.0	0.0	0.0	17	96.2	2	26

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 GUERNSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>35.7</b>	<b>25.0</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>96.2</b>	<b>2</b>	<b>26</b>
HEATHROW	BRITISH AIRWAYS PLC	S	90	0	0	0.0	41.1	30.0	13.3	8.9	4.4	1.1	1.1	0.0	0.0	0.0	18	80.0	11	88
<b>TOTAL HEATHROW</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.1</b>	<b>30.0</b>	<b>13.3</b>	<b>8.9</b>	<b>4.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.0</b>	<b>11</b>	<b>88</b>
JERSEY	JET2.COM LTD	S	28	0	0	0.0	64.3	21.4	0.0	0.0	3.6	10.7	0.0	0.0	0.0	0.0	21	84.6	17	26
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>64.3</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.6</b>	<b>17</b>	<b>26</b>
NEWQUAY	FLYBE LTD	S	26	0	0	3.8	46.2	30.8	11.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	82.4	15	34
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.4</b>	<b>15</b>	<b>34</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	92	0	3	0.0	24.2	62.1	7.4	2.1	0.0	1.1	0.0	0.0	0.0	3.2	7	77.2	14	94
<b>TOTAL SOUTHAMPTON</b>			<b>92</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>24.2</b>	<b>62.1</b>	<b>7.4</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>7</b>	<b>77.2</b>	<b>14</b>	<b>94</b>
<b>TOTAL UNITED KINGDOM</b>			<b>477</b>	<b>0</b>	<b>6</b>	<b>1.2</b>	<b>37.5</b>	<b>40.4</b>	<b>9.9</b>	<b>5.4</b>	<b>2.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>86.2</b>	<b>8</b>	<b>517</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>3395</b>	<b>0</b>	<b>8</b>	<b>9.3</b>	<b>31.2</b>	<b>37.3</b>	<b>10.4</b>	<b>7.1</b>	<b>2.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>78.1</b>	<b>13</b>	<b>3442</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	0.0	11.1	50.0	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	62.5	12	16	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</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>18</b>	<b>62.5</b>	<b>12</b>	<b>16</b>	
VARNA	WIZZ AIR	S	26	0	0	0.0	23.1	46.2	7.7	19.2	3.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL VARNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>47.7</b>	<b>13.6</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>12</b>	<b>16</b>	
<b>CROATIA</b>																					
PULA	EASYJET UK LTD	S	16	0	0	31.3	50.0	6.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	100.0	1	18	
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
SPLIT	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL SPLIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>TOTAL CROATIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>19</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	17	0	0	0.0	41.2	11.8	11.8	11.8	11.8	11.8	0.0	0.0	0.0	0.0	32	82.4	9	17	
<b>TOTAL LARNACA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>11.8</b>	<b>11.8</b>	<b>11.8</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>82.4</b>	<b>9</b>	<b>17</b>	
PAPHOS	RYANAIR	S	17	0	0	0.0	23.5	41.2	29.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>26.5</b>	<b>20.6</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>82.4</b>	<b>9</b>	<b>17</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	26	0	0	0.0	7.7	30.8	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	20	36	
<b>TOTAL PRAGUE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>30.8</b>	<b>38.5</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>20</b>	<b>36</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>30.8</b>	<b>38.5</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>20</b>	<b>36</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	18	0	0	0.0	27.8	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ESTONIA</b>																					
TALLIN	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	0.0	60	2	
<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>0.0</b>	<b>60</b>	<b>2</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>0.0</b>	<b>60</b>	<b>2</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	56.3	19	16	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>56.3</b>	<b>19</b>	<b>16</b>	
BORDEAUX	EASYJET UK LTD	S	36	0	0	8.3	36.1	30.6	11.1	11.1	2.8	0.0	0.0	0.0	0.0	0.0	11	79.4	10	34	
<b>TOTAL BORDEAUX</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.1</b>	<b>30.6</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>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.4</b>	<b>10</b>	<b>34</b>	
NANTES	EASYJET UK LTD	S	26	0	0	0.0	38.5	53.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	4	24	
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>53.8</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>0.0</b>	<b>6</b>	<b>84.6</b>	<b>4</b>	<b>24</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
NICE	EASYJET UK LTD	S	80	0	0	2.5	27.5	40.0	16.3	6.3	2.5	5.0	0.0	0.0	0.0	0.0	17	67.5	37	80	
<b>TOTAL NICE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>40.0</b>	<b>16.3</b>	<b>6.3</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>17</b>	<b>67.5</b>	<b>37</b>	<b>80</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	42	0	0	2.4	38.1	21.4	9.5	7.1	16.7	4.8	0.0	0.0	0.0	0.0	29	69.6	13	46	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.1</b>	<b>21.4</b>	<b>9.5</b>	<b>7.1</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>69.6</b>	<b>13</b>	<b>46</b>	
PERPIGNAN	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2	
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>35.3</b>	<b>11.3</b>	<b>7.4</b>	<b>4.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.1</b>	<b>21</b>	<b>202</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	36	0	0	19.4	27.8	16.7	13.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	88.9	42	36	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>27.8</b>	<b>16.7</b>	<b>13.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.9</b>	<b>42</b>	<b>36</b>	
BREMEN	AIR X CHARTER	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 BREMEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>26.3</b>	<b>18.4</b>	<b>13.2</b>	<b>13.2</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>22</b>	<b>88.9</b>	<b>42</b>	<b>36</b>	
<b>GREECE</b>																					
CORFU	RYANAIR	S	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	EASYJET UK LTD	S	17	0	0	0.0	29.4	23.5	5.9	29.4	11.8	0.0	0.0	0.0	0.0	0.0	28	61.1	16	18	
<b>TOTAL RHODES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>29.4</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>61.1</b>	<b>16</b>	<b>18</b>	
ZAKINTHOS	EASYJET UK LTD	S	18	0	0	0.0	27.8	27.8	5.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	23	66.7	12	18	
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>TOTAL GREECE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>32.1</b>	<b>9.4</b>	<b>20.8</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>19</b>	<b>63.9</b>	<b>14</b>	<b>36</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	28	0	0	0.0	25.0	39.3	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0	15	38.5	45	26	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>39.3</b>	<b>17.9</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>38.5</b>	<b>45</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>39.3</b>	<b>17.9</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>38.5</b>	<b>45</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	36	0	0	16.7	63.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	34	
<b>TOTAL CORK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>63.9</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	
DUBLIN	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	89	1	
DUBLIN	RYANAIR	S	212	0	0	1.9	28.8	46.2	9.9	10.4	2.4	0.5	0.0	0.0	0.0	0.0	11	71.0	13	208	
<b>TOTAL DUBLIN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.8</b>	<b>46.2</b>	<b>9.9</b>	<b>10.4</b>	<b>2.4</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>70.6</b>	<b>13</b>	<b>209</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	4.5	38.6	25.0	25.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	11	42	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.6</b>	<b>25.0</b>	<b>25.0</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>11</b>	<b>42</b>	
SHANNON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	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>76.9</b>	<b>10</b>	<b>26</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>34.6</b>	<b>39.7</b>	<b>11.0</b>	<b>8.6</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.8</b>	<b>12</b>	<b>311</b>	
<b>ITALY</b>																					
BARI (PALESE)	RYANAIR	S	18	0	0	0.0	27.8	33.3	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	14	75.0	27	16	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</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>14</b>	<b>75.0</b>	<b>27</b>	<b>16</b>	
BERGAMO	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<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>1</b>	<b>18</b>	
MILAN (MALPENSA)	RYANAIR	S	28	0	0	0.0	3.6	32.1	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	28	19.2	69	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>32.1</b>	<b>35.7</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>28</b>	<b>19.2</b>	<b>69</b>	<b>26</b>	
NAPLES	EASYJET UK LTD	S	28	0	0	0.0	39.3	35.7	10.7	10.7	0.0	3.6	0.0	0.0	0.0	0.0	13	88.5	6	26	
<b>TOTAL NAPLES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>35.7</b>	<b>10.7</b>	<b>10.7</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>13</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
PALERMO	EASYJET UK LTD	S	18	0	0	11.1	50.0	22.2	5.6	5.6	0.0	0.0	0.0	5.6	0.0	0.0	39	87.5	7	16	
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>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>39</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
PISA	RYANAIR	S	18	0	0	0.0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	77.8	8	18	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</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>77.8</b>	<b>8</b>	<b>18</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	69.4	14	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>69.4</b>	<b>14</b>	<b>36</b>	
TURIN	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
<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>50.0</b>	<b>28</b>	<b>2</b>	
VENICE	EASYJET UK LTD	S	26	0	0	19.2	34.6	26.9	7.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	11	75.0	8	24	
<b>TOTAL VENICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>34.6</b>	<b>26.9</b>	<b>7.7</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>8</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>30.1</b>	<b>32.4</b>	<b>14.0</b>	<b>10.3</b>	<b>5.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>71.4</b>	<b>19</b>	<b>182</b>	
<b>LITHUANIA</b>																					
VILNIUS	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	94.4	3	18	
<b>TOTAL VILNIUS</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>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL LITHUANIA</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>94.4</b>	<b>3</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	11.1	38.9	38.9	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	66.7	15	18	
<b>TOTAL MALTA</b>			<b>18</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>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>66.7</b>	<b>15</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>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	18	0	0	27.8	27.8	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	4	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</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>1</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</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>1</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	EASYJET UK LTD	S	128	0	0	0.8	50.0	36.7	1.6	4.7	6.3	0.0	0.0	0.0	0.0	0.0	10	92.5	4	132	
<b>TOTAL AMSTERDAM</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>50.0</b>	<b>36.7</b>	<b>1.6</b>	<b>4.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.5</b>	<b>4</b>	<b>132</b>	
<b>TOTAL NETHERLANDS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>50.0</b>	<b>36.7</b>	<b>1.6</b>	<b>4.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.5</b>	<b>4</b>	<b>132</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	10	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	12	12	
<b>TOTAL BERGEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>12</b>	<b>12</b>	
<b>TOTAL NORWAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>12</b>	<b>12</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	44	0	0	11.4	47.7	15.9	6.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	61.1	30	36	
<b>TOTAL GDANSK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>47.7</b>	<b>15.9</b>	<b>6.8</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.1</b>	<b>30</b>	<b>36</b>	
<b>KATOWICE</b>	WIZZ AIR	S	28	0	0	7.1	28.6	42.9	0.0	7.1	0.0	0.0	14.3	0.0	0.0	0.0	35	92.3	4	26	
<b>TOTAL KATOWICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	26	0	0	0.0	65.4	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	19	28	
<b>KRAKOW</b>	RYANAIR	S	26	0	0	0.0	23.1	50.0	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	64.3	23	28	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.2</b>	<b>36.5</b>	<b>9.6</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.6</b>	<b>21</b>	<b>56</b>	
<b>POZNAN</b>	RYANAIR	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	5	56.3	28	16	
<b>TOTAL POZNAN</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>5</b>	<b>56.3</b>	<b>28</b>	<b>16</b>	
<b>SZCZECIN (GOLENOW)</b>	RYANAIR	S	18	0	0	0.0	50.0	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	18	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>66.7</b>	<b>20</b>	<b>18</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	28	0	0	0.0	3.6	32.1	32.1	25.0	3.6	0.0	0.0	3.6	0.0	0.0	53	85.7	7	28	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>32.1</b>	<b>32.1</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>85.7</b>	<b>7</b>	<b>28</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	28	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	85.3	10	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.3</b>	<b>10</b>	<b>34</b>	
<b>WROCLAW</b>	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	1	69.2	11	26	
<b>TOTAL WROCLAW</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>1</b>	<b>69.2</b>	<b>11</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>36.3</b>	<b>35.5</b>	<b>10.7</b>	<b>9.0</b>	<b>2.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.8</b>	<b>17</b>	<b>240</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>FARO</b>	EASYJET UK LTD	S	89	0	0	4.5	42.7	32.6	6.7	4.5	5.6	1.1	1.1	1.1	0.0	0.0	21	93.1	3	87	
<b>FARO</b>	RYANAIR	S	62	0	0	6.5	54.8	37.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.3	8	62	
<b>TOTAL FARO</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.7</b>	<b>34.4</b>	<b>4.6</b>	<b>2.6</b>	<b>3.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.6</b>	<b>5</b>	<b>149</b>	
<b>LISBON</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	88.9	5	36	
<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>88.9</b>	<b>5</b>	<b>36</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>OPORTO (PORTUGAL)</b>	RYANAIR	S	18	0	0	0.0	27.8	38.9	11.1	5.6	5.6	11.1	0.0	0.0	0.0	0.0	27	72.2	5	16	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>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>27</b>	<b>72.2</b>	<b>5</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>45.6</b>	<b>34.9</b>	<b>5.3</b>	<b>3.0</b>	<b>3.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.2</b>	<b>5</b>	<b>201</b>	
<b>ROMANIA</b>																					
<b>BACAU</b>	BLUE AIR TRANSPORT AERIAN	S	18	0	0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	7	17	
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>7</b>	<b>17</b>	
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	34	0	0	0.0	2.9	44.1	17.6	17.6	11.8	0.0	5.9	0.0	0.0	0.0	45	66.7	20	36	
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	28	0	0	0.0	0.0	32.1	21.4	32.1	14.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>38.7</b>	<b>19.4</b>	<b>24.2</b>	<b>12.9</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>66.7</b>	<b>20</b>	<b>36</b>	
<b>CLUJ NAPOCA</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	7	16	
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	18	0	0	0.0	0.0	11.1	5.6	55.6	16.7	11.1	0.0	0.0	0.0	0.0	56	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>11.1</b>	<b>5.6</b>	<b>55.6</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>56</b>	<b>93.8</b>	<b>7</b>	<b>16</b>	
<b>IASI</b>	WIZZ AIR	S	18	0	0	5.6	0.0	33.3	27.8	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL IASI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>9.5</b>	<b>30.2</b>	<b>16.4</b>	<b>23.3</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>35</b>	<b>76.8</b>	<b>14</b>	<b>69</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	34	
<b>ALICANTE</b>	EASYJET UK LTD	S	63	0	0	9.5	22.2	28.6	12.7	20.6	6.3	0.0	0.0	0.0	0.0	0.0	18	80.3	10	61	
<b>ALICANTE</b>	RYANAIR	S	98	0	0	2.0	49.0	38.8	0.0	8.2	2.0	0.0	0.0	0.0	0.0	0.0	7	77.8	14	90	
<b>TOTAL ALICANTE</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.5</b>	<b>34.8</b>	<b>5.0</b>	<b>13.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.5</b>	<b>11</b>	<b>185</b>	
<b>BARCELONA</b>	EASYJET UK LTD	S	98	0	0	13.3	39.8	24.5	7.1	4.1	9.2	0.0	2.0	0.0	0.0	0.0	19	83.8	13	99	
<b>BARCELONA</b>	RYANAIR	S	54	0	0	5.6	33.3	48.1	7.4	3.7	1.9	0.0	0.0	0.0	0.0	0.0	7	67.7	24	62	
<b>TOTAL BARCELONA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>37.5</b>	<b>32.9</b>	<b>7.2</b>	<b>3.9</b>	<b>6.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.6</b>	<b>17</b>	<b>161</b>	
<b>GIRONA</b>	RYANAIR	S	16	0	0	6.3	31.3	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.1	34	18	
<b>TOTAL GIRONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>61.1</b>	<b>34</b>	<b>18</b>	
<b>IBIZA</b>	RYANAIR	S	26	0	0	3.8	34.6	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	84.6	6	26	
<b>IBIZA</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	2	8	
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>53.8</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>0.0</b>	<b>8</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
<b>MADRID</b>	EASYJET UK LTD	S	34	0	0	8.8	38.2	32.4	5.9	5.9	8.8	0.0	0.0	0.0	0.0	0.0	12	100.0	2	36	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>32.4</b>	<b>5.9</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>36</b>	
<b>MALAGA</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	94.4	6	18	
<b>MALAGA</b>	EASYJET UK LTD	S	80	0	0	10.0	55.0	16.3	8.8	3.8	3.8	1.3	1.3	0.0	0.0	0.0	12	72.2	13	77	
<b>MALAGA</b>	RYANAIR	S	109	0	0	6.4	40.4	36.7	10.1	4.6	0.9	0.9	0.0	0.0	0.0	0.0	8	87.8	5	98	
<b>TOTAL MALAGA</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>46.6</b>	<b>28.0</b>	<b>9.5</b>	<b>4.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.1</b>	<b>9</b>	<b>193</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	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	87.5	9	8
PALMA DE MALLORCA	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	20	1
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	83.3	10	18
PALMA DE MALLORCA	EASYJET UK LTD	S	124	0	0	7.3	41.9	31.5	6.5	7.3	4.8	0.0	0.0	0.8	0.0	0.0	13	75.6	16	122
PALMA DE MALLORCA	RYANAIR	S	62	0	0	6.5	41.9	38.7	8.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	6	66.1	16	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>41.9</b>	<b>33.9</b>	<b>7.0</b>	<b>5.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.6</b>	<b>15</b>	<b>211</b>
REUS	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	0.0	5	83.3	8	18
<b>TOTAL REUS</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>83.3</b>	<b>8</b>	<b>18</b>
VALENCIA	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	20	1
<b>TOTAL VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>782</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>40.8</b>	<b>33.9</b>	<b>6.8</b>	<b>6.3</b>	<b>4.1</b>	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.3</b>	<b>13</b>	<b>857</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	17	0	0	17.6	23.5	29.4	0.0	11.8	17.6	0.0	0.0	0.0	0.0	0.0	22	78.9	13	18
ARRECIFE	RYANAIR	S	16	0	0	6.3	62.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	18
<b>TOTAL ARRECIFE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>42.4</b>	<b>21.2</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>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.2</b>	<b>6</b>	<b>36</b>
FUERTEVENTURA	EASYJET UK LTD	S	10	0	0	20.0	0.0	20.0	20.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	33	50.0	13	10
FUERTEVENTURA	RYANAIR	S	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	18
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>24</b>	<b>71.4</b>	<b>9</b>	<b>28</b>
LAS PALMAS	RYANAIR	S	16	0	0	12.5	43.8	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	15	18
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	34.6	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	3	28
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>46.2</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.3</b>	<b>3</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>28.0</b>	<b>7.5</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>11</b>	<b>81.1</b>	<b>8</b>	<b>110</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	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	17	0.0	0	0
<b>TOTAL BALE MULHOUSE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET UK LTD	S	63	0	0	1.6	42.9	31.7	4.8	6.3	7.9	4.8	0.0	0.0	0.0	0.0	18	85.5	7	62
<b>TOTAL GENEVA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>42.9</b>	<b>31.7</b>	<b>4.8</b>	<b>6.3</b>	<b>7.9</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>85.5</b>	<b>7</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>42.2</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
<b>TURKEY</b>																				
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	27.8	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	73.7	32	18
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.7</b>	<b>32</b>	<b>18</b>
DALAMAN	EASYJET UK LTD	S	18	0	0	16.7	16.7	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	6	18
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.8</b>	<b>6</b>	<b>18</b>
ISTANBUL	AERONEXUS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
ISTANBUL	MALETH AERO	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL ATATURK	AERONEXUS	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	
ISTANBUL ATATURK	MALETH AERO	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ISTANBUL ATATURK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>20.0</b>	<b>52.5</b>	<b>7.5</b>	<b>7.5</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>11</b>	<b>75.7</b>	<b>19</b>	<b>36</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	0.0	0	88.5	6	52	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.5</b>	<b>6</b>	<b>52</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	272	0	0	4.0	56.6	21.0	5.1	9.2	3.7	0.4	0.0	0.0	0.0	0.0	10	88.7	7	272	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>56.6</b>	<b>21.0</b>	<b>5.1</b>	<b>9.2</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.7</b>	<b>7</b>	<b>272</b>	
BIGGIN HILL	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	0.0	7	100.0	0	1	
<b>TOTAL BIGGIN HILL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
BOURNEMOUTH	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	2	
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>52</b>	<b>2</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	28	0	0	0.0	46.4	46.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	5	26	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>46.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.8</b>	<b>5</b>	<b>26</b>	
EAST MIDLANDS INTERNATIONAL	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 EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
GATWICK	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2	
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	8	1	
GATWICK	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	2	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>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>66.7</b>	<b>22</b>	<b>3</b>	
GUERNSEY	BLUE ISLANDS LIMITED	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	0.0	0	0	
<b>TOTAL GUERNSEY</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>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	EASYJET UK LTD	S	98	0	0	10.2	58.2	16.3	3.1	6.1	5.1	0.0	0.0	1.0	0.0	0.0	12	94.9	2	98	
ISLE OF MAN	FLYBE LTD	S	166	0	0	0.0	23.5	63.9	7.8	2.4	1.2	1.2	0.0	0.0	0.0	0.0	8	92.3	4	216	
<b>TOTAL ISLE OF MAN</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>36.4</b>	<b>46.2</b>	<b>6.1</b>	<b>3.8</b>	<b>2.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.1</b>	<b>4</b>	<b>314</b>	
JERSEY	EASYJET UK LTD	S	98	0	0	6.1	46.9	25.5	6.1	6.1	9.2	0.0	0.0	0.0	0.0	0.0	14	78.9	16	92	
<b>TOTAL JERSEY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>46.9</b>	<b>25.5</b>	<b>6.1</b>	<b>6.1</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.9</b>	<b>16</b>	<b>92</b>	
LUTON	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	13	50.0	13	2	
LUTON	JETNETHERLANDS	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	

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LUTON	JOTA AVIATION LTD	C	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL LUTON</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>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>28</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
MANCHESTER	EASYJET UK LTD	S	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
MANCHESTER	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
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	35	1	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
NEWQUAY	FLYBE 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	4	75.0	8	8	
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
NORWICH	LOGANAIR LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL NORWICH</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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SOUTHAMPTON	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	10	1	
SOUTHAMPTON	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	
SOUTHAMPTON	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 SOUTHAMPTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
STANSTED	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>716</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.4</b>	<b>33.9</b>	<b>5.9</b>	<b>6.1</b>	<b>3.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.3</b>	<b>7</b>	<b>778</b>	
<b>USA</b>																					
LOS ANGELES INTERNATIONAL	AERONEXUS	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 LOS ANGELES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LIVERPOOL (JOHN)</b>			<b>3296</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>37.9</b>	<b>34.8</b>	<b>8.4</b>	<b>8.0</b>	<b>4.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.2</b>	<b>12</b>	<b>3434</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BELGIUM</b>																					
ANTWERP	TYROLEAN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	10	128	
<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>87.5</b>	<b>10</b>	<b>128</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>87.5</b>	<b>10</b>	<b>128</b>		
<b>CROATIA</b>																					
SPLIT	BA CITYFLYER LTD	S	0	28	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>28</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>28</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	59.3	22	52		
<b>TOTAL PRAGUE</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>59.3</b>	<b>22</b>	<b>52</b>		
<b>TOTAL CZECH REPUBLIC</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>59.3</b>	<b>22</b>	<b>52</b>		
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	0	62	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.0	3	50		
<b>TOTAL BILLUND</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>3</b>	<b>50</b>		
<b>TOTAL DENMARK</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>3</b>	<b>50</b>		
<b>FRANCE</b>																					
BERGERAC	BA CITYFLYER LTD	S	0	36	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	60.5	19	36		
<b>TOTAL BERGERAC</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>60.5</b>	<b>19</b>	<b>36</b>		
NICE	BA CITYFLYER LTD	S	0	85	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	63.6	18	87		
<b>TOTAL NICE</b>			<b>0</b>	<b>85</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>63.6</b>	<b>18</b>	<b>87</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	82.9	11	150		
<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>82.9</b>	<b>11</b>	<b>150</b>		
QUIMPER	BA CITYFLYER LTD	S	0	34	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	76.5	10	34		
<b>TOTAL QUIMPER</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>94.4</b>	<b>5.6</b>	<b>0</b>	<b>76.5</b>	<b>10</b>	<b>34</b>		
RENNES	FLYBE LTD	S	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	73.1	9	26		
<b>TOTAL RENNES</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>73.1</b>	<b>9</b>	<b>26</b>		
<b>TOTAL FRANCE</b>			<b>0</b>	<b>181</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>74.0</b>	<b>13</b>	<b>333</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	0	137	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	77.8	10	142		
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>137</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>99.3</b>	<b>0.7</b>	<b>0</b>	<b>77.8</b>	<b>10</b>	<b>142</b>		
DUSSELDORF	BA CITYFLYER LTD	S	0	131	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	82.1	12	138		
DUSSELDORF	FLYBE LTD	S	0	116	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.9	0	79.2	11	140		
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>247</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>97.6</b>	<b>2.4</b>	<b>0</b>	<b>80.6</b>	<b>12</b>	<b>278</b>		
FRANKFURT MAIN	BA CITYFLYER LTD	S	0	132	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	74.6	13	138		
FRANKFURT MAIN	LUFTHANSA	S	0	130	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.2	5.8	0	65.5	16	133		
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>262</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>97.0</b>	<b>3.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>271</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	
MUNICH	BA CITYFLYER LTD	S	0	144	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>0</b>	<b>144</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>98.6</b>	<b>1.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>790</b>	<b>17</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.8</b>	<b>13</b>	<b>691</b>	
<b>GREECE</b>																					
MIKONOS	BA CITYFLYER LTD	S	0	61	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	28.9	39	45	
<b>TOTAL MIKONOS</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>28.9</b>	<b>39</b>	<b>45</b>	
SKIATHOS	BA CITYFLYER 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	61.5	13	26	
<b>TOTAL SKIATHOS</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>61.5</b>	<b>13</b>	<b>26</b>	
THIRA (SANTORINI)	BA CITYFLYER 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	22.2	48	18	
<b>TOTAL THIRA (SANTORINI)</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>22.2</b>	<b>48</b>	<b>18</b>	
<b>TOTAL GREECE</b>			<b>0</b>	<b>113</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>37.1</b>	<b>33</b>	<b>89</b>	
<b>HUNGARY</b>																					
BUDAPEST	LOT-POLISH AIRLINES	S	0	102	0	0.0	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 BUDAPEST</b>			<b>0</b>	<b>102</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 HUNGARY</b>			<b>0</b>	<b>102</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	0	307	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	0.0	0	0	
DUBLIN	BA CITYFLYER LTD	S	0	199	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	81.0	9	224	
DUBLIN	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
DUBLIN	CITY JET	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	73.1	14	302	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>507</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>98.8</b>	<b>1.2</b>	<b>0</b>	<b>76.3</b>	<b>12</b>	<b>527</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>507</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>98.8</b>	<b>1.2</b>	<b>0</b>	<b>76.3</b>	<b>12</b>	<b>527</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	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	66.3	20	95	
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	83.9	10	62	
<b>TOTAL FLORENCE</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>73.2</b>	<b>16</b>	<b>157</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	79.5	10	212	
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	74.5	12	184	
<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>77.2</b>	<b>11</b>	<b>396</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	S	0	204	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	2.4	0	0.0	0	0	
MILAN (MALPENSA)	BA CITYFLYER LTD	S	0	90	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>294</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>0.0</b>	<b>97.0</b>	<b>3.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	BA CITYFLYER LTD	S	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	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</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>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	BA CITYFLYER LTD	S	0	46	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	64.8	14	52	
<b>TOTAL VENICE</b>			<b>0</b>	<b>46</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>64.8</b>	<b>14</b>	<b>52</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 ITALY</b>			<b>0</b>	<b>495</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>0.0</b>	<b>98.2</b>	<b>1.8</b>	<b>0</b>	<b>75.1</b>	<b>13</b>	<b>605</b>
<b>LITHUANIA</b>																				
VILNIUS	LOT-POLISH AIRLINES	S	0	101	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	0.0	0	0
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>101</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>101</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	S	0	260	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	90.7	5	268
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>260</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>99.2</b>	<b>0.8</b>	<b>0</b>	<b>90.7</b>	<b>5</b>	<b>268</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>260</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>99.2</b>	<b>0.8</b>	<b>0</b>	<b>90.7</b>	<b>5</b>	<b>268</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BA CITYFLYER LTD	S	0	205	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	76.6	13	216
AMSTERDAM	FLYBE LTD	S	0	69	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0	82.9	6	68
AMSTERDAM	KLM	S	0	359	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	86.9	5	312
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>633</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>98.3</b>	<b>1.7</b>	<b>0</b>	<b>82.7</b>	<b>8</b>	<b>596</b>
ROTTERDAM	BA CITYFLYER LTD	S	0	178	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	81.8	7	186
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>178</b>	<b>5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.3</b>	<b>2.7</b>	<b>0</b>	<b>81.8</b>	<b>7</b>	<b>186</b>
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>811</b>	<b>16</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>82.5</b>	<b>8</b>	<b>782</b>
<b>POLAND</b>																				
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	0	101	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	0.0	0	0
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>101</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>0</b>	<b>101</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	BA CITYFLYER LTD	S	0	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	96.4	3	56
<b>TOTAL FARO</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>96.4</b>	<b>3</b>	<b>56</b>
LISBON	AIR PORTUGAL	S	0	102	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	52.9	21	98
<b>TOTAL LISBON</b>			<b>0</b>	<b>102</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>52.9</b>	<b>21</b>	<b>98</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	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	71.2	15	52
<b>TOTAL OPORTO (PORTUGAL)</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>71.2</b>	<b>15</b>	<b>52</b>
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>206</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>68.9</b>	<b>15</b>	<b>206</b>
<b>SPAIN</b>																				
GRANADA	BA CITYFLYER LTD	S	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	53.8	18	26
<b>TOTAL GRANADA</b>			<b>0</b>	<b>34</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>97.1</b>	<b>2.9</b>	<b>0</b>	<b>53.8</b>	<b>18</b>	<b>26</b>
IBIZA	BA CITYFLYER LTD	S	0	189	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	59.4	21	173
<b>TOTAL IBIZA</b>			<b>0</b>	<b>189</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>99.5</b>	<b>0.5</b>	<b>0</b>	<b>59.4</b>	<b>21</b>	<b>173</b>
MADRID	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	127	1
<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>0.0</b>	<b>127</b>	<b>1</b>
MAHON	BA CITYFLYER 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	68.4	20	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 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>68.4</b>	<b>20</b>	<b>18</b>
MALAGA	BA CITYFLYER LTD	S	0	102	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	71.7	10	106
<b>TOTAL MALAGA</b>			<b>0</b>	<b>102</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>71.7</b>	<b>10</b>	<b>106</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	S	0	108	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.2	1.8	0	65.8	17	117
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>108</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>98.2</b>	<b>1.8</b>	<b>0</b>	<b>65.8</b>	<b>17</b>	<b>117</b>
<b>TOTAL SPAIN</b>			<b>0</b>	<b>451</b>	<b>5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.9</b>	<b>1.1</b>	<b>0</b>	<b>64.0</b>	<b>17</b>	<b>441</b>
<b>SWITZERLAND</b>																				
BERNE	SKY WORK AG	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	32
<b>TOTAL BERNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>32</b>
GENEVA	BA CITYFLYER LTD	S	0	83	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	84.1	7	87
GENEVA	SWISS AIRLINES	S	0	70	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	9.1	0	85.0	8	80
<b>TOTAL GENEVA</b>			<b>0</b>	<b>153</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>95.0</b>	<b>5.0</b>	<b>0</b>	<b>84.5</b>	<b>8</b>	<b>167</b>
ZURICH	BA CITYFLYER LTD	S	0	164	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	75.1	14	173
ZURICH	SWISS AIRLINES	S	0	276	13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	68.4	14	272
<b>TOTAL ZURICH</b>			<b>0</b>	<b>440</b>	<b>15</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>71.0</b>	<b>14</b>	<b>445</b>
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>593</b>	<b>23</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>74.7</b>	<b>12</b>	<b>644</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	68.0	19	96
ABERDEEN	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>67.3</b>	<b>19</b>	<b>97</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	286	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7	0.3	0	81.1	12	286
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>286</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>99.7</b>	<b>0.3</b>	<b>0</b>	<b>81.1</b>	<b>12</b>	<b>286</b>
EDINBURGH	BA CITYFLYER 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
EDINBURGH	BA CITYFLYER LTD	S	0	364	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	79.6	10	369
EDINBURGH	FLYBE LTD	S	0	208	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	78.8	11	212
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>573</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>79.3</b>	<b>10</b>	<b>581</b>
EXETER	FLYBE LTD	S	0	50	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	82.3	6	60
<b>TOTAL EXETER</b>			<b>0</b>	<b>50</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>82.3</b>	<b>6</b>	<b>60</b>
GLASGOW	BA CITYFLYER LTD	S	0	260	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	71.3	14	251
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>260</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>71.3</b>	<b>14</b>	<b>251</b>
ISLE OF MAN	BA CITYFLYER LTD	S	0	156	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	63.4	21	148
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>156</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>63.4</b>	<b>21</b>	<b>148</b>
JERSEY	FLYBE LTD	S	0	94	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.5	18	97
<b>TOTAL JERSEY</b>			<b>0</b>	<b>94</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>83.5</b>	<b>18</b>	<b>97</b>
MANCHESTER	BA CITYFLYER LTD	S	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	53.8	24	13

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
TOTAL MANCHESTER			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	53.8	24	13
TOTAL UNITED KINGDOM USA			0	1428	12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	76.0	13	1533
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	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	100.0	1	14
TOTAL NEW YORK (JF KENNEDY)			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	100.0	1	14
TOTAL USA			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	100.0	1	14
TOTAL LONDON CITY			0	6286	94	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	75.8	12	6363



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	69.2	15	26	
TIRANA	WIZZ AIR UK LTD	S	62	0	0	0.0	1.6	37.1	16.1	22.6	11.3	3.2	8.1	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>37.1</b>	<b>16.1</b>	<b>22.6</b>	<b>11.3</b>	<b>3.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
<b>TOTAL ALBANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>37.1</b>	<b>16.1</b>	<b>22.6</b>	<b>11.3</b>	<b>3.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
<b>AUSTRIA</b>																					
VIENNA	EASYJET UK LTD	S	36	0	0	0.0	16.7	41.7	13.9	13.9	13.9	0.0	0.0	0.0	0.0	0.0	24	41.7	28	36	
<b>TOTAL VIENNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>13.9</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>41.7</b>	<b>28</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>41.7</b>	<b>13.9</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>41.7</b>	<b>28</b>	<b>36</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	2	
<b>TOTAL CHARLEROI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>2</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>2</b>	
<b>BULGARIA</b>																					
BURGAS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.4	32	88	
BURGAS	WIZZ AIR UK LTD	S	89	0	0	1.1	10.1	46.1	22.5	16.9	3.4	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>10.1</b>	<b>46.1</b>	<b>22.5</b>	<b>16.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.4</b>	<b>32</b>	<b>88</b>	
SOFIA	WIZZ AIR	S	150	0	4	3.2	20.1	31.8	18.8	18.8	3.9	0.6	0.0	0.0	0.0	2.6	19	68.2	18	154	
<b>TOTAL SOFIA</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>20.1</b>	<b>31.8</b>	<b>18.8</b>	<b>18.8</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>19</b>	<b>68.2</b>	<b>18</b>	<b>154</b>	
VARNA	WIZZ AIR	S	88	0	0	3.4	20.5	37.5	14.8	14.8	8.0	1.1	0.0	0.0	0.0	0.0	21	75.8	13	62	
<b>TOTAL VARNA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.5</b>	<b>37.5</b>	<b>14.8</b>	<b>14.8</b>	<b>8.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.8</b>	<b>13</b>	<b>62</b>	
<b>TOTAL BULGARIA</b>			<b>327</b>	<b>0</b>	<b>4</b>	<b>2.7</b>	<b>17.5</b>	<b>37.2</b>	<b>18.7</b>	<b>17.2</b>	<b>4.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>20</b>	<b>67.8</b>	<b>21</b>	<b>304</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	28	0	0	3.6	14.3	35.7	14.3	25.0	3.6	3.6	0.0	0.0	0.0	0.0	25	57.7	19	26	
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>35.7</b>	<b>14.3</b>	<b>25.0</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>25</b>	<b>57.7</b>	<b>19</b>	<b>26</b>	
SPLIT	EASYJET UK LTD	S	62	0	0	1.6	16.1	46.8	17.7	11.3	3.2	3.2	0.0	0.0	0.0	0.0	19	66.1	15	62	
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	53.2	29	62	
SPLIT	WIZZ AIR UK LTD	S	61	0	1	1.6	9.7	43.5	16.1	17.7	9.7	0.0	0.0	0.0	0.0	1.6	24	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>12.9</b>	<b>45.2</b>	<b>16.9</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>59.7</b>	<b>22</b>	<b>124</b>	
ZADAR	EASYJET UK LTD	S	18	0	0	0.0	11.1	61.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	11	18	
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>12.9</b>	<b>45.3</b>	<b>16.5</b>	<b>15.9</b>	<b>5.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>60.7</b>	<b>20</b>	<b>168</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	36	0	0	11.1	16.7	33.3	22.2	13.9	2.8	0.0	0.0	0.0	0.0	0.0	15	61.1	15	36	
LARNACA	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	0.0	257	1	
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	80.0	11	10	
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	46.9	30	64	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
LARNACA	WIZZ AIR UK LTD	S	124	0	0	4.8	10.5	29.8	22.6	25.8	4.8	0.0	1.6	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>11.9</b>	<b>30.6</b>	<b>22.5</b>	<b>23.1</b>	<b>4.4</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>54.1</b>	<b>25</b>	<b>111</b>	
PAPHOS	EASYJET UK LTD	S	43	0	0	0.0	7.0	27.9	25.6	27.9	11.6	0.0	0.0	0.0	0.0	0.0	31	52.3	20	44	
PAPHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	18.8	12.5	43.8	6.3	0.0	0.0	0.0	0.0	0.0	25	38.9	35	18	
<b>TOTAL PAPHOS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.2</b>	<b>25.4</b>	<b>22.0</b>	<b>32.2</b>	<b>10.2</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>48.4</b>	<b>24</b>	<b>62</b>	
<b>TOTAL CYPRUS</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>11.4</b>	<b>29.2</b>	<b>22.4</b>	<b>25.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>52.0</b>	<b>25</b>	<b>173</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	37.1	45	60	
PRAGUE	WIZZ AIR UK LTD	S	62	0	0	1.6	21.0	40.3	11.3	12.9	9.7	1.6	0.0	1.6	0.0	0.0	39	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>40.3</b>	<b>11.3</b>	<b>12.9</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>37.1</b>	<b>45</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>40.3</b>	<b>11.3</b>	<b>12.9</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>37.1</b>	<b>45</b>	<b>60</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	54	0	0	0.0	20.4	42.6	11.1	14.8	7.4	0.0	3.7	0.0	0.0	0.0	25	61.3	18	62	
<b>TOTAL COPENHAGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.4</b>	<b>42.6</b>	<b>11.1</b>	<b>14.8</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>25</b>	<b>61.3</b>	<b>18</b>	<b>62</b>	
<b>TOTAL DENMARK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.4</b>	<b>42.6</b>	<b>11.1</b>	<b>14.8</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>25</b>	<b>61.3</b>	<b>18</b>	<b>62</b>	
<b>ESTONIA</b>																					
TALLIN	WIZZ AIR UK LTD	S	18	0	0	0.0	44.4	50.0	0.0	5.6	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>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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	28	0	0	25.0	28.6	25.0	10.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL TURKU</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>28.6</b>	<b>25.0</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>28.6</b>	<b>25.0</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	26	0	0	3.8	46.2	42.3	0.0	0.0	3.8	0.0	3.8	0.0	0.0	0.0	16	85.7	5	28	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>42.3</b>	<b>0.0</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>16</b>	<b>85.7</b>	<b>5</b>	<b>28</b>	
BIARRITZ	EASYJET UK LTD	S	16	0	0	18.8	18.8	25.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	23	18	
<b>TOTAL BIARRITZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</b>	<b>25.0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.8</b>	<b>23</b>	<b>18</b>	
BORDEAUX	EASYJET UK LTD	S	71	0	2	0.0	21.9	41.1	9.6	13.7	11.0	0.0	0.0	0.0	0.0	2.7	19	51.4	25	70	
<b>TOTAL BORDEAUX</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.9</b>	<b>41.1</b>	<b>9.6</b>	<b>13.7</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>19</b>	<b>51.4</b>	<b>25</b>	<b>70</b>	
LYON	EASYJET UK LTD	S	53	0	0	1.9	35.8	24.5	24.5	11.3	1.9	0.0	0.0	0.0	0.0	0.0	14	47.3	24	55	
<b>TOTAL LYON</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.8</b>	<b>24.5</b>	<b>24.5</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>14</b>	<b>47.3</b>	<b>24</b>	<b>55</b>	
MARSEILLE	EASYJET UK LTD	S	34	0	0	0.0	41.2	29.4	8.8	5.9	2.9	11.8	0.0	0.0	0.0	0.0	25	86.1	6	36	
<b>TOTAL MARSEILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>29.4</b>	<b>8.8</b>	<b>5.9</b>	<b>2.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
MONTPELLIER	EASYJET UK LTD	S	38	0	0	2.6	5.3	42.1	18.4	15.8	15.8	0.0	0.0	0.0	0.0	0.0	30	48.6	27	34	
<b>TOTAL MONTPELLIER</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>5.3</b>	<b>42.1</b>	<b>18.4</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>48.6</b>	<b>27</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
NANTES	EASYJET UK LTD	S	32	0	2	5.9	14.7	32.4	11.8	8.8	11.8	8.8	0.0	0.0	0.0	5.9	32	61.1	26	36
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>14.7</b>	<b>32.4</b>	<b>11.8</b>	<b>8.8</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>32</b>	<b>61.1</b>	<b>26</b>	<b>36</b>
NICE	EASYJET UK LTD	S	140	0	2	0.0	20.4	35.2	19.0	13.4	7.7	2.8	0.0	0.0	0.0	1.4	22	45.7	34	138
<b>TOTAL NICE</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.4</b>	<b>35.2</b>	<b>19.0</b>	<b>13.4</b>	<b>7.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>22</b>	<b>45.7</b>	<b>34</b>	<b>138</b>
NIMES	RYANAIR	S	28	0	0	3.6	46.4	46.4	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	10	65.4	24	26
<b>TOTAL NIMES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>46.4</b>	<b>46.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>65.4</b>	<b>24</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	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	60	0.0	0	0
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	144	0	0	1.4	33.3	36.1	13.2	9.7	4.9	1.4	0.0	0.0	0.0	0.0	14	66.0	16	142
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	1	100.0	0	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>32.9</b>	<b>36.3</b>	<b>13.0</b>	<b>10.3</b>	<b>4.8</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>66.2</b>	<b>16</b>	<b>143</b>
PARIS (LE BOURGET)	MNG AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
PARIS (ORLY)	EASYJET EUROPE	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL PARIS (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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PAU	EASYJET UK LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL PAU</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PERPIGNAN	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	25	1
PERPIGNAN	AVANTI AIR BEDARFSFLUGGES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PERPIGNAN	CITY AIRLINE	C	0	0	0	0.0	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
PERPIGNAN	FAROE JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>16</b>	<b>5</b>
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	36	0	0	8.3	41.7	22.2	5.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	72.2	25	36
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>22.2</b>	<b>5.6</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>21</b>	<b>72.2</b>	<b>25</b>	<b>36</b>
<b>TOTAL FRANCE</b>			<b>623</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>28.0</b>	<b>35.1</b>	<b>13.5</b>	<b>10.2</b>	<b>7.5</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>59.7</b>	<b>23</b>	<b>626</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	61.1	16	18
KUTAISI	WIZZ AIR UK LTD	S	18	0	0	11.1	11.1	33.3	22.2	11.1	5.6	0.0	5.6	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL KUTAISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>27</b>	<b>61.1</b>	<b>16</b>	<b>18</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>27</b>	<b>61.1</b>	<b>16</b>	<b>18</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	99	0	0	4.0	33.3	36.4	9.1	11.1	4.0	2.0	0.0	0.0	0.0	0.0	15	67.7	20	99
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>33.3</b>	<b>36.4</b>	<b>9.1</b>	<b>11.1</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>20</b>	<b>99</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERLIN (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	0.0	37	1
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>1</b>
COLOGNE BONN	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	29	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>29</b>	<b>1</b>
DORTMUND	EASYJET UK LTD	S	52	0	0	0.0	23.1	50.0	5.8	21.2	0.0	0.0	0.0	0.0	0.0	0.0	12	63.0	18	54
<b>TOTAL DORTMUND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>5.8</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>12</b>	<b>63.0</b>	<b>18</b>	<b>54</b>
MUNICH	EASYJET UK LTD	S	52	0	1	7.5	13.2	34.0	9.4	18.9	15.1	0.0	0.0	0.0	0.0	1.9	24	36.4	32	52
<b>TOTAL MUNICH</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>13.2</b>	<b>34.0</b>	<b>9.4</b>	<b>18.9</b>	<b>15.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>36.4</b>	<b>32</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>203</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>25.5</b>	<b>39.2</b>	<b>8.3</b>	<b>15.7</b>	<b>5.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>16</b>	<b>57.6</b>	<b>23</b>	<b>207</b>
<b>GREECE</b>																				
ATHENS	RYANAIR	S	62	0	0	0.0	0.0	12.9	16.1	53.2	16.1	1.6	0.0	0.0	0.0	0.0	45	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	0.0	0	16.1	39	62
ATHENS	WIZZ AIR UK LTD	S	62	0	0	0.0	1.6	11.3	38.7	24.2	22.6	1.6	0.0	0.0	0.0	0.0	39	0.0	0	0
<b>TOTAL ATHENS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.8</b>	<b>12.1</b>	<b>27.4</b>	<b>38.7</b>	<b>19.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>16.1</b>	<b>39</b>	<b>62</b>
CORFU	EASYJET UK LTD	S	54	0	0	0.0	1.9	53.7	22.2	16.7	1.9	1.9	1.9	0.0	0.0	0.0	24	50.0	29	54
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	40	10
<b>TOTAL CORFU</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.1</b>	<b>54.7</b>	<b>21.9</b>	<b>15.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>53.1</b>	<b>31</b>	<b>64</b>
HERAKLION	EASYJET UK LTD	S	25	0	0	0.0	8.0	52.0	12.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	21	61.5	23	26
HERAKLION	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL HERAKLION</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>48.6</b>	<b>20.0</b>	<b>14.3</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>61.5</b>	<b>23</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	87.5	7	8
<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>87.5</b>	<b>7</b>	<b>8</b>
MIKONOS	EASYJET UK 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	28	33.3	26	18
<b>TOTAL MIKONOS</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>28</b>	<b>33.3</b>	<b>26</b>	<b>18</b>
RHODES	EASYJET UK LTD	S	17	0	0	0.0	0.0	41.2	11.8	11.8	29.4	5.9	0.0	0.0	0.0	0.0	44	55.6	41	18
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	0.0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	73	66.7	17	18
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.6</b>	<b>5.9</b>	<b>26.5</b>	<b>38.2</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>61.1</b>	<b>29</b>	<b>36</b>
SALONIKA	EASYJET UK LTD	S	28	0	0	3.6	21.4	25.0	25.0	14.3	3.6	7.1	0.0	0.0	0.0	0.0	28	59.3	18	27
SALONIKA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
SALONIKA	WIZZ AIR UK LTD	S	34	0	3	0.0	8.1	5.4	43.2	27.0	8.1	0.0	0.0	0.0	0.0	8.1	31	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>14.7</b>	<b>14.7</b>	<b>33.3</b>	<b>21.3</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>30</b>	<b>59.3</b>	<b>18</b>	<b>27</b>
SKIATHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	15	10
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>15</b>	<b>10</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	0.0	12.5	37.5	0.0	0.0	50.0	0.0	0.0	333	0.0	42	8
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>333</b>	<b>0.0</b>	<b>42</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>365</b>	<b>0</b>	<b>3</b>	<b>0.3</b>	<b>5.4</b>	<b>26.1</b>	<b>23.6</b>	<b>26.4</b>	<b>13.9</b>	<b>2.2</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.8</b>	<b>40</b>	<b>44.8</b>	<b>29</b>	<b>259</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	266	0	0	1.5	16.2	33.5	24.1	18.0	4.9	1.9	0.0	0.0	0.0	0.0	23	56.9	27	276	
BUDAPEST	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>16.1</b>	<b>33.3</b>	<b>24.0</b>	<b>18.0</b>	<b>5.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>56.9</b>	<b>27</b>	<b>276</b>	
DEBRECEN	WIZZ AIR	S	90	0	0	1.1	14.4	22.2	16.7	32.2	13.3	0.0	0.0	0.0	0.0	0.0	31	78.4	9	88	
<b>TOTAL DEBRECEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>14.4</b>	<b>22.2</b>	<b>16.7</b>	<b>32.2</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>31</b>	<b>78.4</b>	<b>9</b>	<b>88</b>	
<b>TOTAL HUNGARY</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>15.7</b>	<b>30.5</b>	<b>22.1</b>	<b>21.6</b>	<b>7.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.1</b>	<b>23</b>	<b>364</b>	
<b>ICELAND</b>																					
KEFLAVIK	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	
KEFLAVIK	EASYJET UK LTD	S	52	0	0	5.8	44.2	40.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.2	7	54	
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	75.0	18	36	
KEFLAVIK	WIZZ AIR UK LTD	S	63	0	0	7.9	20.6	33.3	12.7	11.1	11.1	3.2	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>31.3</b>	<b>36.5</b>	<b>11.3</b>	<b>6.1</b>	<b>6.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>11</b>	<b>91</b>	
<b>TOTAL ICELAND</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>31.3</b>	<b>36.5</b>	<b>11.3</b>	<b>6.1</b>	<b>6.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>11</b>	<b>91</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	62	0	0	3.2	19.4	30.6	16.1	22.6	6.5	1.6	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>19.4</b>	<b>30.6</b>	<b>16.1</b>	<b>22.6</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBLIN	RYANAIR	S	204	0	0	6.4	27.5	38.2	12.3	8.8	4.4	2.0	0.5	0.0	0.0	0.0	16	86.6	9	186	
<b>TOTAL DUBLIN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>27.5</b>	<b>38.2</b>	<b>12.3</b>	<b>8.8</b>	<b>4.4</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.6</b>	<b>9</b>	<b>186</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	80	0	0	1.3	20.0	46.3	13.8	10.0	8.8	0.0	0.0	0.0	0.0	0.0	18	85.0	7	80	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>20.0</b>	<b>46.3</b>	<b>13.8</b>	<b>10.0</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.0</b>	<b>7</b>	<b>80</b>	
KERRY COUNTY	RYANAIR	S	62	0	0	8.1	41.9	37.1	4.8	3.2	3.2	1.6	0.0	0.0	0.0	0.0	9	87.1	13	62	
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>37.1</b>	<b>4.8</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.1</b>	<b>13</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>408</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>27.0</b>	<b>38.5</b>	<b>12.0</b>	<b>10.3</b>	<b>5.4</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.3</b>	<b>9</b>	<b>328</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	114	0	0	0.0	5.3	24.6	40.4	16.7	11.4	1.8	0.0	0.0	0.0	0.0	30	47.3	26	112	
TEL AVIV	EL AL	S	115	0	10	2.4	12.8	33.6	17.6	17.6	8.0	0.0	0.0	0.0	0.0	8.0	22	61.7	21	141	
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	32.8	30	60	
TEL AVIV	WIZZ AIR UK LTD	S	60	0	0	0.0	8.3	28.3	26.7	23.3	13.3	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>289</b>	<b>0</b>	<b>10</b>	<b>1.0</b>	<b>9.0</b>	<b>29.1</b>	<b>28.1</b>	<b>18.4</b>	<b>10.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>27</b>	<b>51.0</b>	<b>25</b>	<b>313</b>	
<b>TOTAL ISRAEL</b>			<b>289</b>	<b>0</b>	<b>10</b>	<b>1.0</b>	<b>9.0</b>	<b>29.1</b>	<b>28.1</b>	<b>18.4</b>	<b>10.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>27</b>	<b>51.0</b>	<b>25</b>	<b>313</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	EASYJET UK LTD	S	16	0	0	0.0	37.5	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	25	18	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>25</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	57.9	20	38	
BARI (PALESE)	WIZZ AIR UK LTD	S	34	0	2	0.0	5.6	38.9	27.8	22.2	0.0	0.0	0.0	0.0	0.0	5.6	20	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 BARI (PALESE)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>57.9</b>	<b>20</b>	<b>38</b>
BOLOGNA	RYANAIR	S	62	0	0	3.2	19.4	38.7	21.0	16.1	1.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>19.4</b>	<b>38.7</b>	<b>21.0</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	34	0	0	2.9	14.7	38.2	14.7	20.6	5.9	2.9	0.0	0.0	0.0	0.0	23	52.8	18	36
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>38.2</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.8</b>	<b>18</b>	<b>36</b>
FLORENCE	VUELING AIRLINES	S	17	0	0	0.0	29.4	23.5	5.9	11.8	11.8	11.8	5.9	0.0	0.0	0.0	47	55.6	35	25
<b>TOTAL FLORENCE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>11.8</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>55.6</b>	<b>35</b>	<b>25</b>
GENOA	EASYJET UK LTD	S	28	0	0	17.9	39.3	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	6	26
<b>TOTAL GENOA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>39.3</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>6</b>	<b>26</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	62	0	0	0.0	11.3	33.9	9.7	22.6	17.7	3.2	1.6	0.0	0.0	0.0	38	0.0	0	0
MILAN (MALPENSA)	EASYJET UK LTD	S	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	26	41.1	36	88
MILAN (MALPENSA)	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL MILAN (MALPENSA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.2</b>	<b>33.7</b>	<b>14.6</b>	<b>21.3</b>	<b>15.7</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>41.8</b>	<b>36</b>	<b>89</b>
NAPLES	EASYJET UK LTD	S	80	0	0	0.0	13.8	48.8	13.8	11.3	10.0	1.3	1.3	0.0	0.0	0.0	22	65.0	18	80
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	40.0	33	10
<b>TOTAL NAPLES</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>48.8</b>	<b>13.8</b>	<b>11.3</b>	<b>10.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>62.2</b>	<b>20</b>	<b>90</b>
OLBIA	EASYJET UK LTD	S	28	0	0	0.0	10.7	28.6	14.3	21.4	10.7	14.3	0.0	0.0	0.0	0.0	47	42.3	28	26
<b>TOTAL OLBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>28.6</b>	<b>14.3</b>	<b>21.4</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>47</b>	<b>42.3</b>	<b>28</b>	<b>26</b>
PALERMO	EASYJET UK LTD	S	28	0	0	0.0	28.6	25.0	7.1	21.4	17.9	0.0	0.0	0.0	0.0	0.0	26	76.9	12	26
<b>TOTAL PALERMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>25.0</b>	<b>7.1</b>	<b>21.4</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>26</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
PISA	EASYJET UK LTD	S	90	0	0	1.1	16.7	44.4	21.1	12.2	4.4	0.0	0.0	0.0	0.0	0.0	17	56.2	30	89
PISA	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	161	0.0	0	0
<b>TOTAL PISA</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>16.5</b>	<b>44.0</b>	<b>20.9</b>	<b>12.1</b>	<b>4.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>56.2</b>	<b>30</b>	<b>89</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	62	0	2	0.0	15.6	25.0	15.6	21.9	18.8	0.0	0.0	0.0	0.0	3.1	30	45.0	36	80
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.6</b>	<b>25.0</b>	<b>15.6</b>	<b>21.9</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>30</b>	<b>45.0</b>	<b>36</b>	<b>80</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	58.3	17	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>58.3</b>	<b>17</b>	<b>36</b>
VENICE	EASYJET UK LTD	S	62	0	0	0.0	9.7	35.5	25.8	22.6	6.5	0.0	0.0	0.0	0.0	0.0	22	41.9	32	62
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>35.5</b>	<b>25.8</b>	<b>22.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.9</b>	<b>32</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>631</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>16.4</b>	<b>36.5</b>	<b>17.2</b>	<b>17.0</b>	<b>8.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>53.6</b>	<b>27</b>	<b>641</b>
<b>KOSOVO</b>																				
PRISTINA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.1	35	26
PRISTINA	WIZZ AIR UK LTD	S	33	0	0	0.0	18.2	48.5	21.2	9.1	3.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL PRISTINA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>48.5</b>	<b>21.2</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>23.1</b>	<b>35</b>	<b>26</b>
<b>TOTAL KOSOVO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>48.5</b>	<b>21.2</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>23.1</b>	<b>35</b>	<b>26</b>
<b>LATVIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
RIGA	WIZZ AIR	S	122	0	2	7.3	27.4	41.1	11.3	8.1	3.2	0.0	0.0	0.0	0.0	1.6	12	81.5	20	124	
<b>TOTAL RIGA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>27.4</b>	<b>41.1</b>	<b>11.3</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>1.6</b>	<b>12</b>	<b>81.5</b>	<b>20</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>27.4</b>	<b>41.1</b>	<b>11.3</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>1.6</b>	<b>12</b>	<b>81.5</b>	<b>20</b>	<b>124</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	52	0	0	3.8	34.6	57.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.2	10	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	83.1	13	64	
KAUNAS	WIZZ AIR UK LTD	S	54	0	1	5.5	32.7	40.0	10.9	5.5	3.6	0.0	0.0	0.0	0.0	1.8	11	0.0	0	0	
<b>TOTAL KAUNAS</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>33.6</b>	<b>48.6</b>	<b>7.5</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>89.0</b>	<b>12</b>	<b>126</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	85.7	28	35	
PALANGA	WIZZ AIR UK LTD	S	34	0	0	5.9	61.8	29.4	0.0	0.0	0.0	0.0	2.9	0.0	0.0	13	0.0	0	0		
<b>TOTAL PALANGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.7</b>	<b>28</b>	<b>35</b>		
VILNIUS	RYANAIR	S	44	0	0	0.0	13.6	45.5	13.6	22.7	4.5	0.0	0.0	0.0	0.0	0.0	21	90.9	7	44	
VILNIUS	WIZZ AIR	S	109	0	0	7.3	33.9	42.2	9.2	3.7	2.8	0.9	0.0	0.0	0.0	10	80.0	11	125		
<b>TOTAL VILNIUS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>28.1</b>	<b>43.1</b>	<b>10.5</b>	<b>9.2</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.8</b>	<b>10</b>	<b>169</b>		
<b>TOTAL LITHUANIA</b>			<b>293</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>34.0</b>	<b>43.5</b>	<b>8.2</b>	<b>5.8</b>	<b>2.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>85.5</b>	<b>12</b>	<b>330</b>		
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	18	
OHRID	WIZZ AIR UK LTD	S	18	0	0	0.0	0.0	50.0	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	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>50.0</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>17</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	54.5	15	44		
SKOPJE	WIZZ AIR UK LTD	S	42	0	0	7.1	16.7	33.3	26.2	14.3	2.4	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL SKOPJE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>16.7</b>	<b>33.3</b>	<b>26.2</b>	<b>14.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.5</b>	<b>15</b>	<b>44</b>		
<b>TOTAL MACEDONIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>11.7</b>	<b>38.3</b>	<b>30.0</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>17</b>	<b>54.8</b>	<b>15</b>	<b>62</b>		
<b>MALTA</b>																					
MALTA	RYANAIR	S	72	0	0	1.4	16.7	50.0	13.9	13.9	4.2	0.0	0.0	0.0	0.0	0.0	16	47.2	25	72	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>16.7</b>	<b>50.0</b>	<b>13.9</b>	<b>13.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>47.2</b>	<b>25</b>	<b>72</b>	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>16.7</b>	<b>50.0</b>	<b>13.9</b>	<b>13.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>47.2</b>	<b>25</b>	<b>72</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	36	0	0	0.0	2.8	63.9	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	79.4	8	34	
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>63.9</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.4</b>	<b>8</b>	<b>34</b>	
<b>TOTAL MOROCCO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>63.9</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.4</b>	<b>8</b>	<b>34</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	AIR NIGERIA	S	64	0	8	2.8	19.4	40.3	6.9	12.5	6.9	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	S	26	0	2	0.0	10.7	32.1	3.6	10.7	28.6	7.1	0.0	0.0	0.0	7.1	48	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	267	0	4	2.6	27.7	32.5	17.7	14.0	3.7	0.4	0.0	0.0	0.0	1.5	16	61.0	24	311	
AMSTERDAM	MNG AIRLINES	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	VUELING AIRLINES	S	44	0	8	0.0	13.5	30.8	9.6	17.3	13.5	0.0	0.0	0.0	0.0	15.4	27	47.6	38	123	
AMSTERDAM	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	125	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>404</b>	<b>0</b>	<b>22</b>	<b>2.3</b>	<b>23.5</b>	<b>33.3</b>	<b>13.8</b>	<b>13.8</b>	<b>7.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>19</b>	<b>57.2</b>	<b>28</b>	<b>434</b>	
<b>TOTAL NETHERLANDS</b>			<b>404</b>	<b>0</b>	<b>22</b>	<b>2.3</b>	<b>23.5</b>	<b>33.3</b>	<b>13.8</b>	<b>13.8</b>	<b>7.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>19</b>	<b>57.2</b>	<b>28</b>	<b>434</b>	
<b>NORWAY</b>																					
BERGEN	WIZZ AIR UK LTD	S	34	0	0	0.0	26.5	41.2	23.5	2.9	5.9	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>41.2</b>	<b>23.5</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>41.2</b>	<b>23.5</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	1	0.0	18.5	29.6	7.4	18.5	22.2	0.0	0.0	0.0	0.0	3.7	31	86.1	9	36	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.5</b>	<b>29.6</b>	<b>7.4</b>	<b>18.5</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>31</b>	<b>86.1</b>	<b>9</b>	<b>36</b>	
GDANSK	WIZZ AIR	S	156	0	0	1.9	35.9	40.4	12.8	5.1	3.2	0.0	0.6	0.0	0.0	0.0	13	62.0	27	171	
<b>TOTAL GDANSK</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.9</b>	<b>40.4</b>	<b>12.8</b>	<b>5.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.0</b>	<b>27</b>	<b>171</b>	
KATOWICE	WIZZ AIR	S	150	0	0	9.3	42.0	33.3	9.3	4.7	1.3	0.0	0.0	0.0	0.0	0.0	6	65.1	25	169	
<b>TOTAL KATOWICE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>42.0</b>	<b>33.3</b>	<b>9.3</b>	<b>4.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.1</b>	<b>25</b>	<b>169</b>	
KRAKOW	EASYJET UK LTD	S	34	0	0	20.6	23.5	32.4	5.9	8.8	8.8	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
KRAKOW	WIZZ AIR UK LTD	S	122	0	2	0.8	24.2	56.5	8.9	5.6	2.4	0.0	0.0	0.0	0.0	1.6	11	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>24.1</b>	<b>51.3</b>	<b>8.2</b>	<b>6.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</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	66.1	32	62	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	78	0	0	24.4	17.9	25.6	15.4	10.3	3.8	0.0	1.3	1.3	0.0	0.0	21	0.0	0	0	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>17.9</b>	<b>25.6</b>	<b>15.4</b>	<b>10.3</b>	<b>3.8</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.1</b>	<b>32</b>	<b>62</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	71.8	22	107	
POZNAN	WIZZ AIR UK LTD	S	62	0	0	8.1	17.7	27.4	12.9	14.5	11.3	4.8	3.2	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>17.7</b>	<b>27.4</b>	<b>12.9</b>	<b>14.5</b>	<b>11.3</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>71.8</b>	<b>22</b>	<b>107</b>	
RZESZOW	RYANAIR	S	28	0	0	0.0	42.9	32.1	3.6	3.6	17.9	0.0	0.0	0.0	0.0	0.0	17	80.8	13	26	
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>13</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	64.3	19	28	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	28	0	0	3.6	28.6	42.9	17.9	3.6	3.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>42.9</b>	<b>17.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.3</b>	<b>19</b>	<b>28</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	198	0	2	1.0	20.5	44.0	14.0	12.0	6.5	0.0	1.0	0.0	0.0	1.0	19	68.0	21	222	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>20.5</b>	<b>44.0</b>	<b>14.0</b>	<b>12.0</b>	<b>6.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>68.0</b>	<b>21</b>	<b>222</b>	
WROCLAW	WIZZ AIR	S	90	0	0	4.4	43.3	34.4	10.0	6.7	1.1	0.0	0.0	0.0	0.0	0.0	8	83.0	10	88	
<b>TOTAL WROCLAW</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>43.3</b>	<b>34.4</b>	<b>10.0</b>	<b>6.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.0</b>	<b>10</b>	<b>88</b>	
<b>TOTAL POLAND</b>			<b>972</b>	<b>0</b>	<b>5</b>	<b>5.7</b>	<b>29.4</b>	<b>38.8</b>	<b>11.5</b>	<b>8.1</b>	<b>5.0</b>	<b>0.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>69.1</b>	<b>22</b>	<b>909</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	159	0	0	6.9	24.5	39.6	13.8	4.4	6.9	1.9	1.9	0.0	0.0	0.0	20	70.4	15	159	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	44	0	0	6.8	22.7	47.7	9.1	11.4	2.3	0.0	0.0	0.0	0.0	0.0	12	70.5	12	44	
FARO	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	8	72.2	31	18	
<b>TOTAL FARO</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>23.7</b>	<b>43.1</b>	<b>12.3</b>	<b>5.7</b>	<b>5.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.6</b>	<b>16</b>	<b>221</b>	
LISBON	EASYJET UK LTD	S	168	0	0	3.6	19.0	33.9	16.1	18.5	5.4	3.0	0.6	0.0	0.0	0.0	23	60.4	23	167	
LISBON	WIZZ AIR UK LTD	S	62	0	0	1.6	6.5	21.0	19.4	29.0	21.0	1.6	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL LISBON</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>15.7</b>	<b>30.4</b>	<b>17.0</b>	<b>21.3</b>	<b>9.6</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>60.4</b>	<b>23</b>	<b>167</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	36	0	0	5.6	13.9	27.8	16.7	16.7	13.9	5.6	0.0	0.0	0.0	0.0	32	44.1	29	32	
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	28	0	0	3.6	21.4	35.7	25.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>17.2</b>	<b>31.3</b>	<b>20.3</b>	<b>12.5</b>	<b>7.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.1</b>	<b>29</b>	<b>32</b>	
<b>TOTAL PORTUGAL</b>			<b>505</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.2</b>	<b>35.8</b>	<b>15.4</b>	<b>13.7</b>	<b>7.7</b>	<b>2.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>64.4</b>	<b>20</b>	<b>420</b>	
PORTUGAL(MADEIRA)																					
FUNCHAL	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	8	87.5	10	8	
<b>TOTAL FUNCHAL</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>8</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	
<b>TOTAL PORTUGAL</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>8</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	
REPUBLIC OF MOLDOVA																					
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	62.9	22	62	
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	90	0	0	6.7	21.1	37.8	16.7	12.2	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>21.1</b>	<b>37.8</b>	<b>16.7</b>	<b>12.2</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>16</b>	<b>62.9</b>	<b>22</b>	<b>62</b>	
<b>TOTAL REPUBLIC OF</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>21.1</b>	<b>37.8</b>	<b>16.7</b>	<b>12.2</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>16</b>	<b>62.9</b>	<b>22</b>	<b>62</b>	
REPUBLIC OF SERBIA																					
BELGRADE	AIR SERBIA	C	0	0	0	0.0	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	
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	61.5	23	26	
BELGRADE	WIZZ AIR UK LTD	S	36	0	0	0.0	2.8	30.6	25.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL BELGRADE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>30.6</b>	<b>25.0</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>31</b>	<b>63.0</b>	<b>22</b>	<b>27</b>	
<b>TOTAL REPUBLIC OF</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>30.6</b>	<b>25.0</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>31</b>	<b>63.0</b>	<b>22</b>	<b>27</b>	
ROMANIA																					
BACAU	BLUE AIR TRANSPORT AERIAN	S	54	0	0	11.1	20.4	46.3	11.1	3.7	0.0	7.4	0.0	0.0	0.0	0.0	18	74.2	9	62	
<b>TOTAL BACAU</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>20.4</b>	<b>46.3</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>9</b>	<b>62</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	98	0	0	0.0	8.2	30.6	27.6	22.4	8.2	0.0	3.1	0.0	0.0	0.0	31	58.1	22	124	
BUCHAREST (OTOPENI)	WIZZ AIR	S	230	0	4	1.3	8.5	26.9	22.2	22.2	10.3	3.8	1.7	1.3	0.0	1.7	42	54.0	25	222	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>328</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>8.4</b>	<b>28.0</b>	<b>23.8</b>	<b>22.3</b>	<b>9.6</b>	<b>2.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.0</b>	<b>1.2</b>	<b>39</b>	<b>55.5</b>	<b>24</b>	<b>346</b>	
CLUJ NAPOCA	WIZZ AIR	S	168	0	2	2.4	15.3	32.9	25.9	10.6	6.5	5.3	0.0	0.0	0.0	1.2	26	58.8	24	170	
<b>TOTAL CLUJ NAPOCA</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>15.3</b>	<b>32.9</b>	<b>25.9</b>	<b>10.6</b>	<b>6.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>26</b>	<b>58.8</b>	<b>24</b>	<b>170</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	72.2	22	36	
CONSTANTA	WIZZ AIR UK LTD	S	43	0	2	2.2	13.3	37.8	13.3	17.8	11.1	0.0	0.0	0.0	0.0	4.4	23	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 CONSTANTA</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>13.3</b>	<b>37.8</b>	<b>13.3</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>4.4</b>	<b>23</b>	<b>50.0</b>	<b>22</b>	<b>36</b>	
<b>CRAIOVA</b>	WIZZ AIR	S	78	0	0	1.3	20.5	39.7	28.2	6.4	2.6	1.3	0.0	0.0	0.0	0.0	16	75.8	17	62	
<b>TOTAL CRAIOVA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>20.5</b>	<b>39.7</b>	<b>28.2</b>	<b>6.4</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>17</b>	<b>62</b>	
<b>IASI</b>	BLUE AIR TRANSPORT AERIAN	S	44	0	0	6.8	36.4	38.6	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	11	87.0	5	46	
<b>IASI</b>	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	76.9	19	26	
<b>IASI</b>	WIZZ AIR	S	62	0	0	3.2	37.1	48.4	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.6	13	62	
<b>TOTAL IASI</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>36.8</b>	<b>44.3</b>	<b>10.4</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.4</b>	<b>11</b>	<b>134</b>	
<b>SATU MARE</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	55	18	
<b>SATU MARE</b>	WIZZ AIR UK LTD	S	34	0	0	0.0	23.5	52.9	2.9	11.8	8.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL SATU MARE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>2.9</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>22.2</b>	<b>55</b>	<b>18</b>	
<b>SIBIU</b>	WIZZ AIR	S	78	0	0	0.0	9.0	28.2	30.8	21.8	10.3	0.0	0.0	0.0	0.0	0.0	27	61.3	22	62	
<b>TOTAL SIBIU</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.0</b>	<b>28.2</b>	<b>30.8</b>	<b>21.8</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.3</b>	<b>22</b>	<b>62</b>	
<b>SUCEAVA</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	9	62	
<b>SUCEAVA</b>	WIZZ AIR UK LTD	S	62	0	0	0.0	21.0	46.8	12.9	6.5	9.7	3.2	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL SUCEAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>46.8</b>	<b>12.9</b>	<b>6.5</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>21</b>	<b>85.5</b>	<b>9</b>	<b>62</b>	
<b>TIMISOARA</b>	WIZZ AIR	S	104	0	2	0.0	10.4	31.1	23.6	23.6	6.6	1.9	0.0	0.9	0.0	1.9	32	51.6	31	62	
<b>TOTAL TIMISOARA</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.4</b>	<b>31.1</b>	<b>23.6</b>	<b>23.6</b>	<b>6.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>32</b>	<b>51.6</b>	<b>31</b>	<b>62</b>	
<b>TIRGU MURES</b>	WIZZ AIR UK LTD	S	26	0	0	0.0	11.5	69.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TIRGU MURES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>69.2</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>1081</b>	<b>0</b>	<b>10</b>	<b>1.8</b>	<b>15.4</b>	<b>35.7</b>	<b>21.1</b>	<b>14.7</b>	<b>6.8</b>	<b>2.7</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>62.4</b>	<b>21</b>	<b>1014</b>	
<b>SLOVAK REPUBLIC</b>																					
<b>BRATISLAVA</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.7	65	54	
<b>BRATISLAVA</b>	WIZZ AIR UK LTD	S	62	0	0	0.0	29.0	51.6	11.3	3.2	3.2	1.6	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>51.6</b>	<b>11.3</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>40.7</b>	<b>65</b>	<b>54</b>	
<b>KOSICE</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	20	62	
<b>KOSICE</b>	WIZZ AIR UK LTD	S	62	0	0	12.9	37.1	35.5	9.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL KOSICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>37.1</b>	<b>35.5</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.4</b>	<b>20</b>	<b>62</b>	
<b>TATRY-POPRAD</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	26	26	
<b>TATRY-POPRAD</b>	WIZZ AIR UK LTD	S	28	0	0	0.0	25.0	60.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL TATRY-POPRAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>60.7</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>26</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>46.7</b>	<b>8.6</b>	<b>4.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>60.6</b>	<b>38</b>	<b>142</b>	
<b>SLOVENIA</b>																					
<b>LJUBLJANA</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	38	35	
<b>LJUBLJANA</b>	WIZZ AIR UK LTD	S	34	0	0	0.0	0.0	32.4	20.6	20.6	8.8	11.8	5.9	0.0	0.0	0.0	55	0.0	0	0	
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.4</b>	<b>20.6</b>	<b>20.6</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>55</b>	<b>57.1</b>	<b>38</b>	<b>35</b>	
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.4</b>	<b>20.6</b>	<b>20.6</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>55</b>	<b>57.1</b>	<b>38</b>	<b>35</b>	
<b>SPAIN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	EASYJET UK LTD	S	134	0	0	9.7	34.3	34.3	8.2	3.7	8.2	1.5	0.0	0.0	0.0	0.0	14	58.8	27	131
ALICANTE	RYANAIR	S	63	0	0	19.0	22.2	27.0	4.8	12.7	7.9	0.0	6.3	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>30.5</b>	<b>32.0</b>	<b>7.1</b>	<b>6.6</b>	<b>8.1</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>58.8</b>	<b>27</b>	<b>131</b>
BARCELONA	CITY AIRLINE	C	0	0	0	0.0	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
BARCELONA	EASYJET UK LTD	S	186	0	0	3.2	23.7	34.9	16.7	11.3	7.5	2.2	0.5	0.0	0.0	0.0	21	65.8	19	185
BARCELONA	RYANAIR	S	62	0	0	0.0	11.3	50.0	11.3	17.7	9.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
BARCELONA	VUELING AIRLINES	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	138	2
<b>TOTAL BARCELONA</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>20.4</b>	<b>38.8</b>	<b>15.2</b>	<b>12.8</b>	<b>8.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.7</b>	<b>21</b>	<b>188</b>
GIRONA	RYANAIR	S	26	0	0	3.8	26.9	34.6	11.5	7.7	11.5	3.8	0.0	0.0	0.0	0.0	23	57.1	39	28
<b>TOTAL GIRONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>34.6</b>	<b>11.5</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>57.1</b>	<b>39</b>	<b>28</b>
IBIZA	EASYJET UK LTD	S	88	0	0	5.7	26.1	23.9	13.6	14.8	14.8	1.1	0.0	0.0	0.0	0.0	26	36.0	40	86
IBIZA	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	55.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	87.5	6	16
<b>TOTAL IBIZA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>24.5</b>	<b>29.2</b>	<b>14.2</b>	<b>12.3</b>	<b>13.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>44.1</b>	<b>35</b>	<b>102</b>
MADRID	EASYJET UK LTD	S	62	0	0	3.2	14.5	35.5	12.9	17.7	16.1	0.0	0.0	0.0	0.0	0.0	25	54.8	26	62
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.5</b>	<b>35.5</b>	<b>12.9</b>	<b>17.7</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>54.8</b>	<b>26</b>	<b>62</b>
MAHON	EASYJET UK LTD	S	88	0	2	3.3	17.8	38.9	14.4	16.7	6.7	0.0	0.0	0.0	0.0	2.2	19	50.0	29	88
MAHON	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	6	18
<b>TOTAL MAHON</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>18.4</b>	<b>40.8</b>	<b>13.3</b>	<b>16.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>54.7</b>	<b>25</b>	<b>106</b>
MALAGA	EASYJET UK LTD	S	186	0	0	2.7	18.3	34.4	18.3	14.0	10.2	2.2	0.0	0.0	0.0	0.0	23	53.8	31	186
MALAGA	RYANAIR	S	62	0	0	1.6	14.5	54.8	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
MALAGA	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	36	44.4	28	18
<b>TOTAL MALAGA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>16.8</b>	<b>39.5</b>	<b>18.4</b>	<b>13.7</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>21</b>	<b>52.9</b>	<b>31</b>	<b>204</b>
MURCIA INTERNATIONAL	RYANAIR	S	61	0	1	9.7	14.5	21.0	17.7	27.4	6.5	1.6	0.0	0.0	0.0	1.6	26	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>14.5</b>	<b>21.0</b>	<b>17.7</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>1.6</b>	<b>26</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	69.4	12	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>69.4</b>	<b>12</b>	<b>62</b>
PALMA DE MALLORCA	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	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	75.0	6	8
PALMA DE MALLORCA	EASYJET EUROPE	S	62	0	0	6.5	19.4	29.0	9.7	19.4	8.1	3.2	3.2	1.6	0.0	0.0	41	0.0	0	0
PALMA DE MALLORCA	EASYJET UK LTD	S	134	0	0	7.5	28.4	32.1	17.9	8.2	3.0	2.2	0.7	0.0	0.0	0.0	17	59.3	28	194
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	0.0	10.7	46.4	17.9	14.3	0.0	7.1	3.6	0.0	0.0	0.0	34	60.0	26	25
<b>TOTAL PALMA DE MALLORCA</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>23.7</b>	<b>33.0</b>	<b>15.6</b>	<b>12.1</b>	<b>4.0</b>	<b>3.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>60.8</b>	<b>26</b>	<b>237</b>
REUS	EASYJET UK LTD	S	18	0	0	16.7	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	16	16
REUS	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	4	100.0	2	8
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>30.8</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.2</b>	<b>11</b>	<b>24</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
SEVILLE	EASYJET UK LTD	S	34	0	0	2.9	20.6	35.3	14.7	14.7	8.8	2.9	0.0	0.0	0.0	0.0	25	86.1	12	36
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>35.3</b>	<b>14.7</b>	<b>14.7</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.1</b>	<b>12</b>	<b>36</b>
VALENCIA	EASYJET UK LTD	S	26	0	0	0.0	34.6	19.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	73.1	19	26
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>19.2</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>12</b>	<b>73.1</b>	<b>19</b>	<b>26</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	77.8	10	18
<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>77.8</b>	<b>10</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>1364</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>22.0</b>	<b>34.7</b>	<b>14.9</b>	<b>12.7</b>	<b>7.7</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>59.6</b>	<b>25</b>	<b>1224</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK 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	8	94.7	3	19
ARRECIFE	RYANAIR	S	16	0	0	0.0	12.5	56.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	5	18
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	22	18
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>21.2</b>	<b>46.2</b>	<b>15.4</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.7</b>	<b>10</b>	<b>55</b>
FUERTEVENTURA	RYANAIR	S	18	0	0	11.1	5.6	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	3	16
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	6	8
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>5.6</b>	<b>72.2</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>8</b>	<b>91.7</b>	<b>4</b>	<b>24</b>
LAS PALMAS	RYANAIR	S	18	0	0	5.6	16.7	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	4	18
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	87.5	6	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>42.3</b>	<b>19.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.3</b>	<b>4</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	14.3	32.1	25.0	14.3	3.6	7.1	3.6	0.0	0.0	0.0	0.0	16	73.1	14	26
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	0.0	12.5	56.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	88.9	6	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	87.5	8	8
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	13	40.0	18	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>22.6</b>	<b>38.7</b>	<b>17.7</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.2</b>	<b>11</b>	<b>62</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>19.6</b>	<b>45.6</b>	<b>16.5</b>	<b>7.6</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.6</b>	<b>9</b>	<b>167</b>
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	18	0	0	0.0	0.0	22.2	27.8	11.1	16.7	22.2	0.0	0.0	0.0	0.0	60	45.7	29	35
<b>TOTAL STOCKHOLM (ARLANDA)</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>11.1</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>45.7</b>	<b>29</b>	<b>35</b>
<b>TOTAL SWEDEN</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>11.1</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>45.7</b>	<b>29</b>	<b>35</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET UK LTD	S	62	0	0	0.0	22.6	41.9	19.4	9.7	3.2	0.0	3.2	0.0	0.0	0.0	23	74.2	12	62
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>41.9</b>	<b>19.4</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.2</b>	<b>12</b>	<b>62</b>
GENEVA	EASYJET UK LTD	S	121	0	4	1.6	15.2	41.6	13.6	16.8	2.4	4.8	0.8	0.0	0.0	3.2	24	55.6	19	123
<b>TOTAL GENEVA</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>15.2</b>	<b>41.6</b>	<b>13.6</b>	<b>16.8</b>	<b>2.4</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>24</b>	<b>55.6</b>	<b>19</b>	<b>123</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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
ZURICH	EASYJET UK LTD	S	112	0	4	0.9	19.8	37.9	14.7	14.7	7.8	0.0	0.9	0.0	0.0	3.4	21	59.5	23	116
<b>TOTAL ZURICH</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>19.8</b>	<b>37.9</b>	<b>14.7</b>	<b>14.7</b>	<b>7.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>59.5</b>	<b>23</b>	<b>116</b>
<b>TOTAL SWITZERLAND</b>			<b>295</b>	<b>0</b>	<b>8</b>	<b>1.0</b>	<b>18.5</b>	<b>40.3</b>	<b>15.2</b>	<b>14.5</b>	<b>4.6</b>	<b>2.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>23</b>	<b>60.9</b>	<b>19</b>	<b>301</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	30	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>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>30</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>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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANKARA (ESENBOGA)	SUNEXPRESS	S	10	0	0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	56.3	23	16
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>56.3</b>	<b>23</b>	<b>16</b>
ANTALYA	EASYJET UK LTD	S	18	0	0	0.0	5.6	22.2	16.7	38.9	16.7	0.0	0.0	0.0	0.0	0.0	38	38.9	30	18
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	60.0	19	10
ANTALYA	SUNEXPRESS	S	18	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	24	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	61.1	24	18
ANTALYA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>11.4</b>	<b>27.3</b>	<b>15.9</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>29</b>	<b>50.0</b>	<b>25</b>	<b>64</b>
BODRUM (MILAS)	EASYJET UK LTD	S	18	0	0	0.0	5.6	55.6	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	55.6	21	18
BODRUM (MILAS)	SUNEXPRESS	S	16	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	55.6	24	18
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>47.1</b>	<b>14.7</b>	<b>20.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>22</b>	<b>36</b>
DALAMAN	EASYJET UK LTD	S	16	0	0	6.3	12.5	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	14	18
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	50.0	23	18
DALAMAN	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	8
<b>TOTAL DALAMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>7.7</b>	<b>53.8</b>	<b>15.4</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>56.8</b>	<b>17</b>	<b>44</b>
GAZIANTEP	SUNEXPRESS	S	7	0	0	0.0	14.3	14.3	14.3	0.0	42.9	0.0	14.3	0.0	0.0	0.0	69	0.0	56	6
<b>TOTAL GAZIANTEP</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>0.0</b>	<b>56</b>	<b>6</b>
ISTANBUL ATATURK	MNG 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	20	0.0	0	0
<b>TOTAL ISTANBUL ATATURK</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>
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	17	0	0	0.0	11.8	35.3	11.8	29.4	11.8	0.0	0.0	0.0	0.0	0.0	26	52.4	22	21
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>35.3</b>	<b>11.8</b>	<b>29.4</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>52.4</b>	<b>22</b>	<b>21</b>
<b>TOTAL TURKEY</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.1</b>	<b>37.4</b>	<b>17.3</b>	<b>23.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>51.9</b>	<b>23</b>	<b>187</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	75.0	17	36
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	32	0	0	0.0	15.6	71.9	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>71.9</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>17</b>	<b>36</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
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	3.7	93	27
LVOV	WIZZ AIR UK LTD	S	28	0	0	0.0	39.3	50.0	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LVOV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>50.0</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>3.7</b>	<b>93</b>	<b>27</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>61.7</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>44.4</b>	<b>50</b>	<b>63</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASYJET UK LTD	S	44	0	2	0.0	23.9	37.0	8.7	15.2	10.9	0.0	0.0	0.0	0.0	4.3	19	56.5	26	46
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.9</b>	<b>37.0</b>	<b>8.7</b>	<b>15.2</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>19</b>	<b>56.5</b>	<b>26</b>	<b>46</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	210	0	2	4.2	29.7	32.5	12.7	12.7	4.2	1.9	0.9	0.0	0.0	0.9	18	64.1	16	217
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>29.7</b>	<b>32.5</b>	<b>12.7</b>	<b>12.7</b>	<b>4.2</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>64.1</b>	<b>16</b>	<b>217</b>
BIRMINGHAM	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
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRISTOL	EASYJET UK LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DONCASTER SHEFFIELD	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>0</b>	<b>1</b>
EDINBURGH	EASYJET UK LTD	S	194	0	0	7.7	34.5	25.8	13.4	8.8	8.2	0.5	1.0	0.0	0.0	0.0	19	64.8	18	197
<b>TOTAL EDINBURGH</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.5</b>	<b>25.8</b>	<b>13.4</b>	<b>8.8</b>	<b>8.2</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.8</b>	<b>18</b>	<b>197</b>
GATWICK	EASYJET UK LTD	S	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	45	50.0	16	2
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>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>45</b>	<b>50.0</b>	<b>16</b>	<b>2</b>
GLASGOW	EASYJET UK LTD	S	134	0	0	11.2	32.8	24.6	13.4	10.4	6.7	0.7	0.0	0.0	0.0	0.0	17	63.8	21	134
<b>TOTAL GLASGOW</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>32.8</b>	<b>24.6</b>	<b>13.4</b>	<b>10.4</b>	<b>6.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.8</b>	<b>21</b>	<b>134</b>
INVERNESS	EASYJET UK LTD	S	98	0	1	3.0	31.3	18.2	20.2	16.2	9.1	1.0	0.0	0.0	0.0	1.0	22	60.2	24	98
<b>TOTAL INVERNESS</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>31.3</b>	<b>18.2</b>	<b>20.2</b>	<b>16.2</b>	<b>9.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>60.2</b>	<b>24</b>	<b>98</b>
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	5.6	38.9	22.2	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	19	83.3	17	18
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>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>83.3</b>	<b>17</b>	<b>18</b>
JERSEY	EASYJET UK LTD	S	62	0	0	0.0	29.0	33.9	16.1	14.5	6.5	0.0	0.0	0.0	0.0	0.0	20	47.6	35	63
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>33.9</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>20</b>	<b>47.6</b>	<b>35</b>	<b>63</b>
LIVERPOOL (JOHN LENNON)	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	25	50.0	53	2
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>53</b>	<b>2</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	77	0.0	74	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>77</b>	<b>0.0</b>	<b>74</b>	<b>1</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	10	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>10</b>	<b>1</b>
STANSTED	EASYJET UK LTD	S	7	0	0	14.3	14.3	0.0	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	35	50.0	8	2
STANSTED	RYANAIR	S	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	34	4

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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
TOTAL STANSTED			11	0	0	9.1	36.4	0.0	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	24	50.0	26	6
TOTAL UNITED KINGDOM			781	0	5	5.6	31.3	27.0	14.2	12.5	7.3	1.0	0.5	0.0	0.0	0.6	19	62.2	21	786
TOTAL LUTON			10741	0	85	3.6	21.2	35.9	16.0	13.7	6.8	1.4	0.5	0.1	0.0	0.8	21	62.3	22	10140

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	10	0	0	0.0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	50.0	26	8	
INNSBRUCK	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	20.0	46	8	
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>20</b>	<b>33.3</b>	<b>36</b>	<b>16</b>	
LINZ	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 LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	FLYBE LTD	C	18	0	0	0.0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	18	16	
SALZBURG	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	80.0	28	10	
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>47.2</b>	<b>27.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.2</b>	<b>22</b>	<b>26</b>	
VIENNA	AUSTRIAN AIRLINES	S	62	0	0	0.0	12.9	59.7	21.0	4.8	0.0	1.6	0.0	0.0	0.0	0.0	13	79.0	12	62	
VIENNA	EASYJET UK LTD	S	26	0	0	0.0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	69.2	8	24	
<b>TOTAL VIENNA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>55.7</b>	<b>17.0</b>	<b>5.7</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.1</b>	<b>11</b>	<b>86</b>	
<b>TOTAL AUSTRIA</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.3</b>	<b>54.1</b>	<b>20.0</b>	<b>6.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.9</b>	<b>16</b>	<b>128</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	5.6	44.4	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	50	18	
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>44.4</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>50</b>	<b>18</b>	
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>44.4</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>50</b>	<b>18</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	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	50.0	31	8	
<b>TOTAL MINSK INT'L</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>31</b>	<b>8</b>	
<b>TOTAL BELARUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>31</b>	<b>8</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	166	0	1	0.0	17.4	47.9	18.0	9.6	5.4	0.6	0.6	0.0	0.0	0.6	18	68.8	16	170	
BRUSSELS	ETHIOPIAN AIRLINES	S	11	0	0	0.0	9.1	36.4	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.9</b>	<b>47.2</b>	<b>18.0</b>	<b>10.7</b>	<b>5.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>68.8</b>	<b>16</b>	<b>170</b>	
CHARLEROI	RYANAIR	S	106	0	0	5.7	35.8	39.6	13.2	4.7	0.9	0.0	0.0	0.0	0.0	0.0	8	68.5	17	106	
<b>TOTAL CHARLEROI</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>35.8</b>	<b>39.6</b>	<b>13.2</b>	<b>4.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.5</b>	<b>17</b>	<b>106</b>	
<b>TOTAL BELGIUM</b>			<b>283</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>23.9</b>	<b>44.4</b>	<b>16.2</b>	<b>8.5</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>14</b>	<b>68.7</b>	<b>16</b>	<b>276</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	28	0	0	7.1	17.9	53.6	17.9	0.0	3.6	0.0	0.0	0.0	0.0	0.0	10	88.5	5	26	
BURGAS	JET2.COM LTD	S	36	0	0	0.0	13.9	58.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BURGAS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	30.8	30.8	11.5	19.2	7.7	0.0	0.0	0.0	0.0	0.0	19	91.9	5	37	
BURGAS	TUI AIRWAYS LTD	C	36	0	0	13.9	11.1	36.1	13.9	11.1	5.6	8.3	0.0	0.0	0.0	0.0	26	45.7	36	35	
<b>TOTAL BURGAS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>17.5</b>	<b>45.2</b>	<b>16.7</b>	<b>8.7</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.5</b>	<b>16</b>	<b>98</b>	
SOFIA	EASYJET UK LTD	S	28	0	0	3.6	3.6	35.7	32.1	7.1	7.1	3.6	7.1	0.0	0.0	0.0	43	73.1	22	26	
<b>TOTAL SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>35.7</b>	<b>32.1</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>73.1</b>	<b>22</b>	<b>26</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
VARNA	BH AIR	C	10	0	0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	8	
VARNA	BULGARIAN AIR CHARTER	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
VARNA	THOMAS COOK AIRLINES 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	13	87.5	10	8	
VARNA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	15	10	
<b>TOTAL VARNA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>46.7</b>	<b>23.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>TOTAL BULGARIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>15.8</b>	<b>44.0</b>	<b>20.1</b>	<b>8.2</b>	<b>3.8</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.3</b>	<b>16</b>	<b>150</b>	
<b>CANADA</b>																					
TORONTO	AIR CANADA	S	60	0	0	3.3	11.7	31.7	18.3	26.7	8.3	0.0	0.0	0.0	0.0	0.0	26	34.8	35	44	
TORONTO	AIR TRANSAT	S	44	0	0	4.5	29.5	29.5	13.6	11.4	11.4	0.0	0.0	0.0	0.0	0.0	18	39.1	51	46	
<b>TOTAL TORONTO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>16.3</b>	<b>20.2</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>22</b>	<b>37.0</b>	<b>43</b>	<b>90</b>	
VANCOUVER	AIR TRANSAT	S	26	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	67.9	14	28	
<b>TOTAL VANCOUVER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>15.4</b>	<b>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>15</b>	<b>67.9</b>	<b>14</b>	<b>28</b>	
<b>TOTAL CANADA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.5</b>	<b>32.3</b>	<b>16.2</b>	<b>17.7</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>44.2</b>	<b>36</b>	<b>118</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	7.7	26.9	30.8	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	88.5	6	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>30.8</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>14</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	17	0	1	0.0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	5.6	0.0	5.6	103	50.0	57	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>103</b>	<b>50.0</b>	<b>57</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>15.9</b>	<b>27.3</b>	<b>25.0</b>	<b>11.4</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>49</b>	<b>72.7</b>	<b>27</b>	<b>44</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	36	0	0	2.8	38.9	36.1	8.3	5.6	5.6	2.8	0.0	0.0	0.0	0.0	16	82.4	18	34	
<b>TOTAL BEIJING</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>36.1</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.4</b>	<b>18</b>	<b>34</b>	
<b>TOTAL CHINA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>36.1</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.4</b>	<b>18</b>	<b>34</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	26	0	0	3.8	23.1	23.1	15.4	11.5	15.4	7.7	0.0	0.0	0.0	0.0	31	72.2	12	18	
DUBROVNIK	JET2.COM LTD	S	46	0	0	0.0	15.2	50.0	19.6	15.2	0.0	0.0	0.0	0.0	0.0	0.0	14	73.5	9	34	
DUBROVNIK	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	0.0	43.8	18.8	18.8	18.8	0.0	0.0	0.0	0.0	0.0	34	66.7	14	18	
DUBROVNIK	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	55.6	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	83.3	7	18	
<b>TOTAL DUBROVNIK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>14.2</b>	<b>43.4</b>	<b>17.9</b>	<b>13.2</b>	<b>8.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.9</b>	<b>10</b>	<b>88</b>	
PULA	JET2.COM LTD	S	26	0	0	7.7	30.8	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	18	26	
PULA	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	50.0	0.0	16.7	5.6	0.0	0.0	5.6	0.0	0.0	47	93.8	4	16	
<b>TOTAL PULA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>25.0</b>	<b>52.3</b>	<b>0.0</b>	<b>11.4</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>23</b>	<b>78.6</b>	<b>13</b>	<b>42</b>	
SPLIT	EASYJET UK LTD	S	28	0	0	7.1	32.1	17.9	21.4	7.1	10.7	3.6	0.0	0.0	0.0	0.0	24	80.8	9	26	
SPLIT	JET2.COM LTD	S	28	0	0	3.6	14.3	46.4	17.9	14.3	3.6	0.0	0.0	0.0	0.0	0.0	16	76.9	9	26	
SPLIT	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	14.3	46.4	14.3	21.4	3.6	0.0	0.0	0.0	0.0	0.0	18	64.3	30	28	
SPLIT	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	38.9	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	83.3	11	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 SPLIT</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.5</b>	<b>37.3</b>	<b>17.6</b>	<b>11.8</b>	<b>6.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.5</b>	<b>15</b>	<b>98</b>
ZADAR	RYANAIR	S	18	0	0	0.0	0.0	16.7	16.7	38.9	27.8	0.0	0.0	0.0	0.0	0.0	46	68.8	22	16
ZADAR	TITAN AIRWAYS LTD	C	10	0	0	20.0	10.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	62.5	15	8
<b>TOTAL ZADAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>3.6</b>	<b>25.0</b>	<b>14.3</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>66.7</b>	<b>19</b>	<b>24</b>
<b>TOTAL CROATIA</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.9</b>	<b>40.7</b>	<b>14.6</b>	<b>13.6</b>	<b>8.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.6</b>	<b>13</b>	<b>252</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	46	10
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>46</b>	<b>10</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	20.0	20.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	25	66.7	20	18
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>20</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	0.0	0	62.5	18	8
<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>62.5</b>	<b>18</b>	<b>8</b>
VARADERO	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	89	9
<b>TOTAL VARADERO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>44.4</b>	<b>89</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>17.2</b>	<b>48.3</b>	<b>13.8</b>	<b>10.3</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.8</b>	<b>39</b>	<b>45</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	55.6	17	18
LARNACA	JET2.COM LTD	S	43	0	0	4.7	14.0	44.2	16.3	18.6	2.3	0.0	0.0	0.0	0.0	0.0	16	65.7	17	35
LARNACA	THOMAS COOK AIRLINES LTD	S	27	0	0	3.7	7.4	40.7	18.5	3.7	25.9	0.0	0.0	0.0	0.0	0.0	27	66.7	15	27
LARNACA	TUI AIRWAYS LTD	C	43	0	0	4.7	9.3	41.9	18.6	16.3	9.3	0.0	0.0	0.0	0.0	0.0	24	69.6	18	46
<b>TOTAL LARNACA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>10.6</b>	<b>42.5</b>	<b>17.7</b>	<b>14.2</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.9</b>	<b>17</b>	<b>126</b>
PAPHOS	EASYJET UK LTD	S	62	0	0	1.6	9.7	35.5	19.4	22.6	9.7	1.6	0.0	0.0	0.0	0.0	27	54.8	28	62
PAPHOS	JET2.COM LTD	S	61	0	0	0.0	8.2	29.5	27.9	24.6	9.8	0.0	0.0	0.0	0.0	0.0	27	59.6	20	52
PAPHOS	THOMAS COOK AIRLINES LTD	S	27	0	0	0.0	7.4	33.3	37.0	3.7	14.8	3.7	0.0	0.0	0.0	0.0	30	50.0	25	18
PAPHOS	TUI AIRWAYS LTD	C	52	0	0	0.0	1.9	28.8	23.1	25.0	11.5	5.8	3.8	0.0	0.0	0.0	49	41.3	37	46
<b>TOTAL PAPHOS</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>6.9</b>	<b>31.7</b>	<b>25.2</b>	<b>21.3</b>	<b>10.9</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>52.2</b>	<b>28</b>	<b>178</b>
<b>TOTAL CYPRUS</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>8.3</b>	<b>35.6</b>	<b>22.5</b>	<b>18.7</b>	<b>10.8</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>57.9</b>	<b>23</b>	<b>304</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	62	0	0	0.0	21.0	32.3	19.4	17.7	6.5	3.2	0.0	0.0	0.0	0.0	25	55.6	36	54
PRAGUE	JET2.COM LTD	S	36	0	0	0.0	5.6	58.3	16.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	50	36
<b>TOTAL PRAGUE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.3</b>	<b>41.8</b>	<b>18.4</b>	<b>18.4</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>42</b>	<b>90</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.3</b>	<b>41.8</b>	<b>18.4</b>	<b>18.4</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>42</b>	<b>90</b>
<b>DENMARK</b>																				
AARHUS (TIRSTRUP)	SAS	S	16	0	0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	90	0	0	3.3	44.4	46.7	2.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	96.7	2	92
<b>BILLUND</b>	RYANAIR	S	36	0	0	16.7	44.4	25.0	5.6	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL BILLUND</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>44.4</b>	<b>40.5</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>0.0</b>	<b>5</b>	<b>96.7</b>	<b>2</b>	<b>92</b>
<b>COPENHAGEN</b>	DANISH AIR TRANSPORT	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>COPENHAGEN</b>	EASYJET UK LTD	S	96	0	2	6.1	32.7	28.6	7.1	7.1	6.1	8.2	2.0	0.0	0.0	2.0	29	75.5	23	96
<b>COPENHAGEN</b>	SAS	S	142	0	0	1.4	42.3	35.2	8.5	7.7	2.1	1.4	1.4	0.0	0.0	0.0	15	83.6	8	122
<b>TOTAL COPENHAGEN</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>38.0</b>	<b>32.2</b>	<b>7.9</b>	<b>8.3</b>	<b>3.7</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>80.0</b>	<b>15</b>	<b>218</b>
<b>TOTAL DENMARK</b>			<b>382</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>40.9</b>	<b>34.6</b>	<b>6.3</b>	<b>6.8</b>	<b>2.3</b>	<b>2.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>84.9</b>	<b>11</b>	<b>310</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	90.0	4	10
<b>TOTAL PUERTO PLATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
<b>PUNTA CANA</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	27.8	16.7	5.6	11.1	11.1	0.0	0.0	0.0	0.0	36	48.1	40	27
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	18	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	70.6	9	17
<b>TOTAL PUNTA CANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>30.6</b>	<b>19.4</b>	<b>2.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>56.8</b>	<b>28</b>	<b>44</b>
<b>TOTAL DOMINICAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>30.6</b>	<b>19.4</b>	<b>2.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.0</b>	<b>24</b>	<b>54</b>
<b>EGYPT</b>																				
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	62	0	0	12.9	29.0	38.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	77.3	30	44
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	26	0	0	3.8	15.4	38.5	23.1	19.2	0.0	0.0	0.0	0.0	0.0	0.0	17	64.7	13	17
<b>TOTAL HURGHADA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>25.0</b>	<b>38.6</b>	<b>18.2</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>10</b>	<b>73.8</b>	<b>25</b>	<b>61</b>
<b>TOTAL EGYPT</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>25.0</b>	<b>38.6</b>	<b>18.2</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>10</b>	<b>73.8</b>	<b>25</b>	<b>61</b>
<b>ETHIOPIA</b>																				
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	23	0	0	0.0	8.7	39.1	13.0	21.7	13.0	0.0	4.3	0.0	0.0	0.0	41	0.0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>39.1</b>	<b>13.0</b>	<b>21.7</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>39.1</b>	<b>13.0</b>	<b>21.7</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>																				
<b>HELSINKI</b>	FINNAIR	S	124	0	0	0.0	24.2	37.1	20.2	13.7	4.8	0.0	0.0	0.0	0.0	0.0	16	69.4	11	124
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>37.1</b>	<b>20.2</b>	<b>13.7</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>16</b>	<b>69.4</b>	<b>11</b>	<b>124</b>
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>37.1</b>	<b>20.2</b>	<b>13.7</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>16</b>	<b>69.4</b>	<b>11</b>	<b>124</b>
<b>FRANCE</b>																				
<b>BASTIA</b>	EASYJET UK LTD	S	8	0	0	0.0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	87.5	9	8
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>9</b>	<b>8</b>
<b>BERGERAC</b>	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	75.0	7	8
<b>TOTAL BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>7</b>	<b>8</b>
<b>BEZIERS</b>	RYANAIR	S	28	0	0	3.6	32.1	39.3	17.9	0.0	3.6	0.0	3.6	0.0	0.0	0.0	20	50.0	22	16
<b>TOTAL BEZIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>39.3</b>	<b>17.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>50.0</b>	<b>22</b>	<b>16</b>
<b>BORDEAUX</b>	EASYJET UK LTD	S	18	0	0	11.1	11.1	22.2	16.7	22.2	5.6	5.6	5.6	0.0	0.0	0.0	42	0.0	0	0
<b>BORDEAUX</b>	RYANAIR	S	16	0	0	6.3	18.8	43.8	18.8	0.0	0.0	0.0	6.3	6.3	0.0	0.0	51	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>14.7</b>	<b>32.4</b>	<b>17.6</b>	<b>11.8</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CALVI	FLYBE LTD	C	8	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	35	8	
<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>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>18</b>	<b>62.5</b>	<b>35</b>	<b>8</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	16.7	66.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	53.8	19	26	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>53.8</b>	<b>19</b>	<b>26</b>	
LA ROCHELLE	FLYBE LTD	S	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	72.2	17	18	
LA ROCHELLE	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	1	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>20.0</b>	<b>45.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.2</b>	<b>17</b>	<b>18</b>	
LIMOGES	RYANAIR	S	26	0	0	0.0	15.4	23.1	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	26	34.6	29	26	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>23.1</b>	<b>23.1</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>34.6</b>	<b>29</b>	<b>26</b>	
LYON	FLYBE LTD	S	62	0	0	1.6	17.7	51.6	6.5	8.1	8.1	6.5	0.0	0.0	0.0	0.0	25	71.7	15	44	
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.7</b>	<b>51.6</b>	<b>6.5</b>	<b>8.1</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>25</b>	<b>71.7</b>	<b>15</b>	<b>44</b>	
MARSEILLE	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	11.1	38.9	5.6	0.0	0.0	0.0	0.0	0.0	28	50.0	25	16	
MARSEILLE	RYANAIR	S	18	0	0	0.0	0.0	50.0	27.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>41.7</b>	<b>19.4</b>	<b>27.8</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>28</b>	<b>50.0</b>	<b>25</b>	<b>16</b>	
NANTES	FLYBE LTD	S	16	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	73.1	11	26	
NANTES	RYANAIR	S	16	0	0	0.0	12.5	31.3	18.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>46.9</b>	<b>9.4</b>	<b>15.6</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.1</b>	<b>11</b>	<b>26</b>	
NICE	BRITISH AIRWAYS PLC	S	18	0	0	16.7	11.1	27.8	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	56.3	16	16	
NICE	EASYJET UK LTD	S	26	0	0	7.7	30.8	42.3	7.7	3.8	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0	
NICE	JET2.COM LTD	S	46	0	0	2.2	19.6	50.0	19.6	4.3	4.3	0.0	0.0	0.0	0.0	0.0	12	75.0	13	44	
<b>TOTAL NICE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>21.1</b>	<b>43.3</b>	<b>14.4</b>	<b>7.8</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>16</b>	<b>70.0</b>	<b>14</b>	<b>60</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	184	0	2	1.1	44.1	39.8	7.0	5.9	1.1	0.0	0.0	0.0	0.0	1.1	7	76.3	12	186	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	78	0	2	1.3	28.8	35.0	13.8	8.8	6.3	1.3	2.5	0.0	0.0	2.5	22	62.5	28	80	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	230	0	0	0.0	12.6	51.3	13.9	15.2	4.8	1.3	0.9	0.0	0.0	0.0	21	70.7	14	232	
PARIS (CHARLES DE GAULLE)	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	25	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>492</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>27.0</b>	<b>44.4</b>	<b>11.3</b>	<b>10.7</b>	<b>3.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>71.3</b>	<b>16</b>	<b>499</b>	
POITIERS	RYANAIR	S	16	0	0	18.8	31.3	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 POITIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RENNES	FLYBE LTD	S	18	0	0	5.6	16.7	55.6	0.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	37.5	47	16	
<b>TOTAL RENNES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</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>19</b>	<b>37.5</b>	<b>47</b>	<b>16</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	66.7	21	3	
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	140	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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														
TARBES-LOURDES INTERNATIONAL	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	10	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	100.0	6	1		
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS 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	30	0.0	0	0		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.0</b>	<b>42</b>	<b>5</b>		
TOULOUSE (BLAGNAC)	FLYBE LTD	S	46	0	0	0.0	15.2	41.3	8.7	21.7	13.0	0.0	0.0	0.0	0.0	26	83.9	11	61		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.2</b>	<b>41.3</b>	<b>8.7</b>	<b>21.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.9</b>	<b>11</b>	<b>61</b>		
<b>TOTAL FRANCE</b>			<b>949</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>22.7</b>	<b>44.1</b>	<b>12.1</b>	<b>11.3</b>	<b>4.9</b>	<b>1.3</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>17</b>	<b>837</b>		
<b>GERMANY</b>																					
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	80.2	9	116		
BERLIN (SCHONEFELD)	RYANAIR	S	62	0	0	14.5	43.5	33.9	3.2	1.6	3.2	0.0	0.0	0.0	0.0	6	62.9	19	60		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>43.5</b>	<b>33.9</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.2</b>	<b>12</b>	<b>176</b>		
BERLIN (TEGEL)	EASYJET UK LTD	S	109	0	5	0.9	36.8	25.4	18.4	7.9	5.3	0.9	0.0	0.0	4.4	14	0.0	0	0		
<b>TOTAL BERLIN (TEGEL)</b>			<b>109</b>	<b>0</b>	<b>5</b>	<b>0.9</b>	<b>36.8</b>	<b>25.4</b>	<b>18.4</b>	<b>7.9</b>	<b>5.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
COLOGNE BONN	RYANAIR	S	54	0	0	5.6	40.7	44.4	5.6	0.0	3.7	0.0	0.0	0.0	0.0	8	67.7	15	60		
<b>TOTAL COLOGNE BONN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>40.7</b>	<b>44.4</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>8</b>	<b>67.7</b>	<b>15</b>	<b>60</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	156	0	0	1.9	27.6	41.0	10.9	16.7	1.9	0.0	0.0	0.0	0.0	13	54.4	22	156		
DUSSELDORF	FLYBE LTD	S	166	0	0	3.0	26.5	47.6	11.4	5.4	3.0	1.8	1.2	0.0	0.0	16	77.8	10	158		
<b>TOTAL DUSSELDORF</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.0</b>	<b>44.4</b>	<b>11.2</b>	<b>10.9</b>	<b>2.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.0</b>	<b>16</b>	<b>314</b>		
FRANKFURT MAIN	CONDOR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1		
FRANKFURT MAIN	LUFTHANSA	S	299	0	1	0.0	14.0	56.3	21.0	5.3	3.0	0.0	0.0	0.0	0.3	13	75.8	11	301		
FRANKFURT MAIN	RYANAIR	S	44	0	0	0.0	11.4	40.9	20.5	13.6	11.4	2.3	0.0	0.0	0.0	29	26.1	43	44		
<b>TOTAL FRANKFURT MAIN</b>			<b>343</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.7</b>	<b>54.4</b>	<b>20.9</b>	<b>6.4</b>	<b>4.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>69.1</b>	<b>15</b>	<b>346</b>		
HAMBURG	EASYJET UK LTD	S	52	0	0	0.0	11.5	25.0	34.6	13.5	15.4	0.0	0.0	0.0	0.0	26	44.4	26	52		
HAMBURG	RYANAIR	S	62	0	0	0.0	25.8	48.4	12.9	11.3	0.0	1.6	0.0	0.0	0.0	11	85.5	8	62		
<b>TOTAL HAMBURG</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.3</b>	<b>37.7</b>	<b>22.8</b>	<b>12.3</b>	<b>7.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.4</b>	<b>16</b>	<b>114</b>		
HANOVER	FLYBE LTD	S	34	0	0	0.0	5.9	47.1	26.5	11.8	2.9	2.9	2.9	0.0	0.0	30	50.0	33	54		
<b>TOTAL HANOVER</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>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>50.0</b>	<b>33</b>	<b>54</b>		
MUNICH	EASYJET UK LTD	S	62	0	0	3.2	45.2	32.3	11.3	4.8	3.2	0.0	0.0	0.0	0.0	10	63.6	23	44		
MUNICH	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	100.0	0	2		
MUNICH	LUFTHANSA	S	175	0	2	0.6	19.2	53.7	14.7	7.3	3.4	0.0	0.0	0.0	1.1	12	79.5	12	176		
<b>TOTAL MUNICH</b>			<b>237</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>25.9</b>	<b>48.1</b>	<b>13.8</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>76.6</b>	<b>14</b>	<b>222</b>		
NUREMBERG	FAI FLIGHT- AMBULANCE SERVICE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
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	61.4	17	42		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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 NUREMBERG</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>61.4</b>	<b>17</b>	<b>42</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	45.5	27	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</b>	<b>45.5</b>	<b>27</b>	<b>44</b>	
<b>TOTAL GERMANY</b>			<b>1276</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>24.2</b>	<b>45.0</b>	<b>15.8</b>	<b>7.9</b>	<b>3.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>68.2</b>	<b>16</b>	<b>1372</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	33	0	1	0.0	32.4	44.1	5.9	5.9	2.9	2.9	2.9	0.0	0.0	2.9	19	60.7	50	28
<b>TOTAL GIBRALTAR</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>32.4</b>	<b>44.1</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>60.7</b>	<b>50</b>	<b>28</b>
<b>TOTAL GIBRALTAR</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>32.4</b>	<b>44.1</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>60.7</b>	<b>50</b>	<b>28</b>
<b>GREECE</b>																				
ATHENS	AEGEAN 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	15	2	
ATHENS	AEGEAN AIRLINES	S	27	0	0	3.7	11.1	29.6	33.3	14.8	3.7	3.7	0.0	0.0	0.0	22	70.8	12	24	
ATHENS	EASYJET UK LTD	S	63	0	0	4.8	9.5	41.3	12.7	11.1	15.9	4.8	0.0	0.0	0.0	31	55.6	20	36	
ATHENS	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	50.0	15	2		
<b>TOTAL ATHENS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>10.0</b>	<b>37.8</b>	<b>18.9</b>	<b>12.2</b>	<b>12.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>60.9</b>	<b>17</b>	<b>64</b>	
CHANIA	JET2.COM LTD	S	18	0	0	0.0	22.2	27.8	27.8	22.2	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
CHANIA	RYANAIR	S	28	0	0	0.0	7.1	50.0	17.9	7.1	17.9	0.0	0.0	0.0	0.0	25	30.8	38	26	
CHANIA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	20	44.4	36	18	
<b>TOTAL CHANIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.9</b>	<b>40.6</b>	<b>26.6</b>	<b>12.5</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>36.4</b>	<b>37</b>	<b>44</b>	
CORFU	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	100.0	3	1	
CORFU	EASYJET UK LTD	S	45	0	0	0.0	2.2	33.3	15.6	26.7	17.8	4.4	0.0	0.0	0.0	39	60.0	19	44	
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	64.7	24	17		
CORFU	JET2.COM LTD	S	36	0	0	5.6	11.1	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	12	86.5	7	37	
CORFU	RYANAIR	S	18	0	0	0.0	5.6	72.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	16	33.3	49	18	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	38.9	33.3	11.1	11.1	5.6	0.0	0.0	0.0	0.0	12	80.8	11	26	
CORFU	TUI AIRWAYS LTD	C	45	0	0	6.7	6.7	51.1	15.6	13.3	6.7	0.0	0.0	0.0	0.0	18	55.6	28	45	
<b>TOTAL CORFU</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>9.9</b>	<b>46.3</b>	<b>16.0</b>	<b>16.0</b>	<b>7.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.1</b>	<b>21</b>	<b>188</b>	
HERAKLION	EASYJET UK LTD	S	38	0	0	0.0	13.2	34.2	26.3	15.8	7.9	2.6	0.0	0.0	0.0	26	61.1	23	36	
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	87.5	8	8		
HERAKLION	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1		
HERAKLION	JET2.COM LTD	S	60	0	0	6.7	13.3	31.7	23.3	20.0	5.0	0.0	0.0	0.0	0.0	20	67.9	16	53	
HERAKLION	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	11.5	53.8	19.2	7.7	7.7	0.0	0.0	0.0	0.0	19	59.5	22	37	
HERAKLION	TUI AIRWAYS LTD	C	36	0	0	2.8	16.7	33.3	25.0	11.1	5.6	0.0	5.6	0.0	0.0	34	37.1	62	35	
<b>TOTAL HERAKLION</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>13.8</b>	<b>36.3</b>	<b>23.8</b>	<b>15.0</b>	<b>6.3</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>58.8</b>	<b>28</b>	<b>170</b>	
KALAMATA	EASYJET UK LTD	S	18	0	0	16.7	5.6	55.6	5.6	5.6	11.1	0.0	0.0	0.0	0.0	19	0.0	0	0	
KALAMATA	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	43.8	31.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	17	75.0	26	16	
<b>TOTAL KALAMATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>44.1</b>	<b>2.9</b>	<b>8.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>26</b>	<b>16</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	16	10	

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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
KAVALA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	64	8
<b>TOTAL KAVALA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>88.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>38</b>	<b>18</b>
KEFALLINIA	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	11.1	27.8	11.1	11.1	0.0	0.0	0.0	0.0	41	83.3	8	18
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	37.5	27	8
KEFALLINIA	FLYBE LTD	C	10	0	0	0.0	0.0	30.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	33	75.0	37	8
KEFALLINIA	JET2.COM LTD	S	26	0	0	7.7	3.8	46.2	19.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	74.1	10	27
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	1	5.3	15.8	42.1	10.5	15.8	0.0	0.0	5.3	0.0	0.0	5.3	29	62.5	57	16
KEFALLINIA	TUI AIRWAYS LTD	C	34	0	0	0.0	14.7	29.4	29.4	20.6	5.9	0.0	0.0	0.0	0.0	0.0	20	67.6	14	34
<b>TOTAL KEFALLINIA</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>8.4</b>	<b>37.4</b>	<b>19.6</b>	<b>19.6</b>	<b>8.4</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>69.4</b>	<b>21</b>	<b>111</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	50.0	16	8
KOS	JET2.COM LTD	S	26	0	0	0.0	11.5	30.8	23.1	19.2	7.7	7.7	0.0	0.0	0.0	0.0	33	61.5	16	26
KOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	53.8	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	15	68.6	13	35
KOS	TUI AIRWAYS LTD	C	42	0	0	4.8	14.3	40.5	11.9	21.4	2.4	4.8	0.0	0.0	0.0	0.0	27	46.7	32	45
<b>TOTAL KOS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>10.6</b>	<b>41.5</b>	<b>20.2</b>	<b>18.1</b>	<b>3.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>57.0</b>	<b>21</b>	<b>114</b>
MIKONOS	BRITISH AIRWAYS PLC	S	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	34	12.5	53	8
MIKONOS	EASYJET UK LTD	S	19	0	0	0.0	0.0	26.3	15.8	31.6	21.1	5.3	0.0	0.0	0.0	0.0	43	50.0	26	18
MIKONOS	THOMAS COOK AIRLINES LTD	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	33	37.5	34	8
<b>TOTAL MIKONOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.7</b>	<b>16.2</b>	<b>35.1</b>	<b>16.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>38.2</b>	<b>34</b>	<b>34</b>
MYTILINI	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	8	8
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>10</b>	<b>87.5</b>	<b>8</b>	<b>8</b>
PREVEZA	EASYJET UK LTD	S	17	0	0	0.0	11.8	29.4	23.5	29.4	0.0	5.9	0.0	0.0	0.0	0.0	28	61.1	21	18
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	0.0	44	10
PREVEZA	FLYBE LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	8
PREVEZA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	27.8	11.1	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	81.3	17	16
PREVEZA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8
<b>TOTAL PREVEZA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>25.5</b>	<b>33.3</b>	<b>17.6</b>	<b>15.7</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.3</b>	<b>19</b>	<b>60</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	77.8	21	18
RHODES	JET2.COM LTD	S	51	0	0	0.0	5.9	29.4	23.5	27.5	13.7	0.0	0.0	0.0	0.0	0.0	29	73.6	11	53
RHODES	RYANAIR	S	18	0	0	0.0	5.6	16.7	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	42	55.6	23	18
RHODES	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	12.0	36.0	12.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	33	65.4	19	26
RHODES	TUI AIRWAYS LTD	C	44	0	0	0.0	4.5	29.5	20.5	18.2	27.3	0.0	0.0	0.0	0.0	0.0	38	51.1	22	45
<b>TOTAL RHODES</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>29.0</b>	<b>21.7</b>	<b>22.5</b>	<b>18.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>64.4</b>	<b>18</b>	<b>160</b>
SALONIKA	EASYJET UK LTD	S	33	0	0	0.0	15.2	48.5	21.2	9.1	6.1	0.0	0.0	0.0	0.0	0.0	16	96.4	4	28
SALONIKA	JET2.COM LTD	S	28	0	0	3.6	7.1	50.0	25.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	69.2	14	26
SALONIKA	RYANAIR	S	16	0	0	0.0	0.0	68.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0

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<b>SALONIKA</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	83.3	10	18
<b>SALONIKA</b>	TUI AIRWAYS LTD	C	18	0	0	11.1	11.1	50.0	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	20	66.7	24	18
<b>TOTAL SALONIKA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>9.5</b>	<b>52.6</b>	<b>21.1</b>	<b>7.4</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.0</b>	<b>12</b>	<b>90</b>
<b>SKIATHOS</b>	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	27	10
<b>SKIATHOS</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	34.6	3.8	46.2	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	78.6	11	28
<b>SKIATHOS</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	66.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	72.2	14	18
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>2.3</b>	<b>54.5</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.2</b>	<b>15</b>	<b>56</b>
<b>THIRA (SANTORINI)</b>	EASYJET UK LTD	S	26	0	0	0.0	26.9	23.1	30.8	15.4	3.8	0.0	0.0	0.0	0.0	0.0	17	65.4	16	26
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	21.4	7.1	32.1	32.1	0.0	7.1	0.0	0.0	0.0	0.0	33	65.4	16	26
<b>THIRA (SANTORINI)</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	11.1	16.7	22.2	33.3	0.0	11.1	0.0	0.0	0.0	72	52.6	31	19
<b>TOTAL THIRA (SANTORINI)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>13.9</b>	<b>27.8</b>	<b>23.6</b>	<b>9.7</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>62.0</b>	<b>20</b>	<b>71</b>
<b>ZAKINTHOS</b>	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.8	40	18
<b>ZAKINTHOS</b>	JET2.COM LTD	S	44	0	0	0.0	11.4	36.4	31.8	18.2	2.3	0.0	0.0	0.0	0.0	0.0	18	75.0	14	36
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	34	0	0	0.0	14.7	38.2	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	20	66.7	22	42
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	50	0	0	0.0	14.0	34.0	34.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	20	74.5	13	51
<b>TOTAL ZAKINTHOS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>35.9</b>	<b>30.5</b>	<b>17.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>19</b>	<b>147</b>
<b>TOTAL GREECE</b>			<b>1303</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>11.2</b>	<b>39.0</b>	<b>20.6</b>	<b>16.3</b>	<b>8.1</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>24</b>	<b>63.6</b>	<b>21</b>	<b>1351</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	60	0	2	4.8	29.0	37.1	8.1	11.3	6.5	0.0	0.0	0.0	0.0	3.2	15	85.5	23	62
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>29.0</b>	<b>37.1</b>	<b>8.1</b>	<b>11.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>85.5</b>	<b>23</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>29.0</b>	<b>37.1</b>	<b>8.1</b>	<b>11.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>85.5</b>	<b>23</b>	<b>62</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	EASYJET UK LTD	S	26	0	0	3.8	19.2	57.7	7.7	3.8	0.0	0.0	7.7	0.0	0.0	0.0	22	0.0	0	0
<b>BUDAPEST</b>	JET2.COM LTD	S	36	0	0	5.6	19.4	52.8	13.9	2.8	5.6	0.0	0.0	0.0	0.0	0.0	12	52.8	44	36
<b>BUDAPEST</b>	RYANAIR	S	36	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	47.1	22	32
<b>TOTAL BUDAPEST</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>20.4</b>	<b>53.1</b>	<b>15.3</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>33</b>	<b>68</b>
<b>TOTAL HUNGARY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>20.4</b>	<b>53.1</b>	<b>15.3</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>33</b>	<b>68</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	EASYJET UK LTD	S	16	0	0	0.0	12.5	68.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	88.9	38	18
<b>KEFLAVIK</b>	ICELANDAIR	S	42	0	0	7.1	33.3	33.3	21.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	97.8	3	46
<b>TOTAL KEFLAVIK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>27.6</b>	<b>43.1</b>	<b>17.2</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.3</b>	<b>13</b>	<b>64</b>
<b>TOTAL ICELAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>27.6</b>	<b>43.1</b>	<b>17.2</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.3</b>	<b>13</b>	<b>64</b>
<b>IRAQ</b>																				
<b>BAGHDAD (GECA)</b>	IRAQI AIRWAYS	S	10	0	0	0.0	0.0	50.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	25.0	38	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>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>26</b>	<b>25.0</b>	<b>38</b>	<b>8</b>
<b>TOTAL IRAQ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>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>26</b>	<b>25.0</b>	<b>38</b>	<b>8</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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>IRISH REPUBLIC</b>																					
<b>CORK</b>	AER LINGUS	S	168	0	0	16.1	38.1	32.1	4.8	7.7	0.0	1.2	0.0	0.0	0.0	0.0	8	84.4	7	160	
<b>TOTAL CORK</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>38.1</b>	<b>32.1</b>	<b>4.8</b>	<b>7.7</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.4</b>	<b>7</b>	<b>160</b>	
<b>DUBLIN</b>	AER LINGUS	S	300	0	0	0.7	21.3	40.3	15.0	16.0	6.0	0.7	0.0	0.0	0.0	0.0	18	82.5	9	302	
<b>DUBLIN</b>	BRITISH AIRWAYS PLC	S	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	12	8	
<b>DUBLIN</b>	RYANAIR	S	328	0	0	3.4	29.0	31.7	22.3	9.8	3.0	0.9	0.0	0.0	0.0	0.0	15	54.3	25	324	
<b>TOTAL DUBLIN</b>			<b>637</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>25.4</b>	<b>35.8</b>	<b>18.7</b>	<b>12.7</b>	<b>4.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.0</b>	<b>17</b>	<b>634</b>	
<b>IRELAND WEST(KNOCK)</b>	FLYBE LTD	S	62	0	0	0.0	17.7	53.2	19.4	6.5	0.0	3.2	0.0	0.0	0.0	0.0	16	77.4	15	62	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>53.2</b>	<b>19.4</b>	<b>6.5</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>16</b>	<b>77.4</b>	<b>15</b>	<b>62</b>	
<b>SHANNON</b>	AMERICAN AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>SHANNON</b>	RYANAIR	S	44	0	0	0.0	31.8	31.8	22.7	6.8	2.3	2.3	2.3	0.0	0.0	0.0	22	57.4	17	54	
<b>TOTAL SHANNON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>31.1</b>	<b>22.2</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.4</b>	<b>17</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>912</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>27.6</b>	<b>36.1</b>	<b>16.3</b>	<b>11.1</b>	<b>3.3</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.9</b>	<b>15</b>	<b>910</b>	
<b>ISRAEL</b>																					
<b>TEL AVIV</b>	EASYJET UK 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	23	52.6	29	18	
<b>TEL AVIV</b>	EL AL	S	26	0	0	3.8	23.1	34.6	11.5	19.2	3.8	3.8	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>38.6</b>	<b>13.6</b>	<b>18.2</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>23</b>	<b>52.6</b>	<b>29</b>	<b>18</b>	
<b>TOTAL ISRAEL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>38.6</b>	<b>13.6</b>	<b>18.2</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>23</b>	<b>52.6</b>	<b>29</b>	<b>18</b>	
<b>ITALY</b>																					
<b>ALGHERO (FERTILIA)</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	12.5	34	8	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>12.5</b>	<b>34</b>	<b>8</b>	
<b>BARI (PALESE)</b>	EASYJET UK LTD	S	18	0	0	16.7	33.3	38.9	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BERGAMO</b>	RYANAIR	S	88	0	0	1.1	30.7	44.3	9.1	6.8	8.0	0.0	0.0	0.0	0.0	0.0	14	43.2	37	88	
<b>TOTAL BERGAMO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>30.7</b>	<b>44.3</b>	<b>9.1</b>	<b>6.8</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>14</b>	<b>43.2</b>	<b>37</b>	<b>88</b>	
<b>BOLOGNA</b>	RYANAIR	S	34	0	0	0.0	17.6	58.8	8.8	11.8	2.9	0.0	0.0	0.0	0.0	0.0	14	36.4	28	44	
<b>TOTAL BOLOGNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>58.8</b>	<b>8.8</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>36.4</b>	<b>28</b>	<b>44</b>	
<b>BRINDISI</b>	RYANAIR	S	18	0	0	0.0	0.0	27.8	22.2	16.7	22.2	11.1	0.0	0.0	0.0	0.0	55	33.3	32	18	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>33.3</b>	<b>32</b>	<b>18</b>	
<b>CAGLIARI (ELMAS)</b>	RYANAIR	S	16	0	0	0.0	18.8	62.5	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	50.0	25	18	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>62.5</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>25</b>	<b>18</b>	
<b>CATANIA (FONTANAROSSA)</b>	EASYJET UK LTD	S	50	0	0	0.0	8.0	44.0	22.0	10.0	10.0	4.0	2.0	0.0	0.0	0.0	29	47.2	73	36	
<b>CATANIA (FONTANAROSSA)</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	30	50.0	22	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.9</b>	<b>39.7</b>	<b>25.9</b>	<b>13.8</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>47.7</b>	<b>63</b>	<b>44</b>	
<b>FLORENCE</b>	BRITISH AIRWAYS PLC	S	10	0	0	20.0	10.0	30.0	10.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	54	50.0	25	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>25</b>	<b>8</b>
GENOA	EASYJET UK LTD	S	18	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	11	18
<b>TOTAL GENOA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>11</b>	<b>18</b>
LAMETIA-TERME	TUI AIRWAYS LTD	C	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	10	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	52	0	0	0.0	25.0	28.8	13.5	15.4	13.5	3.8	0.0	0.0	0.0	0.0	29	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	57.4	23	54
MILAN (MALPENSA)	FLYBE LTD	S	70	0	0	0.0	0.0	31.4	24.3	24.3	18.6	0.0	1.4	0.0	0.0	0.0	39	61.3	24	62
<b>TOTAL MILAN (MALPENSA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>30.3</b>	<b>19.7</b>	<b>20.5</b>	<b>16.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>59.5</b>	<b>24</b>	<b>116</b>
NAPLES	JET2.COM LTD	S	26	0	0	0.0	23.1	38.5	23.1	11.5	0.0	3.8	0.0	0.0	0.0	0.0	18	75.0	17	28
NAPLES	RYANAIR	S	36	0	0	0.0	22.2	55.6	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	55.9	18	34
NAPLES	THOMAS COOK AIRLINES 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	5	90.0	7	10
NAPLES	TUI AIRWAYS LTD	C	34	0	0	0.0	5.9	35.3	26.5	11.8	20.6	0.0	0.0	0.0	0.0	0.0	32	81.5	31	27
<b>TOTAL NAPLES</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.8</b>	<b>43.4</b>	<b>19.8</b>	<b>9.4</b>	<b>6.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.7</b>	<b>20</b>	<b>99</b>
OLBIA	EASYJET UK LTD	S	28	0	0	0.0	32.1	17.9	17.9	14.3	17.9	0.0	0.0	0.0	0.0	0.0	27	46.2	43	26
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	50.0	50	8
OLBIA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	8	8
<b>TOTAL OLBIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>28.9</b>	<b>21.1</b>	<b>13.2</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>52.4</b>	<b>38</b>	<b>42</b>
PALERMO	RYANAIR	S	18	0	0	5.6	27.8	38.9	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	14	18
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</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>66.7</b>	<b>14</b>	<b>18</b>
PARMA	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	0.0	20	0.0	0	0
<b>TOTAL PARMA</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>
PISA	EASYJET UK LTD	S	28	0	0	0.0	21.4	35.7	14.3	10.7	10.7	3.6	3.6	0.0	0.0	0.0	32	65.4	13	26
PISA	JET2.COM LTD	S	44	0	0	0.0	29.5	38.6	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	72.7	32	44
<b>TOTAL PISA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.4</b>	<b>37.5</b>	<b>13.9</b>	<b>15.3</b>	<b>4.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.0</b>	<b>25</b>	<b>70</b>
ROME (CIAMPINO)	RYANAIR	S	88	0	0	3.4	23.9	47.7	18.2	5.7	1.1	0.0	0.0	0.0	0.0	0.0	11	67.8	18	90
<b>TOTAL ROME (CIAMPINO)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>23.9</b>	<b>47.7</b>	<b>18.2</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>11</b>	<b>67.8</b>	<b>18</b>	<b>90</b>
ROME (FIUMICINO)	JET2.COM LTD	S	62	0	0	3.2	9.7	45.2	25.8	12.9	3.2	0.0	0.0	0.0	0.0	0.0	16	86.5	16	52
ROME (FIUMICINO)	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	508	1
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>9.7</b>	<b>45.2</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>0.0</b>	<b>16</b>	<b>84.9</b>	<b>25</b>	<b>53</b>
TREVISO	RYANAIR	S	28	0	0	3.6	14.3	64.3	10.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	53.8	37	26
<b>TOTAL TREVISO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>64.3</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>0.0</b>	<b>12</b>	<b>53.8</b>	<b>37</b>	<b>26</b>
VENICE	EASYJET UK LTD	S	36	0	0	2.8	19.4	13.9	19.4	16.7	22.2	5.6	0.0	0.0	0.0	0.0	39	53.8	25	25
VENICE	JET2.COM LTD	S	46	0	0	0.0	15.2	50.0	13.0	15.2	4.3	2.2	0.0	0.0	0.0	0.0	19	81.8	10	44
VENICE	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	29	50.0	23	10
<b>TOTAL VENICE</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>15.2</b>	<b>37.0</b>	<b>15.2</b>	<b>16.3</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>28</b>	<b>68.8</b>	<b>17</b>	<b>79</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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	ERNEST AIRLINES	C	10	0	0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
VERONA VILLAFRANCA	JET2.COM LTD	S	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	16	50.0	100	18	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	22	26	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>26.1</b>	<b>52.2</b>	<b>8.7</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.8</b>	<b>54</b>	<b>44</b>	
<b>TOTAL ITALY</b>			<b>953</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>18.8</b>	<b>42.4</b>	<b>16.3</b>	<b>11.4</b>	<b>7.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.2</b>	<b>28</b>	<b>883</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
MONTEGO BAY	TUI AIRWAYS LTD	C	17	0	0	11.8	11.8	70.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	35.3	31	17	
<b>TOTAL MONTEGO BAY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.0</b>	<b>56.0</b>	<b>8.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>35.3</b>	<b>31</b>	<b>17</b>	
<b>TOTAL JAMAICA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.0</b>	<b>56.0</b>	<b>8.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>35.3</b>	<b>31</b>	<b>17</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	28	0	0	0.0	32.1	42.9	10.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	89.3	28	28	
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>42.9</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.3</b>	<b>28</b>	<b>28</b>	
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>42.9</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.3</b>	<b>28</b>	<b>28</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	36	0	0	13.9	22.2	33.3	2.8	8.3	16.7	2.8	0.0	0.0	0.0	0.0	24	83.3	9	36	
<b>TOTAL LUXEMBOURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>33.3</b>	<b>2.8</b>	<b>8.3</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>24</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>TOTAL LUXEMBOURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>33.3</b>	<b>2.8</b>	<b>8.3</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>24</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	7	8	
MALTA	EASYJET UK LTD	S	62	0	0	1.6	29.0	48.4	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.1	15	62	
MALTA	JET2.COM LTD	S	16	0	0	6.3	12.5	37.5	6.3	25.0	6.3	6.3	0.0	0.0	0.0	0.0	30	72.2	11	18	
MALTA	RYANAIR	S	26	0	0	0.0	30.8	38.5	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	40.7	46	27	
MALTA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	40.0	0.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	31	40.0	24	10	
MALTA	TUI AIRWAYS LTD	C	20	0	0	0.0	5.0	70.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10	65.0	16	20	
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>21.8</b>	<b>47.9</b>	<b>19.0</b>	<b>7.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.7</b>	<b>20</b>	<b>145</b>	
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>21.8</b>	<b>47.9</b>	<b>19.0</b>	<b>7.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.7</b>	<b>20</b>	<b>145</b>	
<b>MEXICO</b>																					
CANCUN	THOMAS COOK AIRLINES LTD	S	76	0	4	13.8	20.0	31.3	13.8	6.3	8.8	0.0	1.3	0.0	0.0	5.0	20	85.5	13	55	
CANCUN	TUI AIRWAYS LTD	S	54	0	0	14.8	22.2	40.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	70.4	12	54	
<b>TOTAL CANCUN</b>			<b>130</b>	<b>0</b>	<b>4</b>	<b>14.2</b>	<b>20.9</b>	<b>35.1</b>	<b>12.7</b>	<b>6.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>17</b>	<b>78.0</b>	<b>12</b>	<b>109</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	10.0	0.0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	24	60.0	11	10	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>11</b>	<b>10</b>	
<b>TOTAL MEXICO</b>			<b>140</b>	<b>0</b>	<b>4</b>	<b>13.9</b>	<b>19.4</b>	<b>35.4</b>	<b>13.9</b>	<b>6.3</b>	<b>7.6</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>17</b>	<b>76.5</b>	<b>12</b>	<b>119</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	10	0	0	10.0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	18	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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)	RYANAIR	S	18	0	0	0.0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	62.5	20	16	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	5.6	22.2	22.2	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	72.2	10	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.6</b>	<b>39.1</b>	<b>21.7</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.2</b>	<b>16</b>	<b>52</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	18	0	0	0.0	11.1	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	25	66.7	15	30	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>15</b>	<b>30</b>	
MARRAKESH	EASYJET UK LTD	S	27	0	0	11.1	18.5	44.4	14.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	13	50.0	17	18	
MARRAKESH	RYANAIR	S	18	0	0	0.0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MARRAKESH	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	33.3	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	26	0.0	0	0	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	55.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	58.8	30	17	
<b>TOTAL MARRAKESH</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>16.0</b>	<b>49.4</b>	<b>19.8</b>	<b>6.2</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>54.3</b>	<b>23</b>	<b>35</b>	
<b>TOTAL MOROCCO</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>16.6</b>	<b>42.8</b>	<b>23.4</b>	<b>8.3</b>	<b>4.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.1</b>	<b>18</b>	<b>117</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	162	0	4	0.6	20.5	42.8	14.5	9.6	8.4	0.0	1.2	0.0	0.0	2.4	20	62.3	17	160	
AMSTERDAM	FLYBE LTD	S	184	0	2	0.5	16.1	49.5	17.2	6.5	8.1	0.0	1.1	0.0	0.0	1.1	19	63.4	26	186	
AMSTERDAM	KLM	S	362	0	0	1.1	40.6	40.1	10.2	5.5	2.2	0.0	0.0	0.3	0.0	0.0	10	86.8	7	364	
<b>TOTAL AMSTERDAM</b>			<b>708</b>	<b>0</b>	<b>6</b>	<b>0.8</b>	<b>29.6</b>	<b>43.1</b>	<b>13.0</b>	<b>6.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>75.1</b>	<b>14</b>	<b>710</b>	
EINDHOVEN	RYANAIR	S	36	0	0	0.0	2.8	38.9	30.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	33.3	44	36	
<b>TOTAL EINDHOVEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>38.9</b>	<b>30.6</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>0.0</b>	<b>26</b>	<b>33.3</b>	<b>44</b>	<b>36</b>	
<b>TOTAL NETHERLANDS</b>			<b>744</b>	<b>0</b>	<b>6</b>	<b>0.8</b>	<b>28.3</b>	<b>42.9</b>	<b>13.9</b>	<b>7.2</b>	<b>5.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>73.1</b>	<b>16</b>	<b>746</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	12	26	
BERGEN	SAS	S	10	0	0	0.0	70.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	10	
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</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>88.9</b>	<b>9</b>	<b>36</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	20	0	0	0.0	25.0	40.0	15.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	61.1	15	18	
OSLO (GARDERMOEN)	SAS	S	92	0	0	3.3	42.4	39.1	7.6	5.4	2.2	0.0	0.0	0.0	0.0	0.0	7	83.3	7	77	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>39.3</b>	<b>39.3</b>	<b>8.9</b>	<b>6.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.2</b>	<b>9</b>	<b>95</b>	
SANDEFJORD(TORP)	RYANAIR	S	28	0	0	7.1	25.0	35.7	10.7	0.0	21.4	0.0	0.0	0.0	0.0	0.0	23	63.9	16	36	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>35.7</b>	<b>10.7</b>	<b>0.0</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>63.9</b>	<b>16</b>	<b>36</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	14	0	0	0.0	14.3	35.7	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	92.9	6	14	
<b>TOTAL STAVANGER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>6</b>	<b>14</b>	
<b>TOTAL NORWAY</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.5</b>	<b>37.8</b>	<b>12.8</b>	<b>5.2</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>12</b>	<b>79.1</b>	<b>10</b>	<b>181</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	62	0	0	0.0	22.6	38.7	17.7	11.3	6.5	1.6	1.6	0.0	0.0	0.0	23	82.5	9	62	
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>38.7</b>	<b>17.7</b>	<b>11.3</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.5</b>	<b>9</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>38.7</b>	<b>17.7</b>	<b>11.3</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.5</b>	<b>9</b>	<b>62</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>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	57.9	37	57	
<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>57.9</b>	<b>37</b>	<b>57</b>	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	62	0	0	0.0	21.0	38.7	19.4	16.1	4.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>38.7</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAHORE	PAKISTAN INTL AIRLINES	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	26	40.0	64	15	
<b>TOTAL LAHORE</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>26</b>	<b>40.0</b>	<b>64</b>	<b>15</b>	
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.5</b>	<b>37.5</b>	<b>21.3</b>	<b>17.5</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>19</b>	<b>54.2</b>	<b>43</b>	<b>72</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	0.0	15.4	73.1	0.0	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	75.0	11	28	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>73.1</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>11</b>	<b>28</b>	
KRAKOW	EASYJET UK LTD	S	28	0	0	25.0	17.9	35.7	7.1	3.6	3.6	7.1	0.0	0.0	0.0	0.0	19	76.9	9	26	
KRAKOW	JET2.COM LTD	S	36	0	0	5.6	33.3	36.1	5.6	16.7	2.8	0.0	0.0	0.0	0.0	0.0	14	88.9	4	18	
KRAKOW	RYANAIR	S	37	0	0	2.7	18.9	35.1	10.8	21.6	8.1	2.7	0.0	0.0	0.0	0.0	25	44.4	21	36	
<b>TOTAL KRAKOW</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>23.8</b>	<b>35.6</b>	<b>7.9</b>	<b>14.9</b>	<b>5.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>65.0</b>	<b>13</b>	<b>80</b>	
RZESZOW	RYANAIR	S	16	0	0	0.0	43.8	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	50	18	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>50</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	3.8	11.5	46.2	19.2	7.7	11.5	0.0	0.0	0.0	0.0	0.0	20	63.0	26	27	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>63.0</b>	<b>26</b>	<b>27</b>	
WROCLAW	RYANAIR	S	26	0	0	3.8	38.5	46.2	3.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	60.7	23	28	
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>46.2</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>60.7</b>	<b>23</b>	<b>28</b>	
<b>TOTAL POLAND</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>24.6</b>	<b>44.1</b>	<b>7.7</b>	<b>9.7</b>	<b>6.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.3</b>	<b>20</b>	<b>181</b>	
<b>PORTUGAL(EXCLUDING</b>																					
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	0.0	10.0	40.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	22	90.0	10	10	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>90.0</b>	<b>10</b>	<b>10</b>	
FARO	EASYJET UK LTD	S	72	0	0	31.9	18.1	31.9	2.8	9.7	2.8	2.8	0.0	0.0	0.0	0.0	13	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	50.0	32	8	
FARO	JET2.COM LTD	S	124	0	0	10.5	29.0	45.2	9.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	84.0	10	149	
FARO	RYANAIR	S	148	0	0	8.8	43.9	37.2	6.8	0.7	2.7	0.0	0.0	0.0	0.0	0.0	6	71.3	18	150	
FARO	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	27.8	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8	
FARO	TUI AIRWAYS 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	26	88.5	16	26	
<b>TOTAL FARO</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>31.8</b>	<b>38.4</b>	<b>7.6</b>	<b>5.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.4</b>	<b>14</b>	<b>341</b>	
LISBON	AIR PORTUGAL	S	117	0	0	2.6	10.3	28.2	28.2	16.2	10.3	0.9	3.4	0.0	0.0	0.0	33	45.7	27	116	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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			
LISBON	EASYJET UK LTD	S	34	0	0	0.0	29.4	44.1	11.8	8.8	5.9	0.0	0.0	0.0	0.0	13	0.0	0	0		
LISBON	RYANAIR	S	54	0	2	0.0	16.1	33.9	17.9	21.4	5.4	0.0	1.8	0.0	0.0	3.6	27	24.1	43	54	
<b>TOTAL LISBON</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>15.0</b>	<b>32.4</b>	<b>22.7</b>	<b>16.4</b>	<b>8.2</b>	<b>0.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>28</b>	<b>38.8</b>	<b>32</b>	<b>170</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	11.5	11.5	38.5	19.2	3.8	0.0	15.4	0.0	0.0	0.0	29	53.8	24	26		
OPORTO (PORTUGAL)	RYANAIR	S	28	0	0	0.0	17.9	46.4	14.3	7.1	7.1	7.1	0.0	0.0	0.0	25	80.8	29	26		
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>14.8</b>	<b>42.6</b>	<b>16.7</b>	<b>5.6</b>	<b>3.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>67.3</b>	<b>27</b>	<b>52</b>		
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>649</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>24.7</b>	<b>36.9</b>	<b>13.2</b>	<b>9.4</b>	<b>4.5</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>65.9</b>	<b>21</b>	<b>573</b>	
FUNCHAL	EASYJET UK LTD	S	18	0	0	16.7	16.7	22.2	16.7	11.1	16.7	0.0	0.0	0.0	0.0	20	66.7	18	17		
FUNCHAL	JET2.COM LTD	S	18	0	0	16.7	27.8	22.2	5.6	22.2	0.0	0.0	0.0	5.6	0.0	53	88.9	6	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	100.0	2	18		
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	44.4	11.1	5.6	11.1	0.0	0.0	0.0	0.0	18	88.9	6	18		
<b>TOTAL FUNCHAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>24.1</b>	<b>29.6</b>	<b>11.1</b>	<b>13.0</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>30</b>	<b>86.1</b>	<b>8</b>	<b>71</b>		
PORTO SANTO	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	32	100.0	3	8		
<b>TOTAL PORTO SANTO</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>32</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
<b>TOTAL PORTUGAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>22.6</b>	<b>32.3</b>	<b>9.7</b>	<b>14.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>30</b>	<b>87.5</b>	<b>7</b>	<b>79</b>		
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	8.1	31.2	37.6	14.5	6.5	1.6	0.5	0.0	0.0	0.0	11	75.2	15	141		
<b>TOTAL DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>31.2</b>	<b>37.6</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.2</b>	<b>15</b>	<b>141</b>		
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>31.2</b>	<b>37.6</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.2</b>	<b>15</b>	<b>141</b>		
<b>REPUBLIC OF</b>																					
PODGORICA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	37.5	43.8	0.0	12.5	0.0	0.0	0.0	0.0	21	62.5	35	8		
<b>TOTAL PODGORICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>21</b>	<b>62.5</b>	<b>35</b>	<b>8</b>		
TIVAT	EASYJET UK LTD	S	16	0	0	0.0	25.0	31.3	18.8	0.0	0.0	12.5	12.5	0.0	0.0	51	77.8	10	18		
<b>TOTAL TIVAT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>77.8</b>	<b>10</b>	<b>18</b>		
<b>TOTAL REPUBLIC OF SAUDI ARABIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>34.4</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>73.1</b>	<b>18</b>	<b>26</b>		
<b>JEDDAH</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	39	0	0	0.0	10.3	51.3	20.5	7.7	10.3	0.0	0.0	0.0	0.0	18	75.0	23	48		
<b>TOTAL JEDDAH</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>51.3</b>	<b>20.5</b>	<b>7.7</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>23</b>	<b>48</b>		
MEDINA	SAUDI ARABIAN AIRLINES	S	7	0	0	0.0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	38	0.0	0	0		
<b>TOTAL MEDINA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</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>		
RIYADH	SAUDI ARABIAN AIRLINES	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
<b>TOTAL RIYADH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL SAUDI ARABIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>45.8</b>	<b>18.8</b>	<b>14.6</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>23</b>	<b>48</b>		
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	11.4	38.6	38.6	6.8	0.0	0.0	4.5	0.0	0.0	0.0	8	95.5	3	44		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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 SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>38.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.5</b>	<b>3</b>	<b>44</b>	
<b>TOTAL SINGAPORE SLOVAK REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>38.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.5</b>	<b>3</b>	<b>44</b>	
<b>BRATISLAVA</b>	RYANAIR	S	26	0	0	0.0	23.1	46.2	19.2	11.5	0.0	0.0	0.0	0.0	0.0	13	50.0	32	28	
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</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>13</b>	<b>50.0</b>	<b>32</b>	<b>28</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</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>13</b>	<b>50.0</b>	<b>32</b>	<b>28</b>	
<b>SLOVENIA</b>																				
<b>LJUBLJANA</b>	ADRIA AIRWAYS	S	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	25	8	
<b>TOTAL LJUBLJANA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</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>7</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL SLOVENIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</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>7</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>SPAIN</b>																				
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	10	0	0	0.0	20.0	50.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	20	50.0	41	8	
<b>ALICANTE</b>	EASYJET UK LTD	S	86	0	0	4.7	33.7	36.0	15.1	7.0	2.3	1.2	0.0	0.0	0.0	13	77.2	18	79	
<b>ALICANTE</b>	JET2.COM LTD	S	132	0	0	4.5	28.0	36.4	15.2	13.6	2.3	0.0	0.0	0.0	0.0	13	76.4	20	177	
<b>ALICANTE</b>	RYANAIR	S	168	0	0	4.8	26.8	47.0	11.9	6.0	3.0	0.6	0.0	0.0	0.0	11	82.4	11	170	
<b>ALICANTE</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	38.9	11.1	5.6	11.1	0.0	0.0	0.0	0.0	17	88.9	6	18	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	53.8	7.7	19.2	3.8	0.0	3.8	0.0	0.0	26	80.0	34	35	
<b>TOTAL ALICANTE</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>27.7</b>	<b>41.8</b>	<b>13.2</b>	<b>9.1</b>	<b>3.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.9</b>	<b>18</b>	<b>487</b>	
<b>ALMERIA</b>	JET2.COM LTD	S	28	0	0	25.0	32.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	8	26	
<b>ALMERIA</b>	RYANAIR	S	18	0	0	0.0	50.0	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	10	18	
<b>ALMERIA</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	18.8	50.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	10	76.9	21	26	
<b>ALMERIA</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	10	
<b>TOTAL ALMERIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>44.4</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>7</b>	<b>81.3</b>	<b>12</b>	<b>80</b>	
<b>BARCELONA</b>	EASYJET UK LTD	S	62	0	0	3.2	35.5	33.9	11.3	12.9	1.6	1.6	0.0	0.0	0.0	13	0.0	0	0	
<b>BARCELONA</b>	JET2.COM LTD	S	44	0	0	2.3	31.8	40.9	15.9	9.1	0.0	0.0	0.0	0.0	0.0	9	81.8	9	44	
<b>BARCELONA</b>	RYANAIR	S	124	0	0	2.4	16.1	53.2	18.5	4.0	3.2	1.6	0.8	0.0	0.0	16	59.7	31	124	
<b>BARCELONA</b>	VUELING AIRLINES	S	90	0	0	7.8	23.3	41.1	10.0	11.1	6.7	0.0	0.0	0.0	0.0	15	48.6	43	70	
<b>TOTAL BARCELONA</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>24.1</b>	<b>44.4</b>	<b>14.4</b>	<b>8.4</b>	<b>3.4</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.5</b>	<b>30</b>	<b>238</b>	
<b>BILBAO</b>	EASYJET UK LTD	S	52	0	0	0.0	5.8	40.4	19.2	23.1	11.5	0.0	0.0	0.0	0.0	26	63.0	26	54	
<b>TOTAL BILBAO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.8</b>	<b>40.4</b>	<b>19.2</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>26</b>	<b>63.0</b>	<b>26</b>	<b>54</b>	
<b>GIRONA</b>	JET2.COM LTD	S	36	0	0	22.2	30.6	30.6	5.6	0.0	2.8	5.6	2.8	0.0	0.0	20	91.7	18	36	
<b>GIRONA</b>	RYANAIR	S	28	0	0	21.4	35.7	35.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	4	73.1	7	26	
<b>GIRONA</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	50.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	29	50.0	12	8	
<b>GIRONA</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5	81.3	13	16	
<b>TOTAL GIRONA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>28.3</b>	<b>38.0</b>	<b>6.5</b>	<b>4.3</b>	<b>3.3</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.2</b>	<b>13</b>	<b>86</b>	
<b>GRANADA</b>	EASYJET UK LTD	S	18	0	0	22.2	27.8	27.8	11.1	0.0	5.6	0.0	5.6	0.0	0.0	21	94.4	3	18	
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</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>21</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	BRITISH AIRWAYS PLC	S	8	0	1	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	62.8	29	43	
IBIZA	JET2.COM LTD	S	124	0	0	12.1	25.8	33.1	15.3	8.9	2.4	0.8	1.6	0.0	0.0	0.0	17	83.9	18	124	
IBIZA	RYANAIR	S	80	0	0	5.0	22.5	40.0	21.3	7.5	2.5	1.3	0.0	0.0	0.0	14	73.8	17	80		
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	44.4	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	10	100.0	1	18		
IBIZA	TUI AIRWAYS LTD	C	45	0	0	2.2	2.2	40.0	20.0	24.4	6.7	4.4	0.0	0.0	0.0	29	57.1	31	56		
<b>TOTAL IBIZA</b>			<b>275</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>24.3</b>	<b>35.1</b>	<b>17.4</b>	<b>10.5</b>	<b>2.9</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>74.8</b>	<b>20</b>	<b>321</b>	
JEREZ	EASYJET UK LTD	S	26	0	0	19.2	50.0	23.1	0.0	0.0	0.0	0.0	7.7	0.0	0.0	17	0.0	0	0		
<b>TOTAL JEREZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>50.0</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MADRID	IBERIA EXPRESS	S	34	0	0	0.0	35.3	47.1	5.9	5.9	2.9	2.9	0.0	0.0	0.0	13	80.8	6	26		
MADRID	RYANAIR	S	62	0	0	12.9	37.1	33.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	6	72.6	18	62		
<b>TOTAL MADRID</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.5</b>	<b>38.5</b>	<b>10.4</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>15</b>	<b>88</b>		
MAHON	JET2.COM LTD	S	46	0	0	8.7	17.4	54.3	17.4	0.0	0.0	0.0	2.2	0.0	0.0	11	86.4	16	44		
MAHON	THOMAS COOK AIRLINES LTD	S	38	0	0	2.6	15.8	60.5	13.2	7.9	0.0	0.0	0.0	0.0	0.0	10	76.9	7	26		
MAHON	TUI AIRWAYS LTD	C	64	0	0	1.6	20.3	54.7	18.8	3.1	0.0	0.0	1.6	0.0	0.0	12	56.3	35	64		
<b>TOTAL MAHON</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>18.2</b>	<b>56.1</b>	<b>16.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.1</b>	<b>23</b>	<b>134</b>		
MALAGA	BRITISH AIRWAYS PLC	S	24	0	0	16.7	25.0	37.5	12.5	0.0	0.0	8.3	0.0	0.0	0.0	20	44.4	26	18		
MALAGA	EASYJET UK LTD	S	80	0	0	2.5	20.0	41.3	13.8	12.5	7.5	2.5	0.0	0.0	0.0	21	83.9	6	60		
MALAGA	JET2.COM LTD	S	108	0	0	14.8	25.9	36.1	12.0	5.6	4.6	0.9	0.0	0.0	0.0	13	80.2	12	106		
MALAGA	RYANAIR	S	124	0	0	8.9	31.5	39.5	11.3	5.6	3.2	0.0	0.0	0.0	0.0	10	58.9	18	124		
MALAGA	TUI AIRWAYS LTD	C	26	0	0	0.0	7.7	30.8	19.2	19.2	23.1	0.0	0.0	0.0	0.0	35	58.3	25	36		
<b>TOTAL MALAGA</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.1</b>	<b>38.1</b>	<b>12.7</b>	<b>7.7</b>	<b>5.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.1</b>	<b>15</b>	<b>344</b>		
MURCIA INTERNATIONAL	JET2.COM LTD	S	36	0	0	27.8	25.0	25.0	16.7	2.8	2.8	0.0	0.0	0.0	0.0	8	0.0	0	0		
MURCIA INTERNATIONAL	RYANAIR	S	54	0	0	0.0	38.9	37.0	13.0	11.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>32.2</b>	<b>14.4</b>	<b>7.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>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	87.0	7	46		
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	70.4	15	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</b>	<b>78.0</b>	<b>11</b>	<b>100</b>		
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	13	0	0	0.0	46.2	23.1	0.0	7.7	23.1	0.0	0.0	0.0	0.0	23	36.4	51	22		
PALMA DE MALLORCA	EASYJET UK LTD	S	103	0	0	4.9	24.3	31.1	11.7	10.7	7.8	6.8	2.9	0.0	0.0	30	61.0	23	77		
PALMA DE MALLORCA	FAI FLIGHT- AMBULANCE SERVICE	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		
PALMA DE MALLORCA	JET2.COM LTD	S	232	0	0	5.2	33.6	39.2	9.9	8.2	2.6	0.4	0.9	0.0	0.0	12	78.6	15	220		
PALMA DE MALLORCA	RYANAIR	S	160	0	0	0.0	14.4	53.8	11.9	10.6	7.5	1.3	0.6	0.0	0.0	20	60.6	26	160		
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	62	0	0	1.6	33.9	45.2	8.1	6.5	4.8	0.0	0.0	0.0	0.0	13	85.0	9	60		
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	107	0	0	3.7	12.1	33.6	28.0	13.1	2.8	0.9	4.7	0.9	0.0	43	52.7	24	93		
<b>TOTAL PALMA DE MALLORCA</b>			<b>678</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.6</b>	<b>40.7</b>	<b>13.1</b>	<b>9.7</b>	<b>5.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>22</b>	<b>67.2</b>	<b>21</b>	<b>632</b>		



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	
REUS	JET2.COM LTD	S	46	0	0	28.3	19.6	37.0	8.7	2.2	0.0	0.0	4.3	0.0	0.0	0.0	16	84.1	14	44	
REUS	RYANAIR	S	16	0	0	18.8	37.5	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	11	18	
REUS	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	38.9	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	16	
REUS	TUI AIRWAYS LTD	C	36	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	85.3	8	34	
<b>TOTAL REUS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>25.9</b>	<b>41.4</b>	<b>10.3</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.9</b>	<b>11</b>	<b>112</b>	
SEVILLE	RYANAIR	S	26	0	0	3.8	30.8	42.3	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	11	28	
<b>TOTAL SEVILLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.6</b>	<b>11</b>	<b>28</b>	
VALENCIA	RYANAIR	S	26	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	64.3	14	28	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>46.2</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>0.0</b>	<b>12</b>	<b>64.3</b>	<b>14</b>	<b>28</b>	
<b>TOTAL SPAIN</b>			<b>2837</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>25.8</b>	<b>40.7</b>	<b>13.4</b>	<b>8.4</b>	<b>3.6</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.3</b>	<b>19</b>	<b>2750</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	26	0	0	34.6	19.2	42.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
ARRECIFE	JET2.COM LTD	S	71	0	0	32.4	16.9	36.6	7.0	4.2	2.8	0.0	0.0	0.0	0.0	0.0	8	68.9	21	61	
ARRECIFE	RYANAIR	S	52	0	0	3.8	40.4	51.9	0.0	1.9	0.0	1.9	0.0	0.0	0.0	0.0	5	70.9	20	55	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	28	0	0	10.7	17.9	46.4	10.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	27	28	
ARRECIFE	TUI AIRWAYS LTD	C	34	0	0	5.9	11.8	32.4	32.4	8.8	0.0	5.9	2.9	0.0	0.0	0.0	29	74.3	13	35	
<b>TOTAL ARRECIFE</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>22.3</b>	<b>41.7</b>	<b>9.5</b>	<b>5.2</b>	<b>0.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.7</b>	<b>20</b>	<b>179</b>	
FUERTEVENTURA	JET2.COM LTD	S	25	0	0	16.0	4.0	36.0	24.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	22	88.9	9	36	
FUERTEVENTURA	RYANAIR	S	28	0	0	14.3	25.0	39.3	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	18	26	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	65.4	20	26	
FUERTEVENTURA	TUI AIRWAYS LTD	C	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	66.7	23	27	
<b>TOTAL FUERTEVENTURA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>19.6</b>	<b>45.4</b>	<b>13.4</b>	<b>5.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.7</b>	<b>17</b>	<b>115</b>	
LAS PALMAS	JET2.COM LTD	S	35	0	0	17.1	25.7	22.9	22.9	8.6	2.9	0.0	0.0	0.0	0.0	0.0	13	74.3	13	35	
LAS PALMAS	RYANAIR	S	28	0	0	3.6	14.3	46.4	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14	69.4	12	36	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	12	26	
LAS PALMAS	TUI AIRWAYS LTD	C	37	0	0	0.0	10.8	45.9	21.6	5.4	10.8	5.4	0.0	0.0	0.0	0.0	26	80.0	9	35	
<b>TOTAL LAS PALMAS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>16.9</b>	<b>39.0</b>	<b>20.3</b>	<b>10.2</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>17</b>	<b>75.0</b>	<b>11</b>	<b>132</b>	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	80.0	14	10	
<b>TOTAL SANTA CRUZ DE LA PALMA</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>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.0</b>	<b>14</b>	<b>10</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	50.0	30	10	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	62	0	0	12.9	29.0	33.9	12.9	8.1	3.2	0.0	0.0	0.0	0.0	0.0	12	71.1	15	45	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	115	0	0	16.5	27.8	38.3	6.1	8.7	0.9	1.7	0.0	0.0	0.0	0.0	10	75.2	13	98	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	80	0	0	8.8	26.3	37.5	12.5	11.3	2.5	1.3	0.0	0.0	0.0	0.0	13	80.7	10	88	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	54	0	0	7.4	24.1	38.9	7.4	11.1	7.4	0.0	3.7	0.0	0.0	0.0	22	79.4	9	34
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	62	0	0	0.0	14.5	43.5	9.7	16.1	14.5	1.6	0.0	0.0	0.0	0.0	28	58.2	19	55
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>24.9</b>	<b>38.3</b>	<b>9.4</b>	<b>10.7</b>	<b>4.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.0</b>	<b>14</b>	<b>330</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>809</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>22.4</b>	<b>40.3</b>	<b>11.5</b>	<b>8.4</b>	<b>3.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.8</b>	<b>15</b>	<b>766</b>
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	4	7
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	6.3	31.3	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
GOTEBORG (LANDVETTER)	SUN AIR OF SCANDINAVIA	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>40.7</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>15</b>	<b>85.7</b>	<b>4</b>	<b>7</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	5.6	38.9	16.7	11.1	27.8	0.0	0.0	0.0	0.0	0.0	36	55.6	18	18
STOCKHOLM (ARLANDA)	SAS	S	102	0	0	2.0	23.5	53.9	8.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	71.7	14	92
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>20.8</b>	<b>51.7</b>	<b>10.0</b>	<b>6.7</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.1</b>	<b>15</b>	<b>110</b>
<b>TOTAL SWEDEN</b>			<b>146</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>19.0</b>	<b>49.7</b>	<b>14.3</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>70.1</b>	<b>14</b>	<b>117</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET UK LTD	S	52	0	0	1.9	28.8	34.6	11.5	15.4	5.8	1.9	0.0	0.0	0.0	0.0	18	57.4	17	54
<b>TOTAL BALE MULHOUSE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.8</b>	<b>34.6</b>	<b>11.5</b>	<b>15.4</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.4</b>	<b>17</b>	<b>54</b>
GENEVA	EASYJET UK LTD	S	122	0	2	0.0	17.7	44.4	14.5	11.3	7.3	0.8	2.4	0.0	0.0	1.6	23	57.3	23	124
<b>TOTAL GENEVA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.7</b>	<b>44.4</b>	<b>14.5</b>	<b>11.3</b>	<b>7.3</b>	<b>0.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>57.3</b>	<b>23</b>	<b>124</b>
ZURICH	SWISS AIRLINES	S	123	0	2	0.0	5.6	44.0	27.2	15.2	5.6	0.0	0.8	0.0	0.0	1.6	22	56.9	20	116
<b>TOTAL ZURICH</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>44.0</b>	<b>27.2</b>	<b>15.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>56.9</b>	<b>20</b>	<b>116</b>
<b>TOTAL SWITZERLAND</b>			<b>297</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>14.6</b>	<b>42.5</b>	<b>19.3</b>	<b>13.6</b>	<b>6.3</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>22</b>	<b>57.1</b>	<b>21</b>	<b>294</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	61	0	0	6.6	31.1	44.3	14.8	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	81.5	15	27
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	50.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	131	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>27.8</b>	<b>45.6</b>	<b>13.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>41</b>	<b>35</b>
<b>TOTAL TUNISIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>27.8</b>	<b>45.6</b>	<b>13.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>41</b>	<b>35</b>
<b>TURKEY</b>																				
ANTALYA	EASYJET UK LTD	S	35	0	1	0.0	13.9	38.9	16.7	27.8	0.0	0.0	0.0	0.0	0.0	2.8	18	66.7	21	18
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	38.9	21	18
ANTALYA	JET2.COM LTD	S	52	0	0	3.8	25.0	36.5	25.0	7.7	1.9	0.0	0.0	0.0	0.0	0.0	13	60.4	17	53
ANTALYA	THOMAS COOK AIRLINES LTD	S	134	0	0	8.2	18.7	38.8	12.7	11.2	6.7	3.0	0.7	0.0	0.0	0.0	20	67.0	26	107
ANTALYA	TUI AIRWAYS LTD	C	54	0	0	0.0	5.6	29.6	27.8	16.7	11.1	5.6	3.7	0.0	0.0	0.0	46	55.6	22	27
<b>TOTAL ANTALYA</b>			<b>275</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>16.7</b>	<b>36.6</b>	<b>18.5</b>	<b>13.8</b>	<b>5.8</b>	<b>2.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>24</b>	<b>61.8</b>	<b>22</b>	<b>223</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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)	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	21	10
BODRUM (MILAS)	JET2.COM LTD	S	35	0	0	2.9	2.9	48.6	20.0	22.9	0.0	2.9	0.0	0.0	0.0	0.0	21	63.0	63	27
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	5.6	44.4	8.3	30.6	5.6	5.6	0.0	0.0	0.0	0.0	32	32.0	24	25
BODRUM (MILAS)	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	50.0	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	6	8
<b>TOTAL BODRUM (MILAS)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>5.6</b>	<b>47.2</b>	<b>12.4</b>	<b>27.0</b>	<b>2.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>52.9</b>	<b>37</b>	<b>70</b>
DALAMAN	EASYJET UK LTD	S	62	0	1	0.0	12.7	54.0	11.1	14.3	3.2	1.6	1.6	0.0	0.0	1.6	20	76.2	22	42
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	25.0	27	8
DALAMAN	JET2.COM LTD	S	63	0	0	7.9	12.7	36.5	20.6	14.3	3.2	3.2	0.0	1.6	0.0	0.0	28	60.9	16	46
DALAMAN	PEGASUS AIRLINES	S	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	37	62.5	13	8
DALAMAN	THOMAS COOK AIRLINES LTD	S	143	0	0	4.2	12.6	49.0	11.2	16.1	5.6	0.0	0.0	1.4	0.0	0.0	30	64.8	26	145
DALAMAN	TUI AIRWAYS LTD	C	59	0	0	3.4	15.3	27.1	18.6	20.3	5.1	10.2	0.0	0.0	0.0	0.0	33	40.6	56	32
<b>TOTAL DALAMAN</b>			<b>335</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>13.1</b>	<b>42.9</b>	<b>14.6</b>	<b>16.1</b>	<b>5.1</b>	<b>2.7</b>	<b>0.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>28</b>	<b>61.9</b>	<b>27</b>	<b>281</b>
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	2.4	12.1	28.2	21.8	25.8	9.7	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>12.1</b>	<b>28.2</b>	<b>21.8</b>	<b>25.8</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	64	0	0	4.7	23.4	40.6	21.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>23.4</b>	<b>40.6</b>	<b>21.9</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL ATATURK	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	13	2
ISTANBUL ATATURK	THY TURKISH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
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	52.8	18	125
<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>52.7</b>	<b>17</b>	<b>129</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	0.0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	11.1	44.4	11.1	30.6	2.8	0.0	0.0	0.0	0.0	0.0	21	81.5	9	27
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	41.2	11.8	11.8	23.5	0.0	11.8	0.0	0.0	0.0	59	37.5	25	16
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>47.9</b>	<b>15.5</b>	<b>21.1</b>	<b>7.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>65.1</b>	<b>15</b>	<b>43</b>
<b>TOTAL TURKEY</b>			<b>958</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>13.4</b>	<b>39.8</b>	<b>17.0</b>	<b>17.6</b>	<b>5.4</b>	<b>2.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>59.6</b>	<b>24</b>	<b>746</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	RYANAIR	S	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	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>72.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</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>5.6</b>	<b>72.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	124	0	0	8.1	21.8	45.2	12.1	7.3	2.4	0.0	0.0	3.2	0.0	0.0	24	72.6	12	123
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>21.8</b>	<b>45.2</b>	<b>12.1</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>72.6</b>	<b>12</b>	<b>123</b>
DUBAI	EMIRATES	S	186	0	1	1.6	15.0	40.6	21.9	16.0	3.2	0.5	0.5	0.0	0.0	0.5	19	74.2	11	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>15.0</b>	<b>40.6</b>	<b>21.9</b>	<b>16.0</b>	<b>3.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>74.2</b>	<b>11</b>	<b>186</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 UNITED ARAB UNITED KINGDOM</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>17.7</b>	<b>42.4</b>	<b>18.0</b>	<b>12.5</b>	<b>2.9</b>	<b>0.3</b>	<b>0.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>73.5</b>	<b>11</b>	<b>309</b>
<b>ABERDEEN</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	0.0	66	2
<b>ABERDEEN</b>	FLYBE LTD	S	303	0	3	2.3	30.4	52.3	7.2	4.9	0.7	1.3	0.0	0.0	0.0	1.0	9	85.4	13	325
<b>ABERDEEN</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	83.3	23	6
<b>TOTAL ABERDEEN</b>			<b>303</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>30.4</b>	<b>52.3</b>	<b>7.2</b>	<b>4.9</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>84.8</b>	<b>14</b>	<b>333</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	404	0	0	1.0	23.0	53.7	12.9	5.2	3.5	0.7	0.0	0.0	0.0	0.0	12	81.9	10	392
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>404</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>23.0</b>	<b>53.7</b>	<b>12.9</b>	<b>5.2</b>	<b>3.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.9</b>	<b>10</b>	<b>392</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	182	0	4	10.2	44.1	26.3	9.1	4.8	0.0	2.7	0.5	0.0	0.0	2.2	11	71.1	14	140
<b>BELFAST INTERNATIONAL</b>	RYANAIR	S	98	0	0	3.1	46.9	45.9	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.3	9	62
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>4</b>	<b>7.7</b>	<b>45.1</b>	<b>33.1</b>	<b>7.4</b>	<b>3.2</b>	<b>0.0</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>74.5</b>	<b>12</b>	<b>202</b>
<b>BIRMINGHAM</b>	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	50	1
<b>TOTAL BIRMINGHAM</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>50</b>	<b>1</b>
<b>BRISTOL</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	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>40</b>	<b>1</b>
<b>CAMBRIDGE</b>	BRITISH AIRWAYS PLC	S	10	0	0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	7
<b>TOTAL CAMBRIDGE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>7</b>
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR LTD	S	62	0	0	1.6	48.4	46.8	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>48.4</b>	<b>46.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>1</b>
<b>EDINBURGH</b>	FLYBE LTD	S	200	0	0	1.5	27.5	52.5	11.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	10	87.4	8	198
<b>TOTAL EDINBURGH</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>27.5</b>	<b>52.5</b>	<b>11.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.4</b>	<b>8</b>	<b>198</b>
<b>EXETER</b>	FLYBE LTD	S	190	0	3	1.6	35.8	48.2	8.8	3.6	0.5	0.0	0.0	0.0	0.0	1.6	6	86.5	9	191
<b>TOTAL EXETER</b>			<b>190</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>35.8</b>	<b>48.2</b>	<b>8.8</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>86.5</b>	<b>9</b>	<b>191</b>
<b>GATWICK</b>	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	32	1
<b>GATWICK</b>	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
<b>GATWICK</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	50.0	19	2
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>33.3</b>	<b>23</b>	<b>3</b>
<b>GLASGOW</b>	FLYBE LTD	S	111	0	2	0.9	20.4	56.6	13.3	4.4	2.7	0.0	0.0	0.0	0.0	1.8	10	87.9	5	121
<b>GLASGOW</b>	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	43	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 GLASGOW</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>20.2</b>	<b>56.1</b>	<b>13.2</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>87.9</b>	<b>5</b>	<b>121</b>		
GUERNSEY	AURIGNY AIR SERVICES	S	123	0	1	4.0	33.1	37.9	14.5	6.5	1.6	0.0	1.6	0.0	0.0	0.8	13	75.8	15	124	
<b>TOTAL GUERNSEY</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>33.1</b>	<b>37.9</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>75.8</b>	<b>15</b>	<b>124</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	339	0	5	1.7	35.2	34.6	7.3	9.0	8.1	1.5	1.2	0.0	0.0	1.5	19	83.3	8	422	
<b>TOTAL HEATHROW</b>			<b>339</b>	<b>0</b>	<b>5</b>	<b>1.7</b>	<b>35.2</b>	<b>34.6</b>	<b>7.3</b>	<b>9.0</b>	<b>8.1</b>	<b>1.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>83.3</b>	<b>8</b>	<b>422</b>	
INVERNESS	LOGANAIR LTD	S	134	0	0	4.5	51.5	32.1	6.0	2.2	3.7	0.0	0.0	0.0	0.0	0.0	7	94.4	2	144	
<b>TOTAL INVERNESS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>51.5</b>	<b>32.1</b>	<b>6.0</b>	<b>2.2</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>7</b>	<b>94.4</b>	<b>2</b>	<b>144</b>	
ISLE OF MAN	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
ISLE OF MAN	FLYBE LTD	S	256	0	0	0.0	16.4	63.3	10.9	5.5	2.3	1.6	0.0	0.0	0.0	0.0	13	86.6	6	281	
<b>TOTAL ISLE OF MAN</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.4</b>	<b>63.3</b>	<b>10.9</b>	<b>5.5</b>	<b>2.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.6</b>	<b>6</b>	<b>282</b>	
JERSEY	EASYJET UK LTD	S	18	0	0	16.7	50.0	22.2	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	72	0	0	0.0	22.2	48.6	8.3	9.7	8.3	2.8	0.0	0.0	0.0	0.0	22	51.4	30	69	
<b>TOTAL JERSEY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>27.8</b>	<b>43.3</b>	<b>7.8</b>	<b>7.8</b>	<b>7.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>51.4</b>	<b>30</b>	<b>69</b>	
KIRKWALL	LOGANAIR LTD	S	18	0	0	0.0	16.7	33.3	27.8	11.1	5.6	5.6	0.0	0.0	0.0	0.0	29	72.2	12	18	
<b>TOTAL KIRKWALL</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>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>29</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
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	15	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	22	13	
<b>TOTAL LONDON CITY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.5</b>	<b>22</b>	<b>13</b>	
LUTON	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	11	2	
LUTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>11</b>	<b>2</b>	
NEWCASTLE	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	116	0	0	0.0	13.8	44.8	18.1	16.4	5.2	1.7	0.0	0.0	0.0	0.0	21	40.0	26	114	
<b>TOTAL NEWQUAY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>44.8</b>	<b>18.1</b>	<b>16.4</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>40.0</b>	<b>26</b>	<b>114</b>	
NORWICH	LOGANAIR LTD	S	74	0	0	5.4	45.9	31.1	5.4	12.2	0.0	0.0	0.0	0.0	0.0	0.0	9	90.8	8	98	
<b>TOTAL NORWICH</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>45.9</b>	<b>31.1</b>	<b>5.4</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>9</b>	<b>90.8</b>	<b>8</b>	<b>98</b>	
SHEFFIELD CITY	OLYMPUS AIRWAYS	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL SHEFFIELD CITY</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	FLYBE LTD	S	268	0	6	0.4	30.3	42.7	10.6	6.6	6.9	0.4	0.0	0.0	0.0	2.2	14	77.5	12	272	
SOUTHAMPTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL SOUTHAMPTON</b>			<b>269</b>	<b>0</b>	<b>6</b>	<b>0.4</b>	<b>30.2</b>	<b>42.5</b>	<b>10.5</b>	<b>6.9</b>	<b>6.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>77.5</b>	<b>12</b>	<b>272</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	66.0	21	158	
SOUTHEND	JOTA AVIATION LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.0</b>	<b>21</b>	<b>158</b>	
STANSTED	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	18	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
STANSTED	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	88	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>41</b>	<b>3</b>
STORNOWAY	LOGANAIR LTD	S	10	0	0	0.0	10.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	33	8
<b>TOTAL STORNOWAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</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>13</b>	<b>25.0</b>	<b>33</b>	<b>8</b>
SUMBURGH	LOGANAIR LTD	S	10	0	0	0.0	40.0	20.0	10.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	26	75.0	6	8
<b>TOTAL SUMBURGH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</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>26</b>	<b>75.0</b>	<b>6</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3014</b>	<b>0</b>	<b>26</b>	<b>2.3</b>	<b>30.9</b>	<b>45.6</b>	<b>9.8</b>	<b>6.1</b>	<b>3.4</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>80.0</b>	<b>11</b>	<b>3187</b>
<b>USA</b>																				
ANCHORAGE	CONDOR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
<b>TOTAL ANCHORAGE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	46.8	24.2	8.1	1.6	6.5	0.0	0.0	0.0	0.0	0.0	9	90.6	3	53
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>46.8</b>	<b>24.2</b>	<b>8.1</b>	<b>1.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.6</b>	<b>3</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	70.4	15	27
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	26	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	88.9	18	18
<b>TOTAL BOSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>46.2</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.8</b>	<b>16</b>	<b>45</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	23	62
<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>77.4</b>	<b>23</b>	<b>62</b>
DALLAS/FORT WORTH	QATAR AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL DALLAS/FORT WORTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
HOUSTON	SINGAPORE AIRLINES	S	44	0	0	29.5	25.0	34.1	9.1	0.0	0.0	2.3	0.0	0.0	0.0	0.0	8	88.6	5	44
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>25.0</b>	<b>34.1</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>8</b>	<b>88.6</b>	<b>5</b>	<b>44</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	45	0	0	2.2	15.6	33.3	11.1	17.8	17.8	2.2	0.0	0.0	0.0	0.0	33	69.0	20	42
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	8.6	34.3	25.7	14.3	11.4	5.7	0.0	0.0	0.0	0.0	0.0	14	83.3	10	18
<b>TOTAL LAS VEGAS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>23.8</b>	<b>30.0</b>	<b>12.5</b>	<b>15.0</b>	<b>12.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.3</b>	<b>17</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	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	35	0.0	0	0
LOS ANGELES INTERNATIONAL	THOMAS COOK AIRLINES 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	17	44.4	36	27
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	15.4	50.0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>37.8</b>	<b>6.7</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>8</b>	<b>44.4</b>	<b>36</b>	<b>27</b>
MIAMI 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	31	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>31</b>	<b>1</b>
NEW YORK (JF KENNEDY)	THOMAS COOK AIRLINES LTD	S	62	0	0	11.3	9.7	40.3	16.1	12.9	4.8	4.8	0.0	0.0	0.0	0.0	23	82.3	10	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
NEW YORK (JF KENNEDY)	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	100.0	2	1
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	9.7	32.3	29.0	6.5	11.3	9.7	0.0	1.6	0.0	0.0	0.0	18	72.6	14	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>21.0</b>	<b>34.7</b>	<b>11.3</b>	<b>12.1</b>	<b>7.3</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.6</b>	<b>12</b>	<b>125</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	1	1.6	23.8	19.0	15.9	15.9	7.9	9.5	4.8	0.0	0.0	1.6	45	75.8	24	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>23.8</b>	<b>19.0</b>	<b>15.9</b>	<b>15.9</b>	<b>7.9</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>45</b>	<b>75.8</b>	<b>24</b>	<b>62</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	103	0	1	8.7	14.4	36.5	9.6	10.6	12.5	5.8	0.0	1.0	0.0	1.0	38	55.0	44	78
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	106	0	0	17.0	29.2	25.5	6.6	13.2	5.7	1.9	0.9	0.0	0.0	0.0	19	72.5	15	102
<b>TOTAL ORLANDO</b>			<b>209</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>21.9</b>	<b>31.0</b>	<b>8.1</b>	<b>11.9</b>	<b>9.0</b>	<b>3.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>64.8</b>	<b>28</b>	<b>180</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	63	0	0	12.7	30.2	22.2	12.7	11.1	0.0	4.8	6.3	0.0	0.0	0.0	29	72.6	15	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>30.2</b>	<b>22.2</b>	<b>12.7</b>	<b>11.1</b>	<b>0.0</b>	<b>4.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>72.6</b>	<b>15</b>	<b>62</b>
SAN FRANCISCO	THOMAS COOK AIRLINES LTD	S	28	0	1	3.4	10.3	44.8	6.9	6.9	10.3	6.9	6.9	0.0	0.0	3.4	51	63.0	38	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	84.6	10	26
<b>TOTAL SAN FRANCISCO</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>10.3</b>	<b>44.8</b>	<b>6.9</b>	<b>6.9</b>	<b>10.3</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>51</b>	<b>73.6</b>	<b>24</b>	<b>53</b>
SANFORD	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	11.8	29.4	23.5	29.4	0.0	0.0	0.0	0.0	0.0	43	58.8	19	17
<b>TOTAL SANFORD</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>11.8</b>	<b>29.4</b>	<b>23.5</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>58.8</b>	<b>19</b>	<b>17</b>
SEATTLE (TACOMA)	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	47.1	23.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	29	73.7	13	18
<b>TOTAL SEATTLE (TACOMA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>47.1</b>	<b>23.5</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>29</b>	<b>73.7</b>	<b>13</b>	<b>18</b>
<b>TOTAL USA</b>			<b>777</b>	<b>0</b>	<b>3</b>	<b>11.0</b>	<b>25.3</b>	<b>30.3</b>	<b>10.5</b>	<b>10.6</b>	<b>7.2</b>	<b>3.2</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>24</b>	<b>73.3</b>	<b>19</b>	<b>811</b>
<b>TOTAL MANCHESTER</b>			<b>19977</b>	<b>0</b>	<b>70</b>	<b>4.3</b>	<b>23.5</b>	<b>41.2</b>	<b>14.2</b>	<b>9.9</b>	<b>4.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>70.7</b>	<b>18</b>	<b>19283</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>AUSTRIA</b>																				
SALZBURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16
SALZBURG	TUI AIRWAYS LTD	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>4</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	91.1	6	90
BRUSSELS	LOGANAIR LTD	S	72	0	2	0.0	40.5	36.5	6.8	8.1	2.7	2.7	0.0	0.0	0.0	2.7	13	0.0	0	0
<b>TOTAL BRUSSELS</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.5</b>	<b>36.5</b>	<b>6.8</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>91.1</b>	<b>6</b>	<b>90</b>
<b>TOTAL BELGIUM</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.5</b>	<b>36.5</b>	<b>6.8</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>91.1</b>	<b>6</b>	<b>90</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	S	26	0	0	0.0	26.9	38.5	19.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	41	96.2	3	26
BURGAS	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	4	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	88.9	5	9
BURGAS	TUI AIRWAYS LTD	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	88.2	9	17
<b>TOTAL BURGAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>42.3</b>	<b>13.5</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>26</b>	<b>92.3</b>	<b>5</b>	<b>52</b>
<b>TOTAL BULGARIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>42.3</b>	<b>13.5</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>26</b>	<b>92.3</b>	<b>5</b>	<b>52</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	16	0	0	6.3	31.3	56.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	9	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	80.0	5	10
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>56.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.6</b>	<b>7</b>	<b>28</b>
SPLIT	EASYJET UK LTD	S	18	0	0	0.0	5.6	16.7	16.7	38.9	11.1	11.1	0.0	0.0	0.0	0.0	46	50.0	27	16
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</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>46</b>	<b>50.0</b>	<b>27</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>35.3</b>	<b>8.8</b>	<b>23.5</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>68.2</b>	<b>14</b>	<b>44</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	17	0	0	23.5	5.9	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	10	18
LARNACA	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	29.4	41.2	5.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	16	61.1	19	18
LARNACA	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	33.3	22.2	11.1	16.7	11.1	0.0	0.0	0.0	0.0	43	66.7	14	18
<b>TOTAL LARNACA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>13.5</b>	<b>34.6</b>	<b>17.3</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>24</b>	<b>66.7</b>	<b>14</b>	<b>54</b>
PAPHOS	JET2.COM LTD	S	17	0	0	11.8	23.5	17.6	17.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	19	18
PAPHOS	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	38.9	23	18
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.4</b>	<b>22.9</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>47.2</b>	<b>21</b>	<b>36</b>
<b>TOTAL CYPRUS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>12.6</b>	<b>29.9</b>	<b>26.4</b>	<b>17.2</b>	<b>4.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.9</b>	<b>17</b>	<b>90</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	50.0	81	18
<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>50.0</b>	<b>81</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>0.0</b>	<b>0</b>	<b>50.0</b>	<b>81</b>	<b>18</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	8	
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
<b>FRANCE</b>																					
NICE	EASYJET UK LTD	S	36	0	0	0.0	16.7	47.2	19.4	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	50.0	21	36	
<b>TOTAL NICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>47.2</b>	<b>19.4</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>17</b>	<b>50.0</b>	<b>21</b>	<b>36</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	155	0	1	3.2	39.1	42.9	3.8	7.7	2.6	0.0	0.0	0.0	0.0	0.6	9	76.2	15	168	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>39.1</b>	<b>42.9</b>	<b>3.8</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>76.2</b>	<b>15</b>	<b>168</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>93</b>	<b>50.0</b>	<b>20</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>192</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>34.7</b>	<b>43.5</b>	<b>6.7</b>	<b>7.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>71.4</b>	<b>16</b>	<b>206</b>	
<b>GERMANY</b>																					
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	88.5	5	26	
<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>88.5</b>	<b>5</b>	<b>26</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	1.9	40.4	38.5	15.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	11	68.5	14	54	
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.4</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.5</b>	<b>14</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.4</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>11</b>	<b>80</b>	
<b>GREECE</b>																					
CORFU	EASYJET UK LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	7	8	
CORFU	JET2.COM LTD	S	16	0	0	6.3	25.0	37.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	18	75.0	6	8	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	13	18	
CORFU	TUI AIRWAYS LTD	S	28	0	0	0.0	21.4	50.0	14.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	66.7	14	18	
<b>TOTAL CORFU</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>24.3</b>	<b>50.0</b>	<b>10.0</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>11</b>	<b>52</b>	
HERAKLION	JET2.COM LTD	S	18	0	0	11.1	22.2	16.7	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	41.2	16	17	
HERAKLION	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	31	66.7	28	9	
HERAKLION	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	37.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	24	50.0	27	8	
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>20.6</b>	<b>20.6</b>	<b>17.6</b>	<b>26.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>22</b>	<b>34</b>	
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	100.0	0	8	
KEFALLINIA	TUI AIRWAYS 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	70.0	12	10	
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
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	80.0	10	10	
KOS	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	29.4	17.6	23.5	23.5	0.0	0.0	0.0	0.0	0.0	32	61.1	22	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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 KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>29.4</b>	<b>17.6</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>67.9</b>	<b>18</b>	<b>28</b>
RHODES	EASYJET UK LTD	S	10	0	0	0.0	10.0	10.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	24	60.0	25	10
RHODES	JET2.COM LTD	S	18	0	0	0.0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	44	66.7	17	18
RHODES	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	27.8	22.2	33.3	16.7	0.0	0.0	0.0	0.0	0.0	36	72.2	12	18
<b>TOTAL RHODES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>17.4</b>	<b>23.9</b>	<b>37.0</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>67.4</b>	<b>17</b>	<b>46</b>
SALONIKA	JET2.COM LTD	S	8	0	0	25.0	0.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	27	10
SALONIKA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	10
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>24</b>	<b>20</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	S	9	1	0	0.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10	100.0	1	10
<b>TOTAL SKIATHOS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</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>10.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	11.1	11.1	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	36	75.0	8	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
ZAKINTHOS	JET2.COM LTD	S	18	0	0	16.7	22.2	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	10	18
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	80.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	9	77.8	19	18
ZAKINTHOS	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	16.7	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	50.0	21	18
<b>TOTAL ZAKINTHOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>15.2</b>	<b>39.1</b>	<b>23.9</b>	<b>6.5</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.4</b>	<b>16</b>	<b>54</b>
<b>TOTAL GREECE</b>			<b>249</b>	<b>1</b>	<b>0</b>	<b>3.6</b>	<b>15.6</b>	<b>35.2</b>	<b>18.4</b>	<b>18.0</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>21</b>	<b>68.1</b>	<b>15</b>	<b>270</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	92.3	6	26
<b>TOTAL CORK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>6</b>	<b>26</b>
DUBLIN	AER LINGUS	S	62	0	0	0.0	25.8	46.8	8.1	14.5	4.8	0.0	0.0	0.0	0.0	0.0	14	95.2	2	62
DUBLIN	RYANAIR	S	98	0	0	3.1	35.7	36.7	12.2	9.2	3.1	0.0	0.0	0.0	0.0	0.0	12	80.4	9	112
<b>TOTAL DUBLIN</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>31.9</b>	<b>40.6</b>	<b>10.6</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.6</b>	<b>6</b>	<b>174</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>31.9</b>	<b>40.6</b>	<b>10.6</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.5</b>	<b>6</b>	<b>200</b>
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	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	10	77.8	19	18
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>50.0</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>19</b>	<b>18</b>
PISA	JET2.COM LTD	S	18	0	0	11.1	22.2	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	3	18
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	16.7	33.3	33.3	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	77.8	24	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>24</b>	<b>18</b>
VERONA VILLAFRANCA	ERNEST AIRLINES	S	10	0	0	0.0	50.0	30.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	40	0.0	0	0
VERONA VILLAFRANCA	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	0.0	0	87.5	8	8
VERONA VILLAFRANCA	TUI AIRWAYS 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	7	80.0	14	10
<b>TOTAL VERONA VILLAFRANCA</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>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>25</b>	<b>83.3</b>	<b>11</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>10.0</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>14</b>	<b>72</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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>MALTA</b>																					
MALTA	EASYJET UK LTD	S	18	0	0	11.1	16.7	11.1	5.6	38.9	5.6	0.0	11.1	0.0	0.0	0.0	58	56.3	24	16	
MALTA	JET2.COM LTD	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	10	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>28.6</b>	<b>10.7</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>65.4</b>	<b>18</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>28.6</b>	<b>10.7</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>65.4</b>	<b>18</b>	<b>26</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	17	0	0	23.5	29.4	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	35.7	42	14	
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>29.4</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>35.7</b>	<b>42</b>	<b>14</b>	
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>29.4</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>35.7</b>	<b>42</b>	<b>14</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	248	0	0	0.4	44.8	43.5	7.7	1.6	2.0	0.0	0.0	0.0	0.0	0.0	6	86.3	7	247	
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>44.8</b>	<b>43.5</b>	<b>7.7</b>	<b>1.6</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>6</b>	<b>86.3</b>	<b>7</b>	<b>247</b>	
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>44.8</b>	<b>43.5</b>	<b>7.7</b>	<b>1.6</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>6</b>	<b>86.3</b>	<b>7</b>	<b>247</b>	
<b>NORWAY</b>																					
STAVANGER	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	90.7	4	54	
STAVANGER	LOGANAIR LTD	S	51	0	1	7.7	36.5	38.5	1.9	5.8	1.9	3.8	0.0	1.9	0.0	1.9	22	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>36.5</b>	<b>38.5</b>	<b>1.9</b>	<b>5.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>90.7</b>	<b>4</b>	<b>54</b>	
<b>TOTAL NORWAY</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>36.5</b>	<b>38.5</b>	<b>1.9</b>	<b>5.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>90.7</b>	<b>4</b>	<b>54</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	0.0	44.4	27.8	0.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	28	77.8	24	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.8</b>	<b>24</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	1	15.8	31.6	26.3	5.3	0.0	10.5	5.3	0.0	0.0	0.0	5.3	23	77.8	25	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>15.8</b>	<b>31.6</b>	<b>26.3</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>23</b>	<b>77.8</b>	<b>25</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	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>88.9</b>	<b>5</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	38.9	29	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</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>38.9</b>	<b>29</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>5.5</b>	<b>40.0</b>	<b>30.9</b>	<b>7.3</b>	<b>5.5</b>	<b>3.6</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>70.8</b>	<b>21</b>	<b>72</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	44	0	0	2.3	47.7	34.1	2.3	4.5	9.1	0.0	0.0	0.0	0.0	0.0	11	86.4	18	44	
FARO	JET2.COM LTD	S	62	0	0	30.6	33.9	33.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.9	6	62	
FARO	RYANAIR	S	34	0	0	8.8	52.9	32.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	4	36	
<b>TOTAL FARO</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>42.9</b>	<b>33.6</b>	<b>1.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.1</b>	<b>9</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	0.0	25	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>0.0</b>	<b>25</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>42.9</b>	<b>33.6</b>	<b>1.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.5</b>	<b>9</b>	<b>143</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	52	0	0	11.5	44.2	30.8	7.7	1.9	3.8	0.0	0.0	0.0	0.0	0.0	8	69.8	27	53
ALICANTE	JET2.COM LTD	S	98	0	0	16.3	34.7	39.8	5.1	2.0	1.0	1.0	0.0	0.0	0.0	0.0	7	92.9	12	98
ALICANTE	RYANAIR	S	62	0	0	14.5	45.2	32.3	4.8	0.0	1.6	1.6	0.0	0.0	0.0	0.0	6	93.5	3	62
ALICANTE	TUI AIRWAYS LTD	S	18	0	0	5.6	22.2	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	7	24
<b>TOTAL ALICANTE</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>38.7</b>	<b>36.1</b>	<b>7.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.5</b>	<b>13</b>	<b>237</b>
ALMERIA	JET2.COM LTD	S	18	0	0	38.9	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
BARCELONA	EASYJET UK LTD	S	44	0	0	0.0	31.8	29.5	6.8	9.1	13.6	9.1	0.0	0.0	0.0	0.0	32	63.0	25	46
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>29.5</b>	<b>6.8</b>	<b>9.1</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>63.0</b>	<b>25</b>	<b>46</b>
GIRONA	JET2.COM LTD	S	18	0	0	44.4	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	47	18
GIRONA	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	7	87.5	6	16
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.2</b>	<b>28</b>	<b>34</b>
IBIZA	JET2.COM LTD	S	62	0	0	19.4	29.0	37.1	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	79.0	11	62
IBIZA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	5	18
IBIZA	TUI AIRWAYS LTD	S	28	0	0	3.6	32.1	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	6	25
<b>TOTAL IBIZA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>29.6</b>	<b>43.9</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.9</b>	<b>9</b>	<b>105</b>
MADRID	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	22	18
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>22</b>	<b>18</b>
MAHON	JET2.COM LTD	S	28	0	0	17.9	35.7	42.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	7	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	77.8	8	18
MAHON	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	11	8
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>30.6</b>	<b>52.8</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>3</b>	<b>80.8</b>	<b>8</b>	<b>52</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	90.0	6	10
MALAGA	EASYJET UK LTD	S	54	0	0	3.7	27.8	40.7	14.8	7.4	5.6	0.0	0.0	0.0	0.0	0.0	13	79.6	10	54
MALAGA	JET2.COM LTD	S	62	0	0	25.8	32.3	27.4	9.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	5	62
MALAGA	RYANAIR	S	36	0	0	13.9	41.7	41.7	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	20	44
MALAGA	TUI AIRWAYS LTD	S	18	0	0	5.6	22.2	38.9	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	14	12.5	31	8
<b>TOTAL MALAGA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>31.8</b>	<b>35.9</b>	<b>11.8</b>	<b>4.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.9</b>	<b>11</b>	<b>178</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	17	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>17</b>	<b>18</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	70	0	0	4.3	25.7	34.3	11.4	8.6	5.7	5.7	4.3	0.0	0.0	0.0	34	62.9	32	70
PALMA DE MALLORCA	JET2.COM LTD	S	108	0	0	20.4	27.8	35.2	8.3	5.6	0.9	0.9	0.9	0.0	0.0	0.0	10	78.3	27	106

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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	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	1.6	33.9	41.9	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	71.0	14	62	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	26.9	61.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	73.5	10	34	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	42	0	0	2.4	16.7	52.4	9.5	9.5	7.1	0.0	2.4	0.0	0.0	0.0	20	80.8	16	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>26.9</b>	<b>40.9</b>	<b>10.4</b>	<b>6.2</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.8</b>	<b>22</b>	<b>298</b>	
REUS	JET2.COM LTD	S	28	0	0	32.1	17.9	32.1	7.1	3.6	3.6	3.6	0.0	0.0	0.0	0.0	15	80.6	8	36	
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	75.0	11	8	
REUS	TUI AIRWAYS LTD	S	26	0	0	3.8	42.3	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	6	24	
<b>TOTAL REUS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>29.6</b>	<b>40.7</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.8</b>	<b>8</b>	<b>68</b>	
<b>TOTAL SPAIN</b>			<b>994</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>32.3</b>	<b>37.8</b>	<b>8.8</b>	<b>4.0</b>	<b>2.5</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.0</b>	<b>15</b>	<b>1072</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	26	0	0	46.2	15.4	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.5	12	27	
ARRECIFE	RYANAIR	S	16	0	0	37.5	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	19	18	
ARRECIFE	TUI AIRWAYS LTD	S	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	10	
<b>TOTAL ARRECIFE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>25.7</b>	<b>31.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.3</b>	<b>11</b>	<b>73</b>	
FUERTEVENTURA	JET2.COM LTD	S	19	0	0	52.6	15.8	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	18	
<b>TOTAL FUERTEVENTURA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>48.3</b>	<b>24.1</b>	<b>27.6</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>94.4</b>	<b>3</b>	<b>36</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	11	16	
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	87.5	6	8	
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	7	8	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.4</b>	<b>9</b>	<b>32</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	30.6	22.2	30.6	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	35	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	16.7	27.8	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	92.3	30	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	11.1	50.0	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	70.6	15	17	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	55.6	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	18	73.1	12	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>21.1</b>	<b>41.1</b>	<b>14.4</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.8</b>	<b>15</b>	<b>104</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>27.0</b>	<b>25.1</b>	<b>34.4</b>	<b>11.2</b>	<b>0.9</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>6</b>	<b>84.5</b>	<b>11</b>	<b>245</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	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	15	50.0	17	18	
<b>TOTAL GENEVA</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>15</b>	<b>50.0</b>	<b>17</b>	<b>18</b>	
<b>TOTAL SWITZERLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>15</b>	<b>50.0</b>	<b>17</b>	<b>18</b>	
<b>TUNISIA</b>																					

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	S	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	8	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	S	10	0	0	0.0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>11</b>	<b>8</b>	
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>11</b>	<b>8</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	40.0	24	10	
ANTALYA	JET2.COM LTD	S	37	0	0	2.7	18.9	45.9	18.9	13.5	0.0	0.0	0.0	0.0	0.0	0.0	14	73.1	12	26	
ANTALYA	THOMAS COOK AIRLINES LTD	S	27	0	0	11.1	33.3	37.0	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	19	36	
ANTALYA	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	0.0	12	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>23.0</b>	<b>44.6</b>	<b>17.6</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.3</b>	<b>17</b>	<b>72</b>	
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	21	10	
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	75.0	10	8	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>16</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	100.0	2	8	
DALAMAN	JET2.COM LTD	S	45	0	0	2.2	28.9	37.8	28.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9	59.3	61	27	
DALAMAN	THOMAS COOK AIRLINES LTD	S	52	0	0	17.3	28.8	38.5	13.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	7	77.8	31	54	
DALAMAN	TUI AIRWAYS LTD	S	26	0	0	0.0	15.4	53.8	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	16	77.8	8	18	
<b>TOTAL DALAMAN</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>26.0</b>	<b>41.5</b>	<b>18.7</b>	<b>4.1</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>10</b>	<b>74.8</b>	<b>33</b>	<b>107</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>25.3</b>	<b>42.4</b>	<b>17.5</b>	<b>6.5</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>11</b>	<b>70.6</b>	<b>26</b>	<b>197</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	8.1	33.9	41.9	6.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	87.1	7	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>33.9</b>	<b>41.9</b>	<b>6.5</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>87.1</b>	<b>7</b>	<b>62</b>	
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>33.9</b>	<b>41.9</b>	<b>6.5</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>87.1</b>	<b>7</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
ABERDEEN	FLYBE LTD	S	109	0	5	8.8	36.8	36.8	6.1	6.1	0.9	0.0	0.0	0.0	0.0	4.4	7	41.3	37	94	
<b>TOTAL ABERDEEN</b>			<b>109</b>	<b>0</b>	<b>5</b>	<b>8.8</b>	<b>36.8</b>	<b>36.8</b>	<b>6.1</b>	<b>6.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>7</b>	<b>41.7</b>	<b>36</b>	<b>95</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	168	0	0	1.2	38.7	34.5	11.9	5.4	7.1	1.2	0.0	0.0	0.0	0.0	15	67.6	20	170	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>38.7</b>	<b>34.5</b>	<b>11.9</b>	<b>5.4</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.6</b>	<b>20</b>	<b>170</b>	
BIRMINGHAM	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
BRISTOL	EASYJET UK LTD	S	122	0	2	2.4	33.9	29.0	13.7	10.5	8.9	0.0	0.0	0.0	0.0	1.6	17	54.0	24	126
<b>TOTAL BRISTOL</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>33.9</b>	<b>29.0</b>	<b>13.7</b>	<b>10.5</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>54.0</b>	<b>24</b>	<b>126</b>
CARDIFF WALES	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
CARDIFF WALES	FLYBE LTD	S	34	0	0	44.1	2.9	38.2	2.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	35.4	23	52
<b>TOTAL CARDIFF WALES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44.1</b>	<b>2.9</b>	<b>38.2</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>36.9</b>	<b>22</b>	<b>54</b>
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL DURHAM TEES VALLEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</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	30	2
EAST MIDLANDS INTERNATIONAL	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	15	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>30</b>	<b>2</b>
EXETER	FLYBE LTD	S	62	0	0	0.0	29.0	38.7	4.8	12.9	6.5	6.5	1.6	0.0	0.0	0.0	26	74.2	11	60
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>38.7</b>	<b>4.8</b>	<b>12.9</b>	<b>6.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>74.2</b>	<b>11</b>	<b>60</b>
GATWICK	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	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>38</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	280	0	2	0.4	31.9	33.0	14.5	11.7	5.3	1.4	0.7	0.4	0.0	0.7	20	84.7	9	293
<b>TOTAL HEATHROW</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>31.9</b>	<b>33.0</b>	<b>14.5</b>	<b>11.7</b>	<b>5.3</b>	<b>1.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>84.7</b>	<b>9</b>	<b>293</b>
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	EASYJET UK LTD	S	35	0	0	11.4	37.1	31.4	5.7	2.9	0.0	8.6	0.0	2.9	0.0	0.0	63	79.4	12	34
<b>TOTAL JERSEY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>37.1</b>	<b>31.4</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>8.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>79.4</b>	<b>12</b>	<b>34</b>
LUTON	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 LUTON</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>
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>0</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	10	0	0	0.0	0.0	50.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	67	8
<b>TOTAL NEWQUAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>67</b>	<b>8</b>
SOUTHAMPTON	FLYBE LTD	S	148	0	7	1.9	41.3	33.5	7.7	6.5	4.5	0.0	0.0	0.0	0.0	4.5	11	73.9	14	155
<b>TOTAL SOUTHAMPTON</b>			<b>148</b>	<b>0</b>	<b>7</b>	<b>1.9</b>	<b>41.3</b>	<b>33.5</b>	<b>7.7</b>	<b>6.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>11</b>	<b>73.9</b>	<b>14</b>	<b>155</b>
SOUTHEND	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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>2</b>	<b>1</b>
STANSTED	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	12	1
STANSTED	SUN AIR OF SCANDINAVIA	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL 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>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>100.0</b>	<b>12</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>976</b>	<b>0</b>	<b>16</b>	<b>3.9</b>	<b>34.0</b>	<b>34.0</b>	<b>10.7</b>	<b>8.7</b>	<b>5.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>66.2</b>	<b>17</b>	<b>1003</b>

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	
USA																					
SANFORD	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	24	13
TOTAL SANFORD			8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	24	13
TOTAL USA			8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	24	13
TOTAL NEWCASTLE			4058	1	21	7.9	31.8	37.3	10.5	7.0	3.5	1.0	0.3	0.1	0.0	0.5	13	75.4	15	4328	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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>FRANCE</b>																				
AVIGNON	FLYBE LTD	S	10	0	0	10.0	0.0	60.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25	61.5	20	25
<b>TOTAL AVIGNON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>61.5</b>	<b>20</b>	<b>25</b>
BASTIA	FLYBE LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	52	7
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.1</b>	<b>52</b>	<b>7</b>
BERGERAC	FLYBE LTD	S	62	0	0	14.5	40.3	35.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	74.2	19	62
<b>TOTAL BERGERAC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>35.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.2</b>	<b>19</b>	<b>62</b>
BIARRITZ	FLYBE 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	1	25.0	56	8
<b>TOTAL BIARRITZ</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>25.0</b>	<b>56</b>	<b>8</b>
BORDEAUX	FLYBE LTD	S	36	0	0	0.0	30.6	38.9	8.3	13.9	8.3	0.0	0.0	0.0	0.0	0.0	15	85.3	8	34
<b>TOTAL BORDEAUX</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>38.9</b>	<b>8.3</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>15</b>	<b>85.3</b>	<b>8</b>	<b>34</b>
BREST	FLYBE LTD	S	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	55	6
<b>TOTAL BREST</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>25.0</b>	<b>55</b>	<b>6</b>
LA ROCHELLE	FLYBE LTD	S	36	0	0	5.6	25.0	58.3	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	82.4	6	33
<b>TOTAL LA ROCHELLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.4</b>	<b>6</b>	<b>33</b>
LIMOGES	FLYBE LTD	S	18	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	6	26
<b>TOTAL LIMOGES</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>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>84.6</b>	<b>6</b>	<b>26</b>
NANTES	FLYBE LTD	S	34	0	0	0.0	41.2	47.1	5.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	72.2	32	36
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>47.1</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.2</b>	<b>32</b>	<b>36</b>
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	103	0	1	0.0	18.3	62.5	11.5	2.9	3.8	0.0	0.0	0.0	0.0	1.0	9	63.9	19	108
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.3</b>	<b>62.5</b>	<b>11.5</b>	<b>2.9</b>	<b>3.8</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>63.9</b>	<b>19</b>	<b>108</b>
PERPIGNAN	FLYBE 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	37.5	53	8
<b>TOTAL PERPIGNAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>37.5</b>	<b>53</b>	<b>8</b>
RENNES	FLYBE LTD	S	28	0	0	7.1	39.3	28.6	10.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	53.8	42	26
<b>TOTAL RENNES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>28.6</b>	<b>10.7</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>53.8</b>	<b>42</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	0.0	0	71.4	15	28
<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>71.4</b>	<b>15</b>	<b>28</b>
TOULON / HYERES	FLYBE LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	9	14
<b>TOTAL TOULON / HYERES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>9</b>	<b>14</b>
<b>TOTAL FRANCE</b>			<b>371</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>29.8</b>	<b>48.4</b>	<b>8.9</b>	<b>4.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>68.1</b>	<b>21</b>	<b>421</b>
<b>GERMANY</b>																				
DUSSELDORF	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2
DUSSELDORF	FLYBE LTD	S	44	0	0	2.3	22.7	45.5	15.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	90.7	6	54
<b>TOTAL DUSSELDORF</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>45.5</b>	<b>15.9</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.3</b>	<b>7</b>	<b>56</b>
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>45.5</b>	<b>15.9</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.3</b>	<b>7</b>	<b>56</b>
<b>GREECE</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													AUG 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
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	85.7	16	7
<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>85.7</b>	<b>16</b>	<b>7</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>85.7</b>	<b>16</b>	<b>7</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	78.8	9	52
<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>78.8</b>	<b>9</b>	<b>52</b>
DUBLIN	FLYBE LTD	S	174	0	1	5.7	17.7	45.7	12.0	13.7	4.0	0.6	0.0	0.0	0.0	0.6	15	66.5	16	220
<b>TOTAL DUBLIN</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>17.7</b>	<b>45.7</b>	<b>12.0</b>	<b>13.7</b>	<b>4.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>66.5</b>	<b>16</b>	<b>220</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>17.7</b>	<b>45.7</b>	<b>12.0</b>	<b>13.7</b>	<b>4.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>68.8</b>	<b>15</b>	<b>272</b>
<b>ITALY</b>																				
VERONA VILLAFRANCA	FLYBE LTD	S	18	0	0	11.1	27.8	50.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	46.2	50	26
<b>TOTAL VERONA VILLAFRANCA</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>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>46.2</b>	<b>50</b>	<b>26</b>
<b>TOTAL ITALY</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>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>46.2</b>	<b>50</b>	<b>26</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	211	0	1	6.6	29.7	41.5	10.4	4.2	4.7	1.4	0.9	0.0	0.0	0.5	14	71.5	14	191
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	87.1	8	62
<b>TOTAL AMSTERDAM</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>29.7</b>	<b>41.5</b>	<b>10.4</b>	<b>4.2</b>	<b>4.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>75.3</b>	<b>13</b>	<b>253</b>
<b>TOTAL NETHERLANDS</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>29.7</b>	<b>41.5</b>	<b>10.4</b>	<b>4.2</b>	<b>4.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>75.3</b>	<b>13</b>	<b>253</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	FLYBE LTD	S	28	0	0	14.3	39.3	28.6	7.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	9	68.0	37	25
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>39.3</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.0</b>	<b>37</b>	<b>25</b>
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>39.3</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.0</b>	<b>37</b>	<b>25</b>
<b>SPAIN</b>																				
ALICANTE	FLYBE LTD	S	52	0	0	9.6	32.7	46.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	9	52
<b>TOTAL ALICANTE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>32.7</b>	<b>46.2</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>0.0</b>	<b>6</b>	<b>84.6</b>	<b>9</b>	<b>52</b>
IBIZA	VOLOTEA	C	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10
<b>TOTAL IBIZA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
MAHON	FLYBE LTD	C	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	15	7
<b>TOTAL MAHON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>71.4</b>	<b>15</b>	<b>7</b>
MALAGA	FLYBE LTD	S	36	0	0	22.2	30.6	38.9	0.0	2.8	0.0	5.6	0.0	0.0	0.0	0.0	11	80.6	18	35
<b>TOTAL MALAGA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>30.6</b>	<b>38.9</b>	<b>0.0</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>0.0</b>	<b>11</b>	<b>80.6</b>	<b>18</b>	<b>35</b>
PALMA DE MALLORCA	FLYBE LTD	S	26	0	0	3.8	26.9	57.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	18	18
PALMA DE MALLORCA	VOLOTEA	C	18	0	0	22.2	27.8	5.6	16.7	22.2	0.0	5.6	0.0	0.0	0.0	0.0	23	31.3	36	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>27.3</b>	<b>36.4</b>	<b>9.1</b>	<b>13.6</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>14</b>	<b>47.1</b>	<b>26</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>30.9</b>	<b>41.4</b>	<b>5.3</b>	<b>5.9</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>74.8</b>	<b>15</b>	<b>138</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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>SWEDEN</b>																					
SKELLEFTEA	AIR DOLOMITI	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 SKELLEFTEA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ALDERNEY	AURIGNY AIR SERVICES	S	298	0	22	0.6	33.8	32.2	8.8	10.0	4.4	2.5	0.9	0.0	0.0	6.9	20	69.4	14	288	
<b>TOTAL ALDERNEY</b>			<b>298</b>	<b>0</b>	<b>22</b>	<b>0.6</b>	<b>33.8</b>	<b>32.2</b>	<b>8.8</b>	<b>10.0</b>	<b>4.4</b>	<b>2.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>20</b>	<b>69.4</b>	<b>14</b>	<b>288</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	169	0	0	4.1	35.5	44.4	8.3	2.4	4.7	0.6	0.0	0.0	0.0	0.0	9	85.5	10	185	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>35.5</b>	<b>44.4</b>	<b>8.3</b>	<b>2.4</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>10</b>	<b>185</b>	
BIRMINGHAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
EAST MIDLANDS INTERNATIONAL	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	50.0	16	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>2</b>	
EDINBURGH	FLYBE LTD	S	229	0	0	0.4	26.6	47.2	12.7	5.7	7.0	0.4	0.0	0.0	0.0	0.0	13	83.0	9	226	
<b>TOTAL EDINBURGH</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>26.6</b>	<b>47.2</b>	<b>12.7</b>	<b>5.7</b>	<b>7.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.0</b>	<b>9</b>	<b>226</b>	
GLASGOW	FLYBE LTD	S	220	0	0	0.5	40.5	41.8	8.2	4.1	5.0	0.0	0.0	0.0	0.0	0.0	10	79.7	12	256	
<b>TOTAL GLASGOW</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>40.5</b>	<b>41.8</b>	<b>8.2</b>	<b>4.1</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>79.7</b>	<b>12</b>	<b>256</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	102	0	4	0.9	44.3	31.1	10.4	5.7	0.0	1.9	0.9	0.9	0.0	3.8	18	0.0	41	1	
GUERNSEY	FLYBE LTD	S	257	0	3	1.5	27.3	41.2	11.5	10.4	3.5	3.5	0.0	0.0	0.0	1.2	17	89.5	6	256	
<b>TOTAL GUERNSEY</b>			<b>359</b>	<b>0</b>	<b>7</b>	<b>1.4</b>	<b>32.2</b>	<b>38.3</b>	<b>11.2</b>	<b>9.0</b>	<b>2.5</b>	<b>3.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>89.2</b>	<b>6</b>	<b>257</b>	
JERSEY	FLYBE LTD	S	283	0	30	2.2	35.8	35.1	6.4	7.0	3.2	0.6	0.0	0.0	0.0	9.6	11	68.4	24	289	
<b>TOTAL JERSEY</b>			<b>283</b>	<b>0</b>	<b>30</b>	<b>2.2</b>	<b>35.8</b>	<b>35.1</b>	<b>6.4</b>	<b>7.0</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.6</b>	<b>11</b>	<b>67.7</b>	<b>24</b>	<b>289</b>	
LEEDS BRADFORD	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	14	2	
LEEDS BRADFORD	FLYBE LTD	S	92	0	4	0.0	5.2	71.9	13.5	3.1	0.0	1.0	1.0	0.0	0.0	4.2	13	75.3	15	91	
<b>TOTAL LEEDS BRADFORD</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>5.2</b>	<b>71.9</b>	<b>13.5</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>13</b>	<b>70.5</b>	<b>15</b>	<b>93</b>	
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LIVERPOOL (JOHN LENNON)	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	8	1	
LIVERPOOL (JOHN LENNON)	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 LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
MANCHESTER	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												AUG 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	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
MANCHESTER	FLYBE LTD	S	268	0	6	1.1	22.3	49.3	12.0	5.5	6.6	1.1	0.0	0.0	0.0	2.2	15	78.6	12	272
MANCHESTER	JOTA AVIATION LTD	C	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>272</b>	<b>0</b>	<b>6</b>	<b>1.1</b>	<b>22.3</b>	<b>49.3</b>	<b>12.2</b>	<b>5.4</b>	<b>6.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>78.9</b>	<b>12</b>	<b>275</b>
NEWCASTLE	FLYBE LTD	S	148	0	7	3.2	40.0	34.2	8.4	6.5	3.2	0.0	0.0	0.0	0.0	4.5	10	76.4	13	155
<b>TOTAL NEWCASTLE</b>			<b>148</b>	<b>0</b>	<b>7</b>	<b>3.2</b>	<b>40.0</b>	<b>34.2</b>	<b>8.4</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>4.5</b>	<b>10</b>	<b>76.4</b>	<b>13</b>	<b>155</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2072</b>	<b>0</b>	<b>76</b>	<b>1.4</b>	<b>31.6</b>	<b>41.3</b>	<b>9.8</b>	<b>6.6</b>	<b>4.2</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>14</b>	<b>77.6</b>	<b>13</b>	<b>2031</b>
<b>TOTAL SOUTHAMPTON</b>			<b>3070</b>	<b>0</b>	<b>80</b>	<b>3.2</b>	<b>30.3</b>	<b>42.4</b>	<b>9.6</b>	<b>6.5</b>	<b>4.0</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>75.3</b>	<b>15</b>	<b>3229</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
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	80.6	9	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>80.6</b>	<b>9</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>80.6</b>	<b>9</b>	<b>36</b>	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	44	0	0	2.3	31.8	54.5	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	49	36	
<b>TOTAL ANTWERP</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>31.8</b>	<b>54.5</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>49</b>	<b>36</b>	
<b>TOTAL BELGIUM</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>31.8</b>	<b>54.5</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>49</b>	<b>36</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	17	0	0	0.0	58.8	29.4	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	8	93.8	5	16	
DUBROVNIK	STOBART AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	16	
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.6</b>	<b>5</b>	<b>32</b>	
PULA	EASYJET UK LTD	S	18	0	0	0.0	33.3	33.3	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	61.1	24	18	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</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>61.1</b>	<b>24</b>	<b>18</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	87.5	7	8	
<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>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL CROATIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.0</b>	<b>11</b>	<b>58</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	33	1	0	2.9	47.1	29.4	8.8	5.9	0.0	0.0	2.9	0.0	2.9	0.0	13	88.9	6	36	
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	54.8	42	62	
<b>TOTAL PRAGUE</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>29.4</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>13</b>	<b>67.3</b>	<b>29</b>	<b>98</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>29.4</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>13</b>	<b>67.3</b>	<b>29</b>	<b>98</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	28	0	0	14.3	46.4	21.4	7.1	3.6	0.0	7.1	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>21.4</b>	<b>7.1</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>21.4</b>	<b>7.1</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	26	0	0	26.9	30.8	26.9	3.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	85.7	8	28	
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>30.8</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.7</b>	<b>8</b>	<b>28</b>	
BREST	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	0.0	0	0	
<b>TOTAL BREST</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>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	STOBART AIR	S	54	0	0	3.7	22.2	51.9	14.8	5.6	1.9	0.0	0.0	0.0	0.0	0.0	10	64.7	36	34	
<b>TOTAL CAEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>51.9</b>	<b>14.8</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>36</b>	<b>34</b>	
CHATEAUROUX 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	75.0	9	12	
<b>TOTAL CHATEAUROUX DEOLS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>12</b>	
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	67.2	43	57	
<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>67.2</b>	<b>43</b>	<b>57</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	BA CITYFLYER 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	139	0.0	0	0
<b>TOTAL NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>139</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	34	0	0	0.0	38.2	26.5	20.6	11.8	2.9	0.0	0.0	0.0	0.0	0.0	15	69.4	17	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>26.5</b>	<b>20.6</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.4</b>	<b>17</b>	<b>36</b>
RENNES	STOBART AIR	S	124	0	0	3.2	44.4	35.5	4.8	4.8	5.6	1.6	0.0	0.0	0.0	0.0	12	54.8	34	92
<b>TOTAL RENNES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>44.4</b>	<b>35.5</b>	<b>4.8</b>	<b>4.8</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>12</b>	<b>54.8</b>	<b>34</b>	<b>92</b>
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION LTD	S	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.9</b>	<b>36.7</b>	<b>8.3</b>	<b>6.1</b>	<b>4.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.1</b>	<b>30</b>	<b>259</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	30	52
<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>30</b>	<b>52</b>
MUNICH	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	129	0.0	0	0
<b>TOTAL MUNICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>129</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>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>129</b>	<b>50.0</b>	<b>30</b>	<b>52</b>
<b>GREECE</b>																				
CORFU	RYANAIR	S	15	1	0	0.0	31.3	31.3	12.5	12.5	0.0	0.0	6.3	0.0	6.3	0.0	27	0.0	0	0
<b>TOTAL CORFU</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MIKONOS	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	45	1
<b>TOTAL MIKONOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>45</b>	<b>1</b>
<b>TOTAL GREECE</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>45</b>	<b>1</b>
<b>HUNGARY</b>																				
BUDAPEST	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
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	68.0	14	25
<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>65.4</b>	<b>14</b>	<b>26</b>
<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>65.4</b>	<b>14</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	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
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	66.7	47	3
DUBLIN	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
DUBLIN	RYANAIR	S	123	0	0	2.4	37.4	40.7	8.9	8.1	1.6	0.8	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	50.6	51	170
<b>TOTAL DUBLIN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.6</b>	<b>40.0</b>	<b>8.8</b>	<b>8.0</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>10</b>	<b>50.9</b>	<b>51</b>	<b>173</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.6</b>	<b>40.0</b>	<b>8.8</b>	<b>8.0</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>10</b>	<b>50.9</b>	<b>51</b>	<b>173</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	RYANAIR	S	34	0	0	2.9	26.5	26.5	14.7	14.7	14.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>26.5</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</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	88.9	6	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</b>	<b>88.9</b>	<b>6</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	33.3	16	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</b>	<b>33.3</b>	<b>16</b>	<b>18</b>		
FLORENCE	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		
<b>TOTAL FLORENCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
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	67.4	43	46		
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>67.4</b>	<b>43</b>	<b>46</b>		
VENICE	RYANAIR	S	34	0	0	0.0	29.4	32.4	29.4	5.9	2.9	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL VENICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>32.4</b>	<b>29.4</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ITALY</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>27.5</b>	<b>29.0</b>	<b>21.7</b>	<b>10.1</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.6</b>	<b>29</b>	<b>82</b>		
<b>MALTA</b>																					
MALTA	AIR MALTA	S	28	0	0	21.4	17.9	46.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	12	73.1	30	26		
MALTA	EASYJET UK LTD	S	24	0	2	3.8	38.5	34.6	3.8	11.5	0.0	0.0	0.0	0.0	7.7	9	65.4	14	26		
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>27.8</b>	<b>40.7</b>	<b>1.9</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>69.2</b>	<b>22</b>	<b>52</b>		
<b>TOTAL MALTA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>27.8</b>	<b>40.7</b>	<b>1.9</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>69.2</b>	<b>22</b>	<b>52</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	111	1	2	0.9	50.0	28.1	3.5	7.9	7.0	0.0	0.0	0.0	0.9	1.8	12	74.1	14	115	
<b>TOTAL AMSTERDAM</b>			<b>111</b>	<b>1</b>	<b>2</b>	<b>0.9</b>	<b>50.0</b>	<b>28.1</b>	<b>3.5</b>	<b>7.9</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>1.8</b>	<b>12</b>	<b>74.1</b>	<b>14</b>	<b>115</b>	
GRONINGEN	STOBART AIR	S	95	1	2	5.1	56.1	31.6	2.0	2.0	0.0	0.0	0.0	1.0	2.0	3	79.1	13	146		
<b>TOTAL GRONINGEN</b>			<b>95</b>	<b>1</b>	<b>2</b>	<b>5.1</b>	<b>56.1</b>	<b>31.6</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>2.0</b>	<b>3</b>	<b>79.1</b>	<b>13</b>	<b>146</b>		
<b>TOTAL NETHERLANDS</b>			<b>206</b>	<b>2</b>	<b>4</b>	<b>2.8</b>	<b>52.8</b>	<b>29.7</b>	<b>2.8</b>	<b>5.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>1.9</b>	<b>8</b>	<b>76.9</b>	<b>13</b>	<b>261</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	89	1	0	13.3	45.6	25.6	6.7	3.3	2.2	1.1	1.1	0.0	1.1	0.0	10	83.0	15	88	
FARO	RYANAIR	S	45	0	0	2.2	20.0	48.9	13.3	15.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
FARO	STOBART AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL FARO</b>			<b>135</b>	<b>1</b>	<b>0</b>	<b>9.6</b>	<b>36.8</b>	<b>33.8</b>	<b>8.8</b>	<b>7.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>11</b>	<b>83.0</b>	<b>15</b>	<b>88</b>	
<b>TOTAL PORTUGAL</b>			<b>135</b>	<b>1</b>	<b>0</b>	<b>9.6</b>	<b>36.8</b>	<b>33.8</b>	<b>8.8</b>	<b>7.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>11</b>	<b>83.0</b>	<b>15</b>	<b>88</b>	
<b>ROMANIA</b>																					
CLUJ NAPOCA	RYANAIR	S	28	0	0	0.0	17.9	50.0	7.1	17.9	7.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL CLUJ NAPOCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</b>	<b>7.1</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ROMANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</b>	<b>7.1</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>SLOVAK REPUBLIC</b>																					
KOSICE	RYANAIR	S	28	0	0	21.4	57.1	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 KOSICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>57.1</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>57.1</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>																					
ALICANTE	EASYJET UK LTD	S	88	0	0	8.0	37.5	31.8	6.8	9.1	5.7	1.1	0.0	0.0	0.0	0.0	13	76.7	17	90	
ALICANTE	RYANAIR	S	44	0	0	11.4	40.9	29.5	6.8	9.1	2.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>38.6</b>	<b>31.1</b>	<b>6.8</b>	<b>9.1</b>	<b>4.5</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>76.7</b>	<b>17</b>	<b>90</b>	
BARCELONA	EASYJET UK LTD	S	34	0	0	5.9	26.5	23.5	14.7	11.8	17.6	0.0	0.0	0.0	0.0	0.0	27	58.3	21	36	
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>23.5</b>	<b>14.7</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>58.3</b>	<b>21</b>	<b>36</b>	
BILBAO	RYANAIR	S	34	0	0	0.0	17.6	41.2	14.7	23.5	2.9	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL BILBAO</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>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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	EASYJET UK LTD	S	28	0	0	3.6	60.7	14.3	17.9	0.0	0.0	0.0	0.0	3.6	0.0	0.0	35	76.9	14	26	
<b>TOTAL IBIZA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>60.7</b>	<b>14.3</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>76.9</b>	<b>14</b>	<b>26</b>	
MAHON	EASYJET UK LTD	S	18	0	0	0.0	5.6	33.3	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	61.1	29	18	
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</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>19</b>	<b>61.1</b>	<b>29</b>	<b>18</b>	
MALAGA	EASYJET UK LTD	S	61	1	0	1.6	21.0	33.9	14.5	19.4	6.5	0.0	1.6	0.0	1.6	0.0	22	61.3	32	60	
MALAGA	RYANAIR	S	44	0	0	0.0	18.2	52.3	18.2	9.1	2.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>105</b>	<b>1</b>	<b>0</b>	<b>0.9</b>	<b>19.8</b>	<b>41.5</b>	<b>16.0</b>	<b>15.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>18</b>	<b>61.3</b>	<b>32</b>	<b>60</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	0	22.2	22.2	22.2	0.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	44.4	37	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>44.4</b>	<b>37</b>	<b>18</b>	
PALMA DE MALLORCA	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	11	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	63	0	0	7.9	39.7	30.2	9.5	7.9	1.6	0.0	3.2	0.0	0.0	0.0	15	78.7	17	61	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	4.8	38.7	27.4	14.5	12.9	0.0	0.0	1.6	0.0	0.0	0.0	13	0.0	0	0	
PALMA DE MALLORCA	VOLOTEA	S	7	0	0	0.0	14.3	14.3	0.0	0.0	57.1	14.3	0.0	0.0	0.0	0.0	69	25.0	22	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>37.6</b>	<b>28.6</b>	<b>11.3</b>	<b>9.8</b>	<b>3.8</b>	<b>0.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.5</b>	<b>18</b>	<b>69</b>	
REUS	RYANAIR	S	18	0	0	5.6	33.3	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>520</b>	<b>1</b>	<b>0</b>	<b>5.6</b>	<b>31.7</b>	<b>31.9</b>	<b>12.7</b>	<b>11.7</b>	<b>4.8</b>	<b>0.6</b>	<b>0.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>18</b>	<b>68.0</b>	<b>22</b>	<b>317</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	144	0	0	2.1	56.9	22.9	4.9	4.9	4.9	2.1	1.4	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>56.9</b>	<b>22.9</b>	<b>4.9</b>	<b>4.9</b>	<b>4.9</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARLISLE	LOGANAIR LTD	S	34	0	2	0.0	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	8	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 CARLISLE</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</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>5.6</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>1</b>
GLASGOW	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GLASGOW	LOGANAIR LTD	S	148	0	0	2.0	25.0	35.8	12.2	12.8	10.8	0.7	0.7	0.0	0.0	0.0	23	0.0	0	0
GLASGOW	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	50	106
<b>TOTAL GLASGOW</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>24.8</b>	<b>36.2</b>	<b>12.1</b>	<b>12.8</b>	<b>10.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>50</b>	<b>106</b>
GUERNSEY	BLUE ISLANDS LIMITED	S	62	0	0	0.0	22.6	40.3	19.4	6.5	8.1	3.2	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>40.3</b>	<b>19.4</b>	<b>6.5</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	EASYJET UK LTD	S	46	0	0	4.3	34.8	32.6	13.0	13.0	2.2	0.0	0.0	0.0	0.0	0.0	12	76.2	20	42
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>34.8</b>	<b>32.6</b>	<b>13.0</b>	<b>13.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.2</b>	<b>20</b>	<b>42</b>
MANCHESTER	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	66.0	21	158
<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>66.0</b>	<b>21</b>	<b>158</b>
NEWQUAY	STOBART AIR	S	62	0	0	1.6	14.5	43.5	21.0	14.5	4.8	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>43.5</b>	<b>21.0</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>498</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>34.6</b>	<b>33.6</b>	<b>12.0</b>	<b>9.4</b>	<b>6.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>61.7</b>	<b>31</b>	<b>307</b>
<b>TOTAL SOUTHEND</b>			<b>2083</b>	<b>6</b>	<b>8</b>	<b>4.6</b>	<b>36.5</b>	<b>33.8</b>	<b>10.0</b>	<b>8.7</b>	<b>4.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.4</b>	<b>14</b>	<b>66.8</b>	<b>26</b>	<b>1846</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	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	35	1	
<b>TOTAL TIRANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
<b>TOTAL ALBANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
<b>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	56.3	29	16	
<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>56.3</b>	<b>29</b>	<b>16</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	61.8	16	34	
SALZBURG	RYANAIR	S	36	0	0	0.0	19.4	69.4	2.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	56.8	23	44	
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>69.4</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>59.0</b>	<b>20</b>	<b>78</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	46	54	
VIENNA	LAUDA MOTION GMBH	S	116	0	0	0.9	12.1	46.6	11.2	16.4	9.5	2.6	0.9	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>12.1</b>	<b>46.6</b>	<b>11.2</b>	<b>16.4</b>	<b>9.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>16.7</b>	<b>46</b>	<b>54</b>	
<b>TOTAL AUSTRIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>13.8</b>	<b>52.0</b>	<b>9.2</b>	<b>14.5</b>	<b>7.2</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>43.2</b>	<b>30</b>	<b>148</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	0.0	0.0	0	50.0	12	8	
BURGAS	JET2.COM LTD	S	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	0.0	0	0	
BURGAS	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	6	50.0	51	10	
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>53.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>33</b>	<b>18</b>	
PLOVDIV	RYANAIR	S	26	0	0	0.0	11.5	42.3	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	20	35.7	60	26	
<b>TOTAL PLOVDIV</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>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>35.7</b>	<b>60</b>	<b>26</b>	
SOFIA	RYANAIR	S	124	0	0	0.0	15.3	52.4	12.9	14.5	4.8	0.0	0.0	0.0	0.0	0.0	16	48.4	28	122	
<b>TOTAL SOFIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.3</b>	<b>52.4</b>	<b>12.9</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>48.4</b>	<b>28</b>	<b>122</b>	
<b>TOTAL BULGARIA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>18.0</b>	<b>51.1</b>	<b>13.5</b>	<b>13.5</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>15</b>	<b>46.5</b>	<b>34</b>	<b>166</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	0.0	0.0	0	81.3	16	32	
<b>TOTAL TORONTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>16</b>	<b>32</b>	
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>16</b>	<b>32</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	54	0	0	0.0	35.2	50.0	9.3	3.7	1.9	0.0	0.0	0.0	0.0	0.0	8	88.9	6	54	
DUBROVNIK	JET2.COM LTD	S	54	0	0	0.0	37.0	55.6	5.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	13	34	
<b>TOTAL DUBROVNIK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.1</b>	<b>52.8</b>	<b>7.4</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.1</b>	<b>9</b>	<b>88</b>	
PULA	JET2.COM LTD	S	18	0	0	5.6	33.3	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	18	
PULA	RYANAIR	S	26	0	0	3.8	42.3	38.5	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	42.3	39	26	
<b>TOTAL PULA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.6</b>	<b>40.9</b>	<b>13.6</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.9</b>	<b>24</b>	<b>44</b>	
RIJEKA	RYANAIR	S	18	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	8	18	
<b>TOTAL RIJEKA</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>8</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
SPLIT	EASYJET UK LTD	S	36	0	0	0.0	36.1	47.2	11.1	0.0	2.8	2.8	0.0	0.0	0.0	0.0	13	76.5	16	34	
SPLIT	JET2.COM LTD	S	26	0	0	0.0	42.3	53.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	12	18	
<b>TOTAL SPLIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.7</b>	<b>50.0</b>	<b>8.1</b>	<b>0.0</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>9</b>	<b>75.0</b>	<b>14</b>	<b>52</b>	
ZADAR	RYANAIR	S	36	0	0	0.0	13.9	36.1	13.9	13.9	22.2	0.0	0.0	0.0	0.0	0.0	28	22.2	45	34	
ZADAR	TITAN AIRWAYS LTD	C	10	0	0	0.0	60.0	10.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	8	8	
<b>TOTAL ZADAR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.9</b>	<b>30.4</b>	<b>10.9</b>	<b>17.4</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>31.8</b>	<b>37</b>	<b>42</b>	
<b>TOTAL CROATIA</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>34.5</b>	<b>46.8</b>	<b>9.4</b>	<b>4.3</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.5</b>	<b>18</b>	<b>244</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	46.2	19	26	
LARNACA	JET2.COM LTD	S	62	0	0	1.6	24.2	41.9	17.7	11.3	3.2	0.0	0.0	0.0	0.0	0.0	15	47.7	37	44	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	11	8	
<b>TOTAL LARNACA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>22.9</b>	<b>40.0</b>	<b>17.1</b>	<b>12.9</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>15</b>	<b>50.0</b>	<b>28</b>	<b>78</b>	
PAPHOS	JET2.COM LTD	S	60	0	0	1.7	31.7	51.7	13.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	15	43	
PAPHOS	RYANAIR	S	62	0	0	16.1	22.6	38.7	11.3	9.7	1.6	0.0	0.0	0.0	0.0	0.0	10	50.0	27	80	
PAPHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	35.3	23.5	23.5	11.8	0.0	0.0	0.0	0.0	0.0	28	66.7	19	18	
<b>TOTAL PAPHOS</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>24.5</b>	<b>43.9</b>	<b>13.7</b>	<b>7.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>59.4</b>	<b>22</b>	<b>142</b>	
<b>TOTAL CYPRUS</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>23.9</b>	<b>42.6</b>	<b>14.8</b>	<b>9.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.1</b>	<b>24</b>	<b>220</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	62	0	0	0.0	29.0	51.6	12.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	27.4	43	62	
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>51.6</b>	<b>12.9</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>8</b>	<b>27.4</b>	<b>43</b>	<b>62</b>	
OSTRAVA	RYANAIR	S	28	0	0	0.0	17.9	32.1	17.9	17.9	14.3	0.0	0.0	0.0	0.0	0.0	26	35.7	52	26	
<b>TOTAL OSTRAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>32.1</b>	<b>17.9</b>	<b>17.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>35.7</b>	<b>52</b>	<b>26</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	42.3	32	26	
<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>42.3</b>	<b>32</b>	<b>26</b>	
PRAGUE	EASYJET UK LTD	S	52	0	0	0.0	3.8	28.8	36.5	21.2	3.8	3.8	0.0	1.9	0.0	0.0	43	48.1	28	54	
PRAGUE	RYANAIR	S	166	0	0	2.4	30.7	39.8	12.7	10.2	3.6	0.6	0.0	0.0	0.0	0.0	13	45.1	31	140	
<b>TOTAL PRAGUE</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>24.3</b>	<b>37.2</b>	<b>18.3</b>	<b>12.8</b>	<b>3.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>45.9</b>	<b>30</b>	<b>194</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>24.7</b>	<b>39.6</b>	<b>17.2</b>	<b>11.7</b>	<b>4.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>41.0</b>	<b>35</b>	<b>308</b>	
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	28	0	0	0.0	21.4	46.4	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	23.1	29	26	
<b>TOTAL AALBORG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>32.1</b>	<b>0.0</b>	<b>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>29</b>	<b>26</b>	
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	1.6	48.4	24.2	8.1	8.1	9.7	0.0	0.0	0.0	0.0	0.0	14	40.3	31	62	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>48.4</b>	<b>24.2</b>	<b>8.1</b>	<b>8.1</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>14</b>	<b>40.3</b>	<b>31</b>	<b>62</b>	
BILLUND	RYANAIR	S	116	0	0	1.7	38.8	24.1	17.2	13.8	4.3	0.0	0.0	0.0	0.0	0.0	15	33.6	49	114	
<b>TOTAL BILLUND</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>38.8</b>	<b>24.1</b>	<b>17.2</b>	<b>13.8</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>15</b>	<b>33.6</b>	<b>49</b>	<b>114</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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	RYANAIR	S	186	0	0	9.1	38.2	26.3	15.6	9.7	0.5	0.0	0.5	0.0	0.0	0.0	11	35.5	36	184
COPENHAGEN	SAS	S	48	0	0	0.0	31.3	58.3	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>36.8</b>	<b>32.9</b>	<b>14.5</b>	<b>7.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>35.5</b>	<b>36</b>	<b>184</b>
<b>TOTAL DENMARK</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.0</b>	<b>30.2</b>	<b>15.5</b>	<b>8.9</b>	<b>2.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>34.9</b>	<b>39</b>	<b>386</b>
<b>EGYPT</b>																				
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>																				
TALLIN	RYANAIR	S	34	0	0	0.0	38.2	52.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	18	36
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>52.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>18</b>	<b>36</b>
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>52.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>18</b>	<b>36</b>
<b>FRANCE</b>																				
AJACCIO	AIR CORSICA	S	28	0	0	0.0	32.1	39.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	55.9	18	34
<b>TOTAL AJACCIO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>39.3</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>55.9</b>	<b>18</b>	<b>34</b>
BASTIA	AIR CORSICA	S	18	0	0	0.0	22.2	16.7	16.7	27.8	0.0	5.6	11.1	0.0	0.0	0.0	50	55.9	24	34
BASTIA	EASYJET UK LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8
<b>TOTAL BASTIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>23.1</b>	<b>11.5</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>64.3</b>	<b>20</b>	<b>42</b>
BERGERAC	RYANAIR	S	62	0	0	6.5	37.1	41.9	9.7	1.6	3.2	0.0	0.0	0.0	0.0	0.0	8	53.2	17	62
<b>TOTAL BERGERAC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>37.1</b>	<b>41.9</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>0.0</b>	<b>8</b>	<b>53.2</b>	<b>17</b>	<b>62</b>
BEZIERS	RYANAIR	S	26	0	0	0.0	19.2	38.5	19.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	53.6	38	28
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>38.5</b>	<b>19.2</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>53.6</b>	<b>38</b>	<b>28</b>
BIARRITZ	RYANAIR	S	68	0	0	2.9	33.8	30.9	14.7	13.2	2.9	1.5	0.0	0.0	0.0	0.0	14	31.3	39	79
<b>TOTAL BIARRITZ</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>33.8</b>	<b>30.9</b>	<b>14.7</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>14</b>	<b>31.3</b>	<b>39</b>	<b>79</b>
BORDEAUX	RYANAIR	S	64	0	0	9.4	26.6	40.6	14.1	7.8	1.6	0.0	0.0	0.0	0.0	0.0	9	38.9	35	54
<b>TOTAL BORDEAUX</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>26.6</b>	<b>40.6</b>	<b>14.1</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>9</b>	<b>38.9</b>	<b>35</b>	<b>54</b>
BRIVE-LA-GAILLARDE	RYANAIR	S	18	0	0	0.0	33.3	50.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	44.4	24	18
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.4</b>	<b>24</b>	<b>18</b>
CALVI	AIR CORSICA	S	10	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	20	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	37.5	24	8
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>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>20</b>	<b>37.5</b>	<b>24</b>	<b>8</b>
CARCASSONNE	RYANAIR	S	62	0	0	3.2	30.6	43.5	11.3	9.7	1.6	0.0	0.0	0.0	0.0	0.0	11	32.3	34	62
<b>TOTAL CARCASSONNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>30.6</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>32.3</b>	<b>34</b>	<b>62</b>
CLERMONT FERRAND	RYANAIR	S	18	0	0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	31.6	69	18
<b>TOTAL CLERMONT FERRAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>31.6</b>	<b>69</b>	<b>18</b>
DINARD	RYANAIR	S	62	0	0	1.6	46.8	32.3	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	38.7	41	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 DINARD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>46.8</b>	<b>32.3</b>	<b>12.9</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>38.7</b>	<b>41</b>	<b>62</b>	
FIGARI	AIR CORSICA	S	10	0	0	0.0	0.0	40.0	10.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	25.0	42	8	
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>50.0</b>	<b>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>25.0</b>	<b>42</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	35.7	32	28	
<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>35.7</b>	<b>32</b>	<b>28</b>	
LA ROCHELLE	RYANAIR	S	36	0	0	5.6	38.9	27.8	19.4	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	31.0	32	42	
<b>TOTAL LA ROCHELLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</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>8</b>	<b>31.0</b>	<b>32</b>	<b>42</b>	
LIMOGES	RYANAIR	S	62	0	0	1.6	38.7	40.3	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	53.2	20	62	
<b>TOTAL LIMOGES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>38.7</b>	<b>40.3</b>	<b>6.5</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.2</b>	<b>20</b>	<b>62</b>	
MARSEILLE	RYANAIR	S	108	0	0	6.5	25.0	40.7	7.4	13.9	6.5	0.0	0.0	0.0	0.0	0.0	15	46.9	35	98	
<b>TOTAL MARSEILLE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>25.0</b>	<b>40.7</b>	<b>7.4</b>	<b>13.9</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>15</b>	<b>46.9</b>	<b>35</b>	<b>98</b>	
MONTPELLIER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	245	0.0	0	0	
<b>TOTAL MONTPELLIER</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>245</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	RYANAIR	S	34	0	0	0.0	14.7	41.2	32.4	8.8	2.9	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>41.2</b>	<b>32.4</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	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	75.0	56	8	
NICE	EASYJET UK LTD	S	60	0	2	0.0	21.0	41.9	16.1	9.7	8.1	0.0	0.0	0.0	0.0	3.2	17	54.8	32	58	
NICE	JET2.COM LTD	S	36	0	0	0.0	36.1	30.6	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	59.6	24	52	
NICE	RYANAIR	S	37	0	0	0.0	5.4	10.8	21.6	35.1	21.6	5.4	0.0	0.0	0.0	0.0	47	4.8	74	62	
<b>TOTAL NICE</b>			<b>133</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.7</b>	<b>30.4</b>	<b>17.8</b>	<b>17.0</b>	<b>11.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>24</b>	<b>40.2</b>	<b>45</b>	<b>180</b>	
NIMES	RYANAIR	S	25	0	0	0.0	24.0	68.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	7	25.0	37	36	
<b>TOTAL NIMES</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>68.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>25.0</b>	<b>37</b>	<b>36</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	34	0	0	11.8	23.5	23.5	11.8	8.8	0.0	14.7	5.9	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>23.5</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>14.7</b>	<b>5.9</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>	
PERPIGNAN	RYANAIR	S	44	0	0	13.6	47.7	34.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.5	19	44	
<b>TOTAL PERPIGNAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>47.7</b>	<b>34.1</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>0.0</b>	<b>3</b>	<b>70.5</b>	<b>19</b>	<b>44</b>	
POITIERS	RYANAIR	S	34	0	0	2.9	41.2	38.2	5.9	8.8	2.9	0.0	0.0	0.0	0.0	0.0	10	30.6	32	36	
<b>TOTAL POITIERS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>41.2</b>	<b>38.2</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>30.6</b>	<b>32</b>	<b>36</b>	
RODEZ	RYANAIR	S	18	0	0	0.0	27.8	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL RODEZ</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>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>0</b>	<b>0</b>	
STRASBOURG	RYANAIR	S	16	0	0	0.0	25.0	43.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	28	18	
<b>TOTAL STRASBOURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>33.3</b>	<b>28</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	36	0	0	5.6	13.9	41.7	25.0	11.1	2.8	0.0	0.0	0.0	0.0	0.0	17	41.7	27	36	
TARBES-LOURDES INTERNATIONAL	TITAN 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	17	41.7	82	12	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
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	98	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>12.8</b>	<b>43.6</b>	<b>23.1</b>	<b>12.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>40.8</b>	<b>42</b>	<b>49</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	124	0	0	4.8	34.7	37.1	8.9	8.9	4.0	1.6	0.0	0.0	0.0	0.0	14	30.6	53	120	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>34.7</b>	<b>37.1</b>	<b>8.9</b>	<b>8.9</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>30.6</b>	<b>53</b>	<b>120</b>	
TOURS	RYANAIR	S	36	0	0	2.8	25.0	47.2	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	12	41.2	39	34	
<b>TOTAL TOURS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>47.2</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>41.2</b>	<b>39</b>	<b>34</b>	
<b>TOTAL FRANCE</b>			<b>1198</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>30.1</b>	<b>37.8</b>	<b>12.4</b>	<b>10.9</b>	<b>3.5</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>41.2</b>	<b>36</b>	<b>1222</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	222	0	0	11.3	36.5	27.5	10.4	8.6	4.1	0.9	0.5	0.5	0.0	0.0	15	43.6	39	232	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>36.5</b>	<b>27.5</b>	<b>10.4</b>	<b>8.6</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>43.6</b>	<b>39</b>	<b>232</b>	
BERLIN (TEGEL)	BA CITYFLYER LTD	S	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	13	9	
<b>TOTAL BERLIN (TEGEL)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>13</b>	<b>9</b>	
BREMEN	RYANAIR	S	106	0	0	0.9	35.8	41.5	16.0	3.8	1.9	0.0	0.0	0.0	0.0	0.0	8	48.6	35	103	
<b>TOTAL BREMEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>35.8</b>	<b>41.5</b>	<b>16.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>48.6</b>	<b>35</b>	<b>103</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	106	0	0	0.9	22.6	50.9	13.2	8.5	3.8	0.0	0.0	0.0	0.0	0.0	13	23.3	63	140	
COLOGNE BONN	RYANAIR	S	150	0	0	11.3	35.3	29.3	15.3	4.7	4.0	0.0	0.0	0.0	0.0	0.0	10	34.9	44	150	
<b>TOTAL COLOGNE BONN</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>30.1</b>	<b>38.3</b>	<b>14.5</b>	<b>6.3</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>11</b>	<b>29.2</b>	<b>53</b>	<b>290</b>	
DORTMUND	RYANAIR	S	62	0	0	0.0	25.8	37.1	17.7	17.7	1.6	0.0	0.0	0.0	0.0	0.0	14	46.8	26	62	
<b>TOTAL DORTMUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>37.1</b>	<b>17.7</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>46.8</b>	<b>26</b>	<b>62</b>	
FRANKFURT MAIN	RYANAIR	S	124	0	0	0.0	4.0	33.1	23.4	25.0	13.7	0.8	0.0	0.0	0.0	0.0	33	27.5	43	112	
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>33.1</b>	<b>23.4</b>	<b>25.0</b>	<b>13.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>27.5</b>	<b>43</b>	<b>112</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	68.3	17	60	
<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>68.3</b>	<b>17</b>	<b>60</b>	
HAMBURG	RYANAIR	S	116	0	0	4.3	52.6	25.9	7.8	6.0	3.4	0.0	0.0	0.0	0.0	0.0	8	64.2	19	120	
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>52.6</b>	<b>25.9</b>	<b>7.8</b>	<b>6.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.2</b>	<b>19</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	48.1	26	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>48.1</b>	<b>26</b>	<b>52</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	8.1	40.3	30.6	9.7	4.8	6.5	0.0	0.0	0.0	0.0	0.0	11	48.4	42	62	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>40.3</b>	<b>30.6</b>	<b>9.7</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>48.4</b>	<b>42</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	15.4	52	24	
<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>15.4</b>	<b>52</b>	<b>24</b>	
MEMMINGEN ALLGAU	RYANAIR	S	44	0	0	0.0	31.8	45.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	11	44	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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 MEMMINGEN ALLGAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>45.5</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.2</b>	<b>11</b>	<b>44</b>
MUNICH	EASYJET UK LTD	S	60	0	2	0.0	25.8	30.6	19.4	8.1	11.3	1.6	0.0	0.0	0.0	3.2	23	54.8	27	60
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	35.2	30	48
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.8</b>	<b>30.6</b>	<b>19.4</b>	<b>8.1</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>23</b>	<b>45.7</b>	<b>28</b>	<b>108</b>
NIEDERRHEIN	RYANAIR	S	26	0	0	0.0	26.9	34.6	23.1	3.8	11.5	0.0	0.0	0.0	0.0	0.0	18	14.3	35	26
<b>TOTAL NIEDERRHEIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>34.6</b>	<b>23.1</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>14.3</b>	<b>35</b>	<b>26</b>
NUREMBERG	RYANAIR	S	106	0	0	5.7	44.3	36.8	3.8	5.7	2.8	0.9	0.0	0.0	0.0	0.0	9	36.8	49	102
<b>TOTAL NUREMBERG</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>44.3</b>	<b>36.8</b>	<b>3.8</b>	<b>5.7</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>36.8</b>	<b>49</b>	<b>102</b>
<b>TOTAL GERMANY</b>			<b>1193</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>32.6</b>	<b>34.1</b>	<b>13.5</b>	<b>9.0</b>	<b>5.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>42.5</b>	<b>37</b>	<b>1406</b>
<b>GREECE</b>																				
ATHENS	RYANAIR	S	96	0	0	0.0	15.6	34.4	29.2	16.7	4.2	0.0	0.0	0.0	0.0	0.0	20	33.3	44	108
ATHENS	TITAN AIRWAYS LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL ATHENS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>15.3</b>	<b>34.7</b>	<b>28.6</b>	<b>16.3</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>33.3</b>	<b>44</b>	<b>108</b>
CHANIA	JET2.COM LTD	S	18	0	0	5.6	33.3	33.3	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	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	56	10
CHANIA	RYANAIR	S	26	0	0	0.0	11.5	57.7	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	17	47.1	34	34
<b>TOTAL CHANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>47.7</b>	<b>11.4</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>16</b>	<b>36.4</b>	<b>39</b>	<b>44</b>
CORFU	JET2.COM LTD	S	44	0	0	11.4	38.6	34.1	6.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	47.1	30	34
CORFU	RYANAIR	S	26	0	0	3.8	34.6	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	30.6	43	36
CORFU	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	29.4	41.2	11.8	0.0	0.0	11.8	0.0	5.9	0.0	0.0	61	58.8	21	17
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	77.8	10	18
<b>TOTAL CORFU</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>30.5</b>	<b>43.8</b>	<b>7.6</b>	<b>8.6</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>48.6</b>	<b>29</b>	<b>105</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	4	1
HERAKLION	JET2.COM LTD	S	52	0	0	3.8	17.3	51.9	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	72.7	16	44
HERAKLION	TUI AIRWAYS LTD	C	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	44.4	30	18
<b>TOTAL HERAKLION</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.1</b>	<b>54.3</b>	<b>12.9</b>	<b>10.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.1</b>	<b>20</b>	<b>63</b>
KALAMATA	RYANAIR	S	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	16	0.0	0	0
<b>TOTAL KALAMATA</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	JET2.COM LTD	S	18	0	0	0.0	22.2	38.9	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	66.7	15	18
KEFALLINIA	RYANAIR	S	18	0	0	0.0	16.7	44.4	5.6	22.2	5.6	5.6	0.0	0.0	0.0	0.0	26	27.8	41	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	75.0	9	8
KEFALLINIA	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	7	37.5	15	8
<b>TOTAL KEFALLINIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.5</b>	<b>47.7</b>	<b>11.4</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>20</b>	<b>50.0</b>	<b>23</b>	<b>52</b>
KOS	JET2.COM LTD	S	35	0	0	5.7	17.1	42.9	14.3	17.1	2.9	0.0	0.0	0.0	0.0	0.0	14	69.2	13	26
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	20.0	23	10
KOS	TUI AIRWAYS LTD	C	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	28	44.4	20	9

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 KOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>15.9</b>	<b>40.9</b>	<b>15.9</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>53.3</b>	<b>16</b>	<b>45</b>	
<b>MIKONOS</b>	BA CITYFLYER LTD	S	9	0	0	11.1	22.2	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PREVEZA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>PREVEZA</b>	TITAN AIRWAYS LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	14	8	
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>14</b>	<b>8</b>	
<b>RHODES</b>	JET2.COM LTD	S	44	0	0	0.0	18.2	36.4	31.8	9.1	0.0	0.0	4.5	0.0	0.0	0.0	24	60.0	21	35	
<b>RHODES</b>	RYANAIR	S	28	0	0	0.0	0.0	50.0	21.4	17.9	10.7	0.0	0.0	0.0	0.0	0.0	23	42.9	28	42	
<b>RHODES</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	13	50.0	49	10	
<b>RHODES</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	29.4	5.9	35.3	23.5	0.0	0.0	0.0	0.0	0.0	38	72.2	11	18	
<b>TOTAL RHODES</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>40.2</b>	<b>23.7</b>	<b>16.5</b>	<b>7.2</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>54.3</b>	<b>25</b>	<b>105</b>	
<b>SALONIKA</b>	JET2.COM 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	4	68.8	51	16	
<b>SALONIKA</b>	RYANAIR	S	62	0	0	0.0	1.6	45.2	35.5	8.1	9.7	0.0	0.0	0.0	0.0	0.0	23	17.7	37	60	
<b>TOTAL SALONIKA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>8.8</b>	<b>47.5</b>	<b>28.8</b>	<b>6.3</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>19</b>	<b>28.2</b>	<b>40</b>	<b>76</b>	
<b>SKIATHOS</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	10.0	10.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	62	90.0	8	10	
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>90.0</b>	<b>8</b>	<b>10</b>	
<b>ZAKINTHOS</b>	EASYJET UK LTD	S	9	0	0	0.0	33.3	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	25	62.5	15	8	
<b>ZAKINTHOS</b>	JET2.COM LTD	S	42	0	0	0.0	23.8	28.6	23.8	23.8	0.0	0.0	0.0	0.0	0.0	0.0	17	72.7	16	44	
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	28	0	0	0.0	7.1	46.4	21.4	21.4	3.6	0.0	0.0	0.0	0.0	0.0	21	46.2	23	26	
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	19	8	
<b>TOTAL ZAKINTHOS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.7</b>	<b>33.3</b>	<b>21.8</b>	<b>21.8</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>19</b>	<b>61.6</b>	<b>18</b>	<b>86</b>	
<b>TOTAL GREECE</b>			<b>714</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>18.2</b>	<b>41.5</b>	<b>19.3</b>	<b>13.6</b>	<b>4.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>48.3</b>	<b>29</b>	<b>702</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	RYANAIR	S	212	0	0	0.0	21.2	43.4	18.9	13.2	3.3	0.0	0.0	0.0	0.0	0.0	15	21.0	52	191	
<b>TOTAL BUDAPEST</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>43.4</b>	<b>18.9</b>	<b>13.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>21.0</b>	<b>52</b>	<b>191</b>	
<b>TOTAL HUNGARY</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>43.4</b>	<b>18.9</b>	<b>13.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>21.0</b>	<b>52</b>	<b>191</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	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	0	2	
<b>KEFLAVIK</b>	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.1	14	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>67.2</b>	<b>14</b>	<b>64</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>67.2</b>	<b>14</b>	<b>64</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	RYANAIR	S	186	0	0	5.9	49.5	32.3	3.2	8.1	0.5	0.0	0.5	0.0	0.0	0.0	8	44.6	36	186	
<b>TOTAL CORK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>49.5</b>	<b>32.3</b>	<b>3.2</b>	<b>8.1</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>8</b>	<b>44.6</b>	<b>36</b>	<b>186</b>	
<b>DUBLIN</b>	RYANAIR	S	478	0	0	2.7	32.8	38.9	10.7	7.7	6.5	0.4	0.2	0.0	0.0	0.0	14	43.2	33	468	
<b>DUBLIN</b>	TRADE AIR	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>32.7</b>	<b>38.8</b>	<b>10.6</b>	<b>8.1</b>	<b>6.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>43.2</b>	<b>33</b>	<b>468</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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
IRELAND WEST(KNOCK)	RYANAIR	S	88	0	1	4.5	40.4	36.0	12.4	3.4	1.1	0.0	1.1	0.0	0.0	1.1	11	50.0	23	88
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>40.4</b>	<b>36.0</b>	<b>12.4</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>50.0</b>	<b>23</b>	<b>88</b>
KERRY COUNTY	RYANAIR	S	44	0	0	2.3	38.6	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	39.1	32	46
<b>TOTAL KERRY COUNTY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>45.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>39.1</b>	<b>32</b>	<b>46</b>
SHANNON	RYANAIR	S	108	0	0	1.9	37.0	35.2	9.3	8.3	2.8	1.9	3.7	0.0	0.0	0.0	23	35.8	42	104
<b>TOTAL SHANNON</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.0</b>	<b>35.2</b>	<b>9.3</b>	<b>8.3</b>	<b>2.8</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>35.8</b>	<b>42</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC ISRAEL</b>			<b>906</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>37.7</b>	<b>37.0</b>	<b>9.0</b>	<b>7.5</b>	<b>4.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>43.1</b>	<b>33</b>	<b>892</b>
TEL AVIV	ARKIA	S	25	0	0	0.0	4.0	4.0	8.0	24.0	28.0	24.0	8.0	0.0	0.0	0.0	93	7.1	79	28
<b>TOTAL TEL AVIV</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>24.0</b>	<b>28.0</b>	<b>24.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>93</b>	<b>7.1</b>	<b>79</b>	<b>28</b>
<b>TOTAL ISRAEL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>24.0</b>	<b>28.0</b>	<b>24.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>93</b>	<b>7.1</b>	<b>79</b>	<b>28</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	RYANAIR	S	28	0	0	0.0	32.1	46.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	15.4	88	26
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>46.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>15.4</b>	<b>88</b>	<b>26</b>
ANCONA	RYANAIR	S	72	0	0	4.2	45.8	34.7	8.3	2.8	4.2	0.0	0.0	0.0	0.0	0.0	9	60.0	21	80
<b>TOTAL ANCONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>34.7</b>	<b>8.3</b>	<b>2.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>60.0</b>	<b>21</b>	<b>80</b>
BARI (PALESE)	RYANAIR	S	62	0	0	1.6	14.5	54.8	11.3	12.9	4.8	0.0	0.0	0.0	0.0	0.0	14	6.6	65	59
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>54.8</b>	<b>11.3</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>6.6</b>	<b>65</b>	<b>59</b>
BERGAMO	RYANAIR	S	248	0	0	12.5	34.7	33.9	7.7	8.1	2.4	0.4	0.4	0.0	0.0	0.0	10	53.2	29	248
<b>TOTAL BERGAMO</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>34.7</b>	<b>33.9</b>	<b>7.7</b>	<b>8.1</b>	<b>2.4</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>53.2</b>	<b>29</b>	<b>248</b>
BOLOGNA	RYANAIR	S	142	0	0	6.3	33.1	35.9	11.3	11.3	2.1	0.0	0.0	0.0	0.0	0.0	11	34.5	40	87
<b>TOTAL BOLOGNA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>33.1</b>	<b>35.9</b>	<b>11.3</b>	<b>11.3</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>34.5</b>	<b>40</b>	<b>87</b>
BRINDISI	RYANAIR	S	44	0	0	2.3	15.9	54.5	20.5	2.3	4.5	0.0	0.0	0.0	0.0	0.0	12	59.7	30	60
<b>TOTAL BRINDISI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>54.5</b>	<b>20.5</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>59.7</b>	<b>30</b>	<b>60</b>
CAGLIARI (ELMAS)	EASYJET UK LTD	S	60	0	2	0.0	19.4	22.6	25.8	21.0	8.1	0.0	0.0	0.0	0.0	3.2	23	54.8	40	62
CAGLIARI (ELMAS)	RYANAIR	S	28	0	0	0.0	14.3	50.0	0.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	24	53.8	30	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.8</b>	<b>31.1</b>	<b>17.8</b>	<b>21.1</b>	<b>10.0</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>54.5</b>	<b>37</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	27.8	36	18
<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>27.8</b>	<b>36</b>	<b>18</b>
FLORENCE	BA CITYFLYER 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	37.5	30	15
<b>TOTAL FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>37.5</b>	<b>30</b>	<b>15</b>
GENOA	RYANAIR	S	54	0	0	1.9	37.0	31.5	5.6	18.5	3.7	1.9	0.0	0.0	0.0	0.0	17	18.5	51	54
<b>TOTAL GENOA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>37.0</b>	<b>31.5</b>	<b>5.6</b>	<b>18.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>18.5</b>	<b>51</b>	<b>54</b>
LAMETIA-TERME	RYANAIR	S	36	0	0	0.0	30.6	41.7	16.7	8.3	2.8	0.0	0.0	0.0	0.0	0.0	11	43.2	31	44

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>43.2</b>	<b>31</b>	<b>44</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	68.8	20	16	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>20</b>	<b>16</b>	
MILAN (MALPENSA)	RYANAIR	S	114	0	0	0.9	24.6	42.1	16.7	10.5	4.4	0.9	0.0	0.0	0.0	0.0	16	25.8	53	121	
<b>TOTAL MILAN (MALPENSA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>24.6</b>	<b>42.1</b>	<b>16.7</b>	<b>10.5</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>25.8</b>	<b>53</b>	<b>121</b>	
NAPLES	EASYJET UK LTD	S	121	0	3	0.0	24.2	39.5	17.7	6.5	5.6	2.4	0.8	0.8	0.0	2.4	23	58.9	20	122	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	26.9	35	26	
NAPLES	RYANAIR	S	62	0	0	3.2	33.9	46.8	11.3	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	33.9	47	62	
<b>TOTAL NAPLES</b>			<b>201</b>	<b>0</b>	<b>3</b>	<b>1.0</b>	<b>27.9</b>	<b>41.7</b>	<b>16.2</b>	<b>5.4</b>	<b>3.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>17</b>	<b>47.6</b>	<b>30</b>	<b>210</b>	
PALERMO	RYANAIR	S	62	0	0	0.0	19.4	41.9	9.7	22.6	4.8	1.6	0.0	0.0	0.0	0.0	21	14.3	48	62	
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>41.9</b>	<b>9.7</b>	<b>22.6</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>21</b>	<b>14.3</b>	<b>48</b>	<b>62</b>	
PERUGIA	RYANAIR	S	52	0	0	5.8	40.4	38.5	13.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	6	40.3	31	62	
<b>TOTAL PERUGIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>40.4</b>	<b>38.5</b>	<b>13.5</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>6</b>	<b>40.3</b>	<b>31</b>	<b>62</b>	
PESCARA	RYANAIR	S	44	0	0	0.0	31.8	45.5	6.8	11.4	4.5	0.0	0.0	0.0	0.0	0.0	12	25.0	33	44	
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>45.5</b>	<b>6.8</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>25.0</b>	<b>33</b>	<b>44</b>	
PISA	RYANAIR	S	186	0	0	6.5	43.0	31.7	7.5	6.5	3.2	0.0	1.1	0.5	0.0	0.0	14	45.2	35	186	
<b>TOTAL PISA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>43.0</b>	<b>31.7</b>	<b>7.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>45.2</b>	<b>35</b>	<b>186</b>	
RIMINI	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
RIMINI	RYANAIR	S	18	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	18.8	49	16	
<b>TOTAL RIMINI</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>31.6</b>	<b>52.6</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>34</b>	<b>18.8</b>	<b>49</b>	<b>16</b>	
ROME (CIAMPINO)	RYANAIR	S	310	0	0	8.1	28.1	38.4	9.7	11.6	4.2	0.0	0.0	0.0	0.0	0.0	13	40.4	44	308	
<b>TOTAL ROME (CIAMPINO)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>28.1</b>	<b>38.4</b>	<b>9.7</b>	<b>11.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>40.4</b>	<b>44</b>	<b>308</b>	
TREVISIO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.0	38	149	
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>43.0</b>	<b>38</b>	<b>149</b>	
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	36	0	0	0.0	25.0	30.6	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	29.4	40	33	
<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>30.6</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>29.4</b>	<b>40</b>	<b>33</b>	
TURIN	RYANAIR	S	62	0	0	11.3	61.3	24.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	74.2	14	62	
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>61.3</b>	<b>24.2</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>74.2</b>	<b>14</b>	<b>62</b>	
VENICE	RYANAIR	S	168	0	0	0.0	14.3	41.7	20.8	15.5	6.0	0.6	1.2	0.0	0.0	0.0	22	0.0	224	1	
<b>TOTAL VENICE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>41.7</b>	<b>20.8</b>	<b>15.5</b>	<b>6.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>224</b>	<b>1</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	16	0	0	12.5	18.8	56.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	19	18	
VERONA VILLAFRANCA	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
VERONA VILLAFRANCA	RYANAIR	S	44	0	0	0.0	43.2	52.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	78.3	12	46	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>37.7</b>	<b>52.5</b>	<b>1.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>14</b>	<b>64</b>	
<b>TOTAL ITALY</b>			<b>2099</b>	<b>0</b>	<b>5</b>	<b>4.7</b>	<b>30.1</b>	<b>38.2</b>	<b>12.0</b>	<b>10.3</b>	<b>3.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>42.9</b>	<b>37</b>	<b>2113</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 early														
<b>LATVIA</b>																					
RIGA	RYANAIR	S	124	0	0	6.5	47.6	29.8	4.8	6.5	3.2	1.6	0.0	0.0	0.0	0.0	10	57.6	23	124	
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>47.6</b>	<b>29.8</b>	<b>4.8</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.6</b>	<b>23</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>47.6</b>	<b>29.8</b>	<b>4.8</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.6</b>	<b>23</b>	<b>124</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	36	0	0	0.0	50.0	30.6	2.8	11.1	2.8	2.8	0.0	0.0	0.0	0.0	14	72.7	15	44	
<b>TOTAL KAUNAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.6</b>	<b>2.8</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.7</b>	<b>15</b>	<b>44</b>	
PALANGA	RYANAIR	S	18	0	0	11.1	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	4	16	
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</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>93.8</b>	<b>4</b>	<b>16</b>	
VILNIUS	RYANAIR	S	62	0	0	1.6	17.7	41.9	21.0	16.1	1.6	0.0	0.0	0.0	0.0	0.0	16	41.9	36	60	
<b>TOTAL VILNIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.7</b>	<b>41.9</b>	<b>21.0</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>41.9</b>	<b>36</b>	<b>60</b>	
<b>TOTAL LITHUANIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>32.8</b>	<b>37.9</b>	<b>12.1</b>	<b>12.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>59.8</b>	<b>24</b>	<b>120</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	44	0	0	2.3	27.3	40.9	11.4	15.9	2.3	0.0	0.0	0.0	0.0	0.0	15	17.7	55	60	
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>40.9</b>	<b>11.4</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>15</b>	<b>17.7</b>	<b>55</b>	<b>60</b>	
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>40.9</b>	<b>11.4</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>15</b>	<b>17.7</b>	<b>55</b>	<b>60</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	24	18	
MALTA	RYANAIR	S	54	0	0	0.0	29.6	37.0	18.5	9.3	3.7	1.9	0.0	0.0	0.0	0.0	16	30.8	45	52	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>6.9</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>13</b>	<b>42.9</b>	<b>39</b>	<b>70</b>	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>6.9</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>13</b>	<b>42.9</b>	<b>39</b>	<b>70</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	21.4	74	14	
<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>21.4</b>	<b>74</b>	<b>14</b>	
<b>TOTAL MEXICO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>21.4</b>	<b>74</b>	<b>14</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	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	62.5	26	16	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>62.5</b>	<b>26</b>	<b>16</b>	
FEZ	RYANAIR	S	16	0	0	6.3	31.3	31.3	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	23	50.0	18	18	
<b>TOTAL FEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
MARRAKESH	RYANAIR	S	62	0	0	0.0	30.6	48.4	17.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	66.1	14	62	
<b>TOTAL MARRAKESH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>48.4</b>	<b>17.7</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>8</b>	<b>66.1</b>	<b>14</b>	<b>62</b>	
RABAT	RYANAIR	S	28	0	0	0.0	10.7	32.1	25.0	21.4	10.7	0.0	0.0	0.0	0.0	0.0	25	30.8	29	26	
<b>TOTAL RABAT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>25.0</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>25</b>	<b>30.8</b>	<b>29</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>24.2</b>	<b>43.5</b>	<b>21.0</b>	<b>6.5</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>14</b>	<b>55.7</b>	<b>19</b>	<b>122</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	192	0	2	5.2	24.7	25.8	13.4	10.3	12.9	6.2	0.5	0.0	0.0	1.0	29	56.6	31	192	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 AMSTERDAM</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>24.7</b>	<b>25.8</b>	<b>13.4</b>	<b>10.3</b>	<b>12.9</b>	<b>6.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>29</b>	<b>56.6</b>	<b>31</b>	<b>192</b>	
EINDHOVEN	RYANAIR	S	186	0	0	5.4	34.4	41.9	8.6	7.0	2.7	0.0	0.0	0.0	0.0	0.0	9	47.6	33	122	
<b>TOTAL EINDHOVEN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>34.4</b>	<b>41.9</b>	<b>8.6</b>	<b>7.0</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>9</b>	<b>47.6</b>	<b>33</b>	<b>122</b>	
ROTTERDAM	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 ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>378</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>29.5</b>	<b>33.7</b>	<b>11.1</b>	<b>8.7</b>	<b>7.9</b>	<b>3.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>53.3</b>	<b>32</b>	<b>315</b>	
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	48	0	2	2.0	46.0	32.0	8.0	4.0	2.0	2.0	0.0	0.0	0.0	4.0	11	68.2	10	22	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>46.0</b>	<b>32.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>11</b>	<b>68.2</b>	<b>10</b>	<b>22</b>	
OSLO (GARDERMOEN)	RYANAIR	S	124	0	0	0.8	16.1	42.7	21.0	16.9	2.4	0.0	0.0	0.0	0.0	0.0	16	40.6	34	170	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>16.1</b>	<b>42.7</b>	<b>21.0</b>	<b>16.9</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>16</b>	<b>40.6</b>	<b>34</b>	<b>170</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	2.9	32.4	47.1	8.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	8	16.7	34	36	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>47.1</b>	<b>8.8</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>0.0</b>	<b>8</b>	<b>16.7</b>	<b>34</b>	<b>36</b>	
<b>TOTAL NORWAY</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>26.0</b>	<b>40.9</b>	<b>15.9</b>	<b>12.0</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>39.5</b>	<b>32</b>	<b>228</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	62	0	0	8.1	51.6	37.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	7	62	
<b>TOTAL BYDGOSZCZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>51.6</b>	<b>37.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
GDANSK	RYANAIR	S	98	0	0	1.0	34.7	41.8	9.2	10.2	3.1	0.0	0.0	0.0	0.0	0.0	11	40.7	37	104	
<b>TOTAL GDANSK</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>34.7</b>	<b>41.8</b>	<b>9.2</b>	<b>10.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>40.7</b>	<b>37</b>	<b>104</b>	
KATOWICE	RYANAIR	S	52	0	0	0.0	28.8	42.3	13.5	9.6	5.8	0.0	0.0	0.0	0.0	0.0	14	28.6	49	61	
<b>TOTAL KATOWICE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.8</b>	<b>42.3</b>	<b>13.5</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>0.0</b>	<b>14</b>	<b>28.6</b>	<b>49</b>	<b>61</b>	
KRAKOW	RYANAIR	S	178	0	0	14.6	48.9	28.7	2.8	3.4	1.7	0.0	0.0	0.0	0.0	0.0	6	55.4	28	166	
<b>TOTAL KRAKOW</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>48.9</b>	<b>28.7</b>	<b>2.8</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>0.0</b>	<b>6</b>	<b>55.4</b>	<b>28</b>	<b>166</b>	
LODZ LUBLINEK	RYANAIR	S	52	0	0	5.8	36.5	38.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	57.7	32	52	
<b>TOTAL LODZ LUBLINEK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>36.5</b>	<b>38.5</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>0.0</b>	<b>7</b>	<b>57.7</b>	<b>32</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	76.5	12	34	
<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>76.5</b>	<b>12</b>	<b>34</b>	
POZNAN	RYANAIR	S	80	0	0	1.3	31.3	33.8	12.5	13.8	7.5	0.0	0.0	0.0	0.0	0.0	16	20.0	36	80	
<b>TOTAL POZNAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>31.3</b>	<b>33.8</b>	<b>12.5</b>	<b>13.8</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>16</b>	<b>20.0</b>	<b>36</b>	<b>80</b>	
RZESZOW	RYANAIR	S	78	0	0	0.0	33.3	32.1	12.8	14.1	5.1	2.6	0.0	0.0	0.0	0.0	19	38.0	35	78	
<b>TOTAL RZESZOW</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>32.1</b>	<b>12.8</b>	<b>14.1</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>38.0</b>	<b>35</b>	<b>78</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	61	0	0	8.2	26.2	26.2	13.1	18.0	6.6	1.6	0.0	0.0	0.0	0.0	19	46.8	32	62	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>26.2</b>	<b>26.2</b>	<b>13.1</b>	<b>18.0</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>46.8</b>	<b>32</b>	<b>62</b>	
SZYMANY (MAZURY)	RYANAIR	S	28	0	0	3.6	28.6	46.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	46.4	32	25	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>46.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>46.4</b>	<b>32</b>	<b>25</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	158	0	0	4.4	28.5	40.5	12.0	8.9	5.7	0.0	0.0	0.0	0.0	0.0	13	37.4	42	228	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>28.5</b>	<b>40.5</b>	<b>12.0</b>	<b>8.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>37.4</b>	<b>42</b>	<b>228</b>	
WROCLAW	RYANAIR	S	106	0	0	4.7	35.8	30.2	13.2	8.5	5.7	1.9	0.0	0.0	0.0	0.0	15	35.8	45	106	
<b>TOTAL WROCLAW</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.8</b>	<b>30.2</b>	<b>13.2</b>	<b>8.5</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>35.8</b>	<b>45</b>	<b>106</b>	
<b>TOTAL POLAND</b>			<b>953</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>36.2</b>	<b>35.0</b>	<b>9.7</b>	<b>8.9</b>	<b>4.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>44.5</b>	<b>35</b>	<b>1058</b>	
PORTUGAL(EXCLUDING AZORES PONTA DELGADA)																					
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	0.0	10.0	20.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	33	0.0	79	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>79</b>	<b>8</b>	
FARO	BA CITYFLYER LTD	S	8	0	0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	9	8	
FARO	JET2.COM LTD	S	108	0	0	2.8	50.9	35.2	2.8	2.8	3.7	1.9	0.0	0.0	0.0	0.0	9	66.2	40	70	
FARO	RYANAIR	S	186	0	0	4.3	32.3	38.7	12.9	8.6	2.7	0.5	0.0	0.0	0.0	0.0	12	50.5	24	186	
FARO	TUI AIRWAYS LTD	C	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	83.3	9	18	
<b>TOTAL FARO</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>38.4</b>	<b>38.1</b>	<b>9.7</b>	<b>5.9</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.6</b>	<b>27</b>	<b>282</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	0.0	0	0.0	113	1	
LISBON	RYANAIR	S	238	0	0	8.8	23.9	37.4	13.9	10.5	4.2	1.3	0.0	0.0	0.0	0.0	15	44.7	31	186	
<b>TOTAL LISBON</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>23.9</b>	<b>37.4</b>	<b>13.9</b>	<b>10.5</b>	<b>4.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>44.4</b>	<b>32</b>	<b>187</b>	
OPORTO (PORTUGAL)	RYANAIR	S	168	0	1	4.1	18.9	40.2	16.6	14.8	1.8	1.2	1.8	0.0	0.0	0.6	21	34.2	61	158	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>18.9</b>	<b>40.2</b>	<b>16.6</b>	<b>14.8</b>	<b>1.8</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>34.2</b>	<b>61</b>	<b>158</b>	
<b>TOTAL PORTUGAL</b>			<b>736</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>28.9</b>	<b>38.1</b>	<b>12.8</b>	<b>9.8</b>	<b>3.3</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>47.2</b>	<b>37</b>	<b>635</b>	
PORTUGAL(MADEIRA)																					
FUNCHAL	JET2.COM LTD	S	34	0	0	5.9	38.2	41.2	5.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	9	80.8	10	26	
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>41.2</b>	<b>5.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>41.2</b>	<b>5.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
REPUBLIC OF MOLDOVA																					
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	54	0	0	0.0	0.0	14.8	14.8	38.9	22.2	5.6	1.9	1.9	0.0	0.0	63	59.3	37	54	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.8</b>	<b>14.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>59.3</b>	<b>37</b>	<b>54</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.8</b>	<b>14.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>59.3</b>	<b>37</b>	<b>54</b>	
PODGORICA	RYANAIR	S	16	0	0	0.0	12.5	43.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	28	18	
<b>TOTAL PODGORICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>28</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	37.5	36	8	
<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>37.5</b>	<b>36</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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 REPUBLIC OF ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>46.2</b>	<b>31</b>	<b>26</b>	
BUCHAREST (OTOPENI)	RYANAIR	S	124	0	0	2.4	12.9	37.1	26.6	16.1	4.8	0.0	0.0	0.0	0.0	0.0	20	44.4	32	124	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>12.9</b>	<b>37.1</b>	<b>26.6</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>20</b>	<b>44.4</b>	<b>32</b>	<b>124</b>	
<b>TOTAL ROMANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>12.9</b>	<b>37.1</b>	<b>26.6</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>20</b>	<b>43.0</b>	<b>32</b>	<b>124</b>	
<b>RUSSIA</b>																					
KAZAN	DANISH AIR TRANSPORT	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KAZAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUSSIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	88	0	0	2.3	47.7	23.9	10.2	12.5	3.4	0.0	0.0	0.0	0.0	0.0	11	57.4	31	108	
<b>TOTAL BRATISLAVA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>23.9</b>	<b>10.2</b>	<b>12.5</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>11</b>	<b>57.4</b>	<b>31</b>	<b>108</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>23.9</b>	<b>10.2</b>	<b>12.5</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>11</b>	<b>57.4</b>	<b>31</b>	<b>108</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	80	0	0	1.3	21.3	31.3	21.3	8.8	11.3	5.0	0.0	0.0	0.0	0.0	26	46.3	33	80	
<b>TOTAL LJUBLJANA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>21.3</b>	<b>31.3</b>	<b>21.3</b>	<b>8.8</b>	<b>11.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>46.3</b>	<b>33</b>	<b>80</b>	
<b>TOTAL SLOVENIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>21.3</b>	<b>31.3</b>	<b>21.3</b>	<b>8.8</b>	<b>11.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>46.3</b>	<b>33</b>	<b>80</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	108	0	0	16.7	51.9	25.9	2.8	0.9	1.9	0.0	0.0	0.0	0.0	0.0	4	79.5	14	88	
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	28	62	
ALICANTE	RYANAIR	S	144	0	0	1.4	12.5	40.3	23.6	17.4	3.5	1.4	0.0	0.0	0.0	0.0	19	54.3	30	140	
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	44.4	14	9	
<b>TOTAL ALICANTE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>29.4</b>	<b>34.1</b>	<b>14.7</b>	<b>10.3</b>	<b>2.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.2</b>	<b>24</b>	<b>299</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	11.1	27.8	50.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	55.6	15	18	
ALMERIA	RYANAIR	S	18	0	0	11.1	22.2	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	18	18	
<b>TOTAL ALMERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>25.0</b>	<b>50.0</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>10</b>	<b>61.1</b>	<b>16</b>	<b>36</b>	
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	58.3	25	36	
<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>58.3</b>	<b>25</b>	<b>36</b>	
BARCELONA	RYANAIR	S	248	0	0	6.9	34.3	35.5	9.3	10.5	3.2	0.0	0.0	0.4	0.0	0.0	13	36.7	42	246	
BARCELONA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	1	
<b>TOTAL BARCELONA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.3</b>	<b>35.5</b>	<b>9.3</b>	<b>10.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>36.8</b>	<b>42</b>	<b>247</b>	
BILBAO	EASYJET UK LTD	S	104	0	3	0.0	17.8	35.5	19.6	15.0	8.4	0.9	0.0	0.0	0.0	2.8	21	53.7	28	108	
BILBAO	RYANAIR	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 BILBAO</b>			<b>104</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>17.6</b>	<b>35.2</b>	<b>19.4</b>	<b>14.8</b>	<b>8.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>21</b>	<b>53.7</b>	<b>28</b>	<b>108</b>	
CASTELLON COSTA AZAHAR	RYANAIR	S	22	0	0	4.5	31.8	45.5	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	13	50.0	19	16	
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>45.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>19</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											AUG 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
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.0	25	10
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>40.0</b>	<b>25</b>	<b>10</b>
GIRONA	JET2.COM LTD	S	26	0	0	3.8	57.7	23.1	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	4	26
GIRONA	RYANAIR	S	54	0	0	11.1	42.6	25.9	13.0	3.7	1.9	0.0	0.0	1.9	0.0	0.0	17	42.3	40	52
<b>TOTAL GIRONA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.5</b>	<b>25.0</b>	<b>10.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.0</b>	<b>28</b>	<b>78</b>
IBIZA	BA CITYFLYER LTD	S	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	66.7	25	24
IBIZA	EASYJET UK LTD	S	83	0	0	3.6	32.5	22.9	10.8	20.5	8.4	1.2	0.0	0.0	0.0	0.0	21	39.5	42	79
IBIZA	JET2.COM LTD	S	72	0	0	8.3	40.3	34.7	5.6	8.3	0.0	1.4	1.4	0.0	0.0	0.0	11	84.1	17	63
IBIZA	RYANAIR	S	106	0	0	9.4	31.1	38.7	8.5	6.6	2.8	2.8	0.0	0.0	0.0	0.0	14	39.4	44	104
IBIZA	TUI AIRWAYS LTD	C	19	0	0	5.3	36.8	26.3	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	14	18
<b>TOTAL IBIZA</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>33.2</b>	<b>32.5</b>	<b>10.0</b>	<b>11.4</b>	<b>3.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.8</b>	<b>34</b>	<b>288</b>
JEREZ	RYANAIR	S	34	0	0	14.7	35.3	38.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	36
<b>TOTAL JEREZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>38.2</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>36</b>
MADRID	RYANAIR	S	230	0	0	7.4	31.3	41.3	9.6	6.5	3.9	0.0	0.0	0.0	0.0	0.0	10	50.8	37	248
<b>TOTAL MADRID</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>31.3</b>	<b>41.3</b>	<b>9.6</b>	<b>6.5</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>50.8</b>	<b>37</b>	<b>248</b>
MAHON	EASYJET UK LTD	S	18	0	0	5.6	27.8	22.2	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	61.1	25	17
MAHON	JET2.COM LTD	S	63	0	0	1.6	30.2	52.4	9.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	78.8	10	52
MAHON	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	11.5	53.8	0.0	23.1	3.8	7.7	0.0	0.0	0.0	0.0	28	73.3	38	30
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	44.4	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	66.7	11	18
<b>TOTAL MAHON</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>24.0</b>	<b>47.2</b>	<b>8.8</b>	<b>12.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.9</b>	<b>19</b>	<b>117</b>
MALAGA	BA CITYFLYER LTD	S	19	0	0	5.3	31.6	42.1	5.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	60	8
MALAGA	EASYJET UK LTD	S	79	0	0	6.3	35.4	43.0	10.1	2.5	2.5	0.0	0.0	0.0	0.0	0.0	8	66.3	22	80
MALAGA	JET2.COM LTD	S	62	0	0	14.5	48.4	35.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	85.5	8	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	52.8	22	72
MALAGA	RYANAIR	S	142	0	0	6.3	26.1	36.6	16.2	13.4	0.7	0.7	0.0	0.0	0.0	0.0	13	31.7	34	142
<b>TOTAL MALAGA</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>33.4</b>	<b>38.4</b>	<b>10.6</b>	<b>8.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>52.5</b>	<b>25</b>	<b>364</b>
MURCIA INTERNATIONAL	RYANAIR	S	88	0	0	3.4	38.6	38.6	5.7	9.1	3.4	1.1	0.0	0.0	0.0	0.0	11	0.0	0	0
MURCIA INTERNATIONAL	TITAN AIRWAYS LTD	C	10	0	0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>39.8</b>	<b>36.7</b>	<b>5.1</b>	<b>9.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>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	40.9	29	88
<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>40.9</b>	<b>29</b>	<b>88</b>
PALMA DE MALLORCA	AIR EUROPA	C	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
PALMA DE MALLORCA	BA CITYFLYER 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	62	8

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PALMA DE MALLORCA	EASYJET UK LTD	S	88	0	4	2.2	25.0	22.8	16.3	5.4	14.1	8.7	0.0	1.1	0.0	4.3	38	52.2	29	88
PALMA DE MALLORCA	JET2.COM LTD	S	142	0	0	9.9	52.8	25.4	4.9	4.9	1.4	0.0	0.7	0.0	0.0	0.0	7	78.6	15	126
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	35.3	30	17
PALMA DE MALLORCA	RYANAIR	S	140	0	0	2.1	25.7	42.9	12.1	11.4	4.3	0.0	0.7	0.7	0.0	0.0	18	20.0	44	160
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	66.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	93.8	5	16
PALMA DE MALLORCA	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	11	68.8	10	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>426</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>34.0</b>	<b>34.7</b>	<b>10.7</b>	<b>7.4</b>	<b>5.1</b>	<b>1.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>48.5</b>	<b>29</b>	<b>431</b>
REUS	JET2.COM LTD	S	36	0	0	0.0	38.9	38.9	19.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	7	87.0	8	46
REUS	RYANAIR	S	27	0	0	0.0	25.9	66.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	23	26
REUS	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	37.5	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	16
<b>TOTAL REUS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.2</b>	<b>48.1</b>	<b>12.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.5</b>	<b>12</b>	<b>88</b>
SANTANDER	RYANAIR	S	44	0	0	2.3	29.5	27.3	22.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	26.1	46	44
<b>TOTAL SANTANDER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.5</b>	<b>27.3</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>26.1</b>	<b>46</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	80	0	0	13.8	41.3	31.3	5.0	6.3	2.5	0.0	0.0	0.0	0.0	0.0	8	72.7	14	44
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>41.3</b>	<b>31.3</b>	<b>5.0</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.7</b>	<b>14</b>	<b>44</b>
SEVILLE	RYANAIR	S	80	0	0	0.0	28.8	33.8	20.0	16.3	1.3	0.0	0.0	0.0	0.0	0.0	15	62.9	23	62
<b>TOTAL SEVILLE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.8</b>	<b>33.8</b>	<b>20.0</b>	<b>16.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.9</b>	<b>23</b>	<b>62</b>
VALENCIA	RYANAIR	S	88	0	0	0.0	33.0	39.8	5.7	14.8	4.5	2.3	0.0	0.0	0.0	0.0	16	58.1	16	62
<b>TOTAL VALENCIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.0</b>	<b>39.8</b>	<b>5.7</b>	<b>14.8</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.1</b>	<b>16</b>	<b>62</b>
ZARAGOZA	RYANAIR	S	44	0	0	4.5	34.1	40.9	15.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	20.5	53	43
<b>TOTAL ZARAGOZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>40.9</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>20.5</b>	<b>53</b>	<b>43</b>
<b>TOTAL SPAIN</b>			<b>2667</b>	<b>0</b>	<b>8</b>	<b>5.9</b>	<b>32.5</b>	<b>36.7</b>	<b>10.9</b>	<b>9.1</b>	<b>3.4</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>52.7</b>	<b>29</b>	<b>2745</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	71	0	0	18.3	46.5	32.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.5	11	51
ARRECIFE	RYANAIR	S	52	0	0	11.5	36.5	42.3	3.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	6	47.3	29	74
ARRECIFE	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	61.1	12	18
<b>TOTAL ARRECIFE</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>39.7</b>	<b>36.6</b>	<b>5.3</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>0.0</b>	<b>5</b>	<b>58.0</b>	<b>21</b>	<b>143</b>
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	19.2	30.8	34.6	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	59.3	27	27
FUERTEVENTURA	RYANAIR	S	36	0	0	36.1	25.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	27	44
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	62.5	9	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	100.0	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>27.4</b>	<b>37.1</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.8</b>	<b>22</b>	<b>89</b>
LAS PALMAS	JET2.COM LTD	S	45	0	0	13.3	31.1	33.3	8.9	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	58.3	20	36
LAS PALMAS	RYANAIR	S	44	0	0	11.4	34.1	43.2	9.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	61.1	15	54
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	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	11.1	42	9



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	50.0	21	8	
<b>TOTAL LAS PALMAS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>28.3</b>	<b>37.7</b>	<b>10.4</b>	<b>9.4</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>11</b>	<b>55.1</b>	<b>19</b>	<b>107</b>	
TENERIFE (SURREINA SOFIA)	EXCELLENT AIR GMBH	S	0	0	0	0.0	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	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	99	0	0	10.1	31.3	40.4	11.1	5.1	1.0	1.0	0.0	0.0	0.0	0.0	9	68.1	12	72	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	0	0	7.1	32.9	52.9	5.7	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4	50.7	27	71	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	26	0	0	11.5	15.4	26.9	3.8	15.4	15.4	11.5	0.0	0.0	0.0	0.0	38	65.4	12	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	21	70.0	14	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.3</b>	<b>42.0</b>	<b>8.8</b>	<b>6.8</b>	<b>2.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.6</b>	<b>18</b>	<b>180</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>31.5</b>	<b>39.1</b>	<b>7.7</b>	<b>6.0</b>	<b>1.8</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>60.5</b>	<b>20</b>	<b>519</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	80	0	0	10.0	28.8	32.5	12.5	6.3	7.5	2.5	0.0	0.0	0.0	0.0	19	40.5	31	76	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>28.8</b>	<b>32.5</b>	<b>12.5</b>	<b>6.3</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>19</b>	<b>40.5</b>	<b>31</b>	<b>76</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	108	0	0	5.6	50.0	28.7	12.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	51.4	26	140	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>28.7</b>	<b>12.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>51.4</b>	<b>26</b>	<b>140</b>	
VASTERAS	RYANAIR	S	26	0	0	0.0	23.1	30.8	34.6	11.5	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	21	36	
<b>TOTAL VASTERAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.6</b>	<b>21</b>	<b>36</b>	
<b>TOTAL SWEDEN</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.8</b>	<b>30.4</b>	<b>15.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>48.6</b>	<b>27</b>	<b>252</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	50.0	31	62	
<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>50.0</b>	<b>31</b>	<b>62</b>	
ZURICH	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	62	1	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>62</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>49.2</b>	<b>32</b>	<b>63</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	11.8	41.2	23.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	26	10	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>41.2</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>26</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>41.2</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>26</b>	<b>10</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	60	0	1	1.6	13.1	54.1	11.5	13.1	4.9	0.0	0.0	0.0	0.0	1.6	15	50.9	24	53	
ANTALYA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
ANTALYA	THOMAS COOK AIRLINES LTD	S	70	0	0	0.0	7.1	44.3	20.0	10.0	17.1	1.4	0.0	0.0	0.0	0.0	28	44.3	32	61	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											AUG 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	18	0	0	0.0	16.7	22.2	16.7	33.3	11.1	0.0	0.0	0.0	0.0	0.0	27	44.4	40	9	
<b>TOTAL ANTALYA</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>10.7</b>	<b>45.6</b>	<b>16.1</b>	<b>14.1</b>	<b>11.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>46.8</b>	<b>29</b>	<b>124</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	17	0	0	0.0	0.0	41.2	17.6	17.6	23.5	0.0	0.0	0.0	0.0	0.0	33	43.8	32	16	
BODRUM (MILAS)	JET2.COM LTD	S	35	0	0	5.7	14.3	62.9	11.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	8	42.9	33	28	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	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	23	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>9.8</b>	<b>52.5</b>	<b>16.4</b>	<b>9.8</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>43.2</b>	<b>33</b>	<b>44</b>	
DALAMAN	EASYJET UK LTD	S	36	0	1	0.0	10.8	29.7	13.5	24.3	13.5	5.4	0.0	0.0	0.0	2.7	36	42.9	28	35	
DALAMAN	JET2.COM LTD	S	62	0	2	0.0	23.4	48.4	17.2	7.8	0.0	0.0	0.0	0.0	0.0	3.1	9	58.3	21	48	
DALAMAN	THOMAS COOK AIRLINES LTD	S	96	0	0	2.1	7.3	35.4	31.3	12.5	5.2	3.1	3.1	0.0	0.0	0.0	30	43.6	44	77	
DALAMAN	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	8	50.0	24	18	
<b>TOTAL DALAMAN</b>			<b>212</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>14.4</b>	<b>39.5</b>	<b>22.8</b>	<b>12.6</b>	<b>4.7</b>	<b>2.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>48.0</b>	<b>33</b>	<b>178</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	66	0	0	0.0	18.2	22.7	30.3	21.2	4.5	3.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>22.7</b>	<b>30.3</b>	<b>21.2</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	279	0	0	4.7	21.9	38.4	17.2	11.5	5.0	1.1	0.4	0.0	0.0	0.0	17	61.3	18	212	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>21.9</b>	<b>38.4</b>	<b>17.2</b>	<b>11.5</b>	<b>5.0</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.3</b>	<b>18</b>	<b>212</b>	
ISTANBUL ATATURK	ATLASJET INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.0	27	50	
<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>62.0</b>	<b>27</b>	<b>50</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	5.6	33.3	55.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	34	0	0	5.9	8.8	44.1	32.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	21	36	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>17.3</b>	<b>48.1</b>	<b>21.2</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>58.3</b>	<b>21</b>	<b>36</b>	
<b>TOTAL TURKEY</b>			<b>818</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>16.4</b>	<b>40.4</b>	<b>19.7</b>	<b>12.7</b>	<b>6.0</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>53.5</b>	<b>26</b>	<b>644</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	44	0	0	0.0	27.3	50.0	15.9	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>50.0</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LVOV	RYANAIR	S	26	0	0	0.0	26.9	65.4	7.7	0.0	0.0	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>26.9</b>	<b>65.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>27.1</b>	<b>55.7</b>	<b>12.9</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	6	13.1	24.6	34.6	13.8	6.2	3.1	0.0	0.0	0.0	0.0	4.6	11	67.7	13	62	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>6</b>	<b>13.1</b>	<b>24.6</b>	<b>34.6</b>	<b>13.8</b>	<b>6.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>11</b>	<b>67.7</b>	<b>13</b>	<b>62</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>6</b>	<b>13.1</b>	<b>24.6</b>	<b>34.6</b>	<b>13.8</b>	<b>6.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>11</b>	<b>67.7</b>	<b>13</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	234	0	2	3.8	37.3	29.2	13.6	6.4	6.4	2.1	0.4	0.0	0.0	0.8	17	65.3	26	242	
BELFAST INTERNATIONAL	RYANAIR	S	18	0	0	0.0	11.1	11.1	5.6	50.0	22.2	0.0	0.0	0.0	0.0	0.0	42	59.0	17	178	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR AUGUST 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												AUG 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 BELFAST INTERNATIONAL</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>35.4</b>	<b>28.0</b>	<b>13.0</b>	<b>9.4</b>	<b>7.5</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>62.6</b>	<b>22</b>	<b>420</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	0.0	0	87.9	7	116
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	113	0	1	2.6	41.2	41.2	4.4	5.3	1.8	0.9	1.8	0.0	0.0	0.9	12	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>41.2</b>	<b>41.2</b>	<b>4.4</b>	<b>5.3</b>	<b>1.8</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>87.9</b>	<b>7</b>	<b>116</b>
DUNDEE	LOGANAIR LTD	S	96	0	0	6.3	54.2	25.0	2.1	7.3	4.2	0.0	1.0	0.0	0.0	0.0	11	81.0	10	100
<b>TOTAL DUNDEE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>54.2</b>	<b>25.0</b>	<b>2.1</b>	<b>7.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>10</b>	<b>100</b>
EDINBURGH	EASYJET UK LTD	S	218	0	0	7.3	36.7	24.8	10.1	11.0	6.9	2.3	0.9	0.0	0.0	0.0	20	53.6	29	222
EDINBURGH	RYANAIR	S	38	0	0	2.6	10.5	36.8	28.9	10.5	7.9	2.6	0.0	0.0	0.0	0.0	23	33.9	37	236
<b>TOTAL EDINBURGH</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>32.8</b>	<b>26.6</b>	<b>12.9</b>	<b>10.9</b>	<b>7.0</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>43.5</b>	<b>33</b>	<b>458</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	100.0	0	1
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
GLASGOW	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	4	0.0	0	0
GLASGOW	EASYJET UK LTD	S	158	0	0	4.4	37.3	36.7	5.7	8.2	5.1	1.3	1.3	0.0	0.0	0.0	16	62.3	26	157
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	34.9	41	152
<b>TOTAL GLASGOW</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>37.1</b>	<b>37.1</b>	<b>5.7</b>	<b>8.2</b>	<b>5.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>49.0</b>	<b>33</b>	<b>309</b>
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	0.0	22.6	50.0	12.9	6.5	4.8	3.2	0.0	0.0	0.0	0.0	17	56.5	20	62
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>50.0</b>	<b>12.9</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>56.5</b>	<b>20</b>	<b>62</b>
MANCHESTER	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	21	2
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>2</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	46.2	24	24
<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>46.2</b>	<b>24</b>	<b>24</b>
<b>TOTAL UNITED KINGDOM</b>			<b>938</b>	<b>0</b>	<b>3</b>	<b>4.5</b>	<b>36.8</b>	<b>31.9</b>	<b>9.6</b>	<b>8.7</b>	<b>5.7</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>56.6</b>	<b>26</b>	<b>1492</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	38.2	18	34
<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>38.2</b>	<b>18</b>	<b>34</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	14.3	50	7
<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>14.3</b>	<b>50</b>	<b>7</b>
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	50.0	28	61
<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>50.0</b>	<b>28</b>	<b>61</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	41.7	37	24
<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>41.7</b>	<b>37</b>	<b>24</b>
WASHINGTON (DULLES)	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	64.3	19	14
<b>TOTAL WASHINGTON (DULLES)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>19</b>	<b>14</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>45.4</b>	<b>27</b>	<b>140</b>

TOTAL STANSTED 16456 0 36 4.6 30.2 37.3 12.7 9.8 4.1 0.8 0.3 0.1 0.0 0.2 15 48.0 32 17250

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A												AUG 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		
A CORUNA																											
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	19.4	45.2	16.1	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	12	31					
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	0.0	32.3	48.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	67.7	15	31					
<b>TOTAL A CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>32.3</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.4</b>	<b>13</b>	<b>62</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	20.0	56	10					
	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	60.0	37	10					
	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	100.0	4	3					
	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	100.0	3	3					
	STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	57.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	23.1	32	13					
	STANSTED	RYANAIR	S	D	14	0	0	0.0	35.7	35.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	23.1	26	13					
<b>TOTAL AALBORG</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>32.1</b>	<b>0.0</b>	<b>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>38.5</b>	<b>33</b>	<b>52</b>					
AARHUS (TIRSTRUP)																											
	STANSTED	RYANAIR	S	A	31	0	0	3.2	41.9	32.3	3.2	9.7	9.7	0.0	0.0	0.0	0.0	0.0	15	35.5	31	31					
	STANSTED	RYANAIR	S	D	31	0	0	0.0	54.8	16.1	12.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	13	45.2	30	31					
	MANCHESTER	SAS	S	A	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0					
	MANCHESTER	SAS	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>24.4</b>	<b>7.7</b>	<b>6.4</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>12</b>	<b>40.3</b>	<b>31</b>	<b>62</b>					
ABERDEEN																											
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	31	0	0	9.7	51.6	19.4	6.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	14	83.9	11	31					
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	31	0	0	0.0	19.4	58.1	6.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	12	80.6	14	31					
	BELFAST CITY (GEORGE BEST)	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	19	0.0	0	0					
	BELFAST CITY (GEORGE BEST)	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					
	BIRMINGHAM	FLYBE LTD	S	A	79	0	0	8.9	60.8	16.5	5.1	1.3	3.8	3.8	0.0	0.0	0.0	0.0	11	90.0	6	79					
	BIRMINGHAM	FLYBE LTD	S	D	78	0	0	0.0	14.1	52.6	12.8	11.5	3.8	3.8	1.3	0.0	0.0	0.0	23	66.3	16	79					
	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	88.0	5	25					
	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	82.6	9	23					
	BRISTOL	LOGANAIR LTD	S	A	26	0	0	0.0	53.8	30.8	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
	BRISTOL	LOGANAIR LTD	S	D	26	0	0	0.0	46.2	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	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	35.7	18	8					
	JERSEY	FLYBE LTD	S	A	5	0	0	0.0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	57	100.0	0	4					
	JERSEY	FLYBE LTD	S	D	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	71	25.0	51	4					

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	34.6	47	25		
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	38.5	43	25		
HEATHROW	BRITISH AIRWAYS PLC	S A	178	0	3	19.9	33.7	22.1	8.3	7.7	3.9	2.2	0.6	0.0	0.0	1.7	14	91.4	6	197			
HEATHROW	BRITISH AIRWAYS PLC	S D	178	0	3	0.0	30.4	38.1	12.2	12.7	1.7	2.2	1.1	0.0	0.0	1.7	18	82.3	10	197			
HEATHROW	FLYBE LTD	S A	83	0	0	7.2	48.2	27.7	7.2	6.0	2.4	1.2	0.0	0.0	0.0	0.0	10	77.6	10	85			
HEATHROW	FLYBE LTD	S D	82	0	1	0.0	33.7	47.0	7.2	7.2	1.2	0.0	2.4	0.0	0.0	1.2	14	84.7	8	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	75.0	16	48			
LONDON CITY	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.2	23	48			
LONDON CITY	SUN AIR OF SCANDINAVIA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1			
LUTON	EASYJET UK LTD	S A	22	0	0	0.0	18.2	36.4	9.1	22.7	13.6	0.0	0.0	0.0	0.0	0.0	24	56.5	26	23			
LUTON	EASYJET UK LTD	S D	22	0	2	0.0	29.2	37.5	8.3	8.3	8.3	0.0	0.0	0.0	0.0	8.3	15	56.5	25	23			
MANCHESTER	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	22	1			
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	0.0	110	1			
MANCHESTER	FLYBE LTD	S A	151	0	2	3.9	45.1	39.2	5.9	2.6	0.7	1.3	0.0	0.0	0.0	1.3	7	89.6	10	162			
MANCHESTER	FLYBE LTD	S D	152	0	1	0.7	15.7	65.4	8.5	7.2	0.7	1.3	0.0	0.0	0.0	0.7	11	81.1	17	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	100.0	0	3			
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	66.7	45	3			
NEWCASTLE	EASTERN AIRWAYS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
NEWCASTLE	FLYBE LTD	S A	54	0	3	17.5	52.6	8.8	8.8	7.0	0.0	0.0	0.0	0.0	0.0	5.3	6	36.6	44	45			
NEWCASTLE	FLYBE LTD	S D	55	0	2	0.0	21.1	64.9	3.5	5.3	1.8	0.0	0.0	0.0	0.0	3.5	8	45.8	30	49			
SOUTHEND	LOGANAIR LTD	S A	72	0	0	4.2	61.1	18.1	4.2	5.6	4.2	1.4	1.4	0.0	0.0	0.0	14	0.0	0	0			
SOUTHEND	LOGANAIR LTD	S D	72	0	0	0.0	52.8	27.8	5.6	4.2	5.6	2.8	1.4	0.0	0.0	0.0	16	0.0	0	0			
DURHAM TEES VALLEY	FLYBE LTD	S A	54	0	3	17.5	54.4	14.0	3.5	1.8	1.8	1.8	0.0	0.0	0.0	5.3	7	55.6	32	50			
DURHAM TEES VALLEY	FLYBE LTD	S D	55	0	3	3.4	75.9	8.6	1.7	1.7	1.7	1.7	0.0	0.0	0.0	5.2	6	54.7	46	47			
<b>TOTAL ABERDEEN</b>			<b>1513</b>	<b>0</b>	<b>23</b>	<b>5.5</b>	<b>38.9</b>	<b>34.7</b>	<b>7.6</b>	<b>6.7</b>	<b>2.9</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>74.6</b>	<b>16</b>	<b>1566</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	100.0	1	21			
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	68.2	14	21			
HEATHROW	BRITISH AIRWAYS PLC	S A	31	0	0	16.1	71.0	6.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	100.0	1	31			
HEATHROW	BRITISH AIRWAYS PLC	S D	31	0	0	0.0	12.9	45.2	19.4	9.7	6.5	6.5	0.0	0.0	0.0	0.0	25	71.0	17	31			
HEATHROW	ETIHAD AIRWAYS	S A	155	0	0	21.3	37.4	21.3	13.5	5.8	0.6	0.0	0.0	0.0	0.0	0.0	8	88.2	6	93			
HEATHROW	ETIHAD AIRWAYS	S D	155	0	0	0.0	5.2	52.9	20.6	20.6	0.0	0.0	0.6	0.0	0.0	0.0	19	58.1	21	93			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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)
		MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	16.1	33.9	32.3	6.5	6.5	1.6	0.0	0.0	3.2	0.0	0.0	20	91.9	7	62								
		MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	0.0	9.7	58.1	17.7	8.1	3.2	0.0	0.0	3.2	0.0	0.0	27	53.2	17	61								
<b>TOTAL ABU DHABI INTERNATIONAL</b>						<b>496</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>24.0</b>	<b>37.7</b>	<b>14.9</b>	<b>10.9</b>	<b>1.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.9</b>	<b>12</b>	<b>413</b>								
ABUJA																															
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	35.5	38.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	6	90.3	41	31									
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	41.9	25.8	12.9	3.2	0.0	0.0	0.0	0.0	15	77.4	37	31									
<b>TOTAL ABUJA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>25.8</b>	<b>40.3</b>	<b>14.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.9</b>	<b>39</b>	<b>62</b>									
ACCRA																															
		GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1									
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	22.6	41.9	9.7	12.9	6.5	6.5	0.0	0.0	0.0	26	64.5	14	31									
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	16.1	35.5	19.4	22.6	3.2	3.2	0.0	0.0	48	35.5	35	31									
<b>TOTAL ACCRA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>29.0</b>	<b>22.6</b>	<b>16.1</b>	<b>14.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>49.2</b>	<b>24</b>	<b>63</b>									
ADDIS ABABA																															
		HEATHROW	ETHIOPIAN AIRLINES	S	A	44	0	0	18.2	36.4	20.5	11.4	9.1	2.3	2.3	0.0	0.0	0.0	13	79.5	10	44									
		HEATHROW	ETHIOPIAN AIRLINES	S	D	44	0	0	0.0	2.3	45.5	25.0	9.1	18.2	0.0	0.0	0.0	0.0	26	40.9	23	44									
		MANCHESTER	ETHIOPIAN AIRLINES	S	A	17	0	0	0.0	5.9	35.3	17.6	23.5	17.6	0.0	0.0	0.0	0.0	30	0.0	0	0									
		MANCHESTER	ETHIOPIAN AIRLINES	S	D	6	0	0	0.0	16.7	50.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	70	0.0	0	0									
<b>TOTAL ADDIS ABABA</b>						<b>111</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>17.1</b>	<b>34.2</b>	<b>17.1</b>	<b>11.7</b>	<b>10.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.2</b>	<b>17</b>	<b>88</b>									
AGADIR (AL MASSIRA)																															
		BIRMINGHAM	AIR ARABIA MAROC	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	1	0.0	0	0									
		BIRMINGHAM	AIR ARABIA MAROC	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	1	0.0	0	0									
		GATWICK	EASYJET UK LTD	S	A	14	0	0	7.1	21.4	42.9	14.3	7.1	7.1	0.0	0.0	0.0	0.0	15	76.9	20	13									
		GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	50.0	28.6	7.1	14.3	0.0	0.0	0.0	0.0	23	61.5	17	13									
		GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	55.6	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	151	9									
		GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	17	90.0	3	9									
		STANSTED	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	62.5	35	8									
		STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	18	8									
		MANCHESTER	AIR ARABIA MAROC	S	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9									
		MANCHESTER	AIR ARABIA MAROC	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	25	9									
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	22	50.0	25	8									
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	14	75.0	16	8									

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE										AUG 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)
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	7	9			
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	24	55.6	14	9			
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>23.3</b>	<b>39.2</b>	<b>20.8</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.7</b>	<b>28</b>	<b>112</b>			
AHMEDABAD																								
	HEATHROW	AIR INDIA	S	A	17	0	0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18				
	HEATHROW	AIR INDIA	S	D	18	0	0	5.6	16.7	61.1	11.1	5.6	0.0	0.0	0.0	0.0	8	70.6	28	17				
<b>TOTAL AHMEDABAD</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>37.1</b>	<b>20.0</b>	<b>34.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.9</b>	<b>15</b>	<b>35</b>				
AJACCIO																								
	GATWICK	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	4				
	GATWICK	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	4				
	STANSTED	AIR CORSICA	S	A	14	0	0	0.0	57.1	28.6	0.0	7.1	7.1	0.0	0.0	0.0	10	64.7	15	17				
	STANSTED	AIR CORSICA	S	D	14	0	0	0.0	7.1	50.0	28.6	7.1	7.1	0.0	0.0	0.0	18	47.1	20	17				
<b>TOTAL AJACCIO</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>44.4</b>	<b>13.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.3</b>	<b>15</b>	<b>42</b>				
ALDERNEY																								
	BOURNEMOUTH	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	100.0	0	1				
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	148	0	11	0.6	32.7	34.0	8.2	10.7	4.4	1.9	0.6	0.0	6.9	19	71.0	14	144			
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	150	0	11	0.6	34.8	30.4	9.3	9.3	4.3	3.1	1.2	0.0	6.8	22	67.7	15	144			
<b>TOTAL ALDERNEY</b>					<b>298</b>	<b>0</b>	<b>22</b>	<b>0.6</b>	<b>33.8</b>	<b>32.2</b>	<b>8.8</b>	<b>10.0</b>	<b>4.4</b>	<b>2.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>20</b>	<b>69.5</b>	<b>14</b>	<b>289</b>		
ALESUND																								
	BOURNEMOUTH	AIR ALLIANCE EXPRESS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1				
<b>TOTAL ALESUND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>				
ALGHERO (FERTILIA)																								
	BIRMINGHAM	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	30	0.0	54	4				
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	22	75.0	7	4				
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	20	25.0	43	4				
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	12	75.0	13	4				
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	9	55.6	19	9				
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	11	44.4	30	9				
	STANSTED	RYANAIR	S	A	14	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	12	0.0	129	13				
	STANSTED	RYANAIR	S	D	14	0	0	0.0	35.7	50.0	0.0	14.3	0.0	0.0	0.0	0.0	8	30.8	46	13				
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	13	0.0	48	4				
	MANCHESTER	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	25.0	20	4				
<b>TOTAL ALGHERO (FERTILIA)</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>47.3</b>	<b>18.9</b>	<b>9.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>30.9</b>	<b>51</b>	<b>68</b>				
ALGIERS																								
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	7.7	11.5	19.2	23.1	19.2	19.2	0.0	0.0	0.0	33	44.8	23	29				



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 2018				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	7.7	34.6	26.9	19.2	11.5	0.0	0.0	0.0	0.0	0.0	26	44.8	19	29
	HEATHROW	AIR ALGERIE	S	A	30	0	0	10.0	33.3	26.7	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	54.8	22	31
	HEATHROW	AIR ALGERIE	S	D	30	0	0	0.0	10.0	56.7	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	17	67.7	22	31
<b>TOTAL ALGIERS</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>16.1</b>	<b>34.8</b>	<b>23.2</b>	<b>11.6</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>21</b>	<b>53.3</b>	<b>21</b>	<b>120</b>
ALICANTE																						
	ABERDEEN	RYANAIR	S	A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9
	ABERDEEN	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	0.0	10	88.9	4	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	40	0	0	17.5	47.5	20.0	5.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	8	69.2	14	39
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	40	0	0	0.0	35.0	50.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.5	15	40
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	25.9	48.1	18.5	0.0	3.7	0.0	0.0	0.0	3.7	0.0	0.0	16	96.2	4	26
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0.0	44.4	40.7	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	8	96.2	4	26
	BELFAST INTERNATIONAL	RYANAIR	S	A	22	0	0	4.5	54.5	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.2	14	22
	BELFAST INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.3	13	22
	BIRMINGHAM	JET2.COM LTD	S	A	58	0	0	31.0	37.9	20.7	6.9	1.7	1.7	0.0	0.0	0.0	0.0	0.0	5	89.6	7	48
	BIRMINGHAM	JET2.COM LTD	S	D	58	0	0	0.0	20.7	65.5	8.6	3.4	1.7	0.0	0.0	0.0	0.0	0.0	8	87.5	11	48
	BIRMINGHAM	RYANAIR	S	A	63	0	0	14.3	55.6	19.0	4.8	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	94.4	5	54
	BIRMINGHAM	RYANAIR	S	D	62	0	0	0.0	19.4	51.6	16.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	16	70.4	12	54
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	37.5	142	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	142	8
	BOURNEMOUTH	RYANAIR	S	A	22	0	0	9.1	45.5	18.2	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	18	18
	BOURNEMOUTH	RYANAIR	S	D	22	0	0	0.0	50.0	40.9	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	8	83.3	8	18
	BRISTOL	EASYJET UK LTD	S	A	63	0	0	1.6	31.7	20.6	12.7	19.0	11.1	1.6	0.0	1.6	0.0	0.0	48	64.5	26	61
	BRISTOL	EASYJET UK LTD	S	D	62	0	0	0.0	11.3	43.5	14.5	17.7	11.3	1.6	0.0	0.0	0.0	0.0	24	51.6	30	61
	BRISTOL	RYANAIR	S	A	54	0	0	16.7	46.3	18.5	1.9	3.7	11.1	1.9	0.0	0.0	0.0	0.0	15	71.1	24	45
	BRISTOL	RYANAIR	S	D	53	0	0	0.0	28.3	47.2	11.3	1.9	9.4	1.9	0.0	0.0	0.0	0.0	17	68.9	25	45
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	2	100.0	0	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	8
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8
	CARDIFF WALES	VUELING AIRLINES	S	A	26	0	0	0.0	38.5	46.2	3.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	81.8	63	22
	CARDIFF WALES	VUELING AIRLINES	S	D	26	0	0	0.0	7.7	73.1	7.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	72.7	68	22
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	15.4	46.2	23.1	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	14	92.3	5	13

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	23.1	53.8	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	84.6	3	13	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	14	0	0	0.0	35.7	42.9	0.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	25	100.0	1	8	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	14	0	0	0.0	42.9	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	100.0	0	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	49	0	0	75.5	10.2	10.2	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	6	95.5	6	44	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	49	0	0	0.0	57.1	36.7	4.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.2	7	44	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	75	0	0	25.3	36.0	22.7	5.3	6.7	1.3	2.7	0.0	0.0	0.0	0.0	11	73.7	19	76	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	75	0	0	0.0	40.0	52.0	4.0	2.7	0.0	1.3	0.0	0.0	0.0	0.0	7	77.6	14	76	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	11	87.5	11	8	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	75.0	12	8	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	20	9	
	EDINBURGH	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	0.0	11	66.7	17	9	
	EDINBURGH	JET2.COM LTD	S	A	26	0	0	26.9	46.2	19.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	27	
	EDINBURGH	JET2.COM LTD	S	D	26	0	0	0.0	26.9	69.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.6	4	27	
	EDINBURGH	RYANAIR	S	A	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	16	70.4	13	27	
	EDINBURGH	RYANAIR	S	D	26	0	0	0.0	34.6	42.3	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	27	27	
	EXETER	FLYBE LTD	S	A	17	0	0	11.8	35.3	11.8	11.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	22	66.7	37	18	
	EXETER	FLYBE 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	0.0	9	83.3	10	18	
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	4	
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	9	4	
	GLASGOW	EASYJET UK LTD	S	A	31	0	0	29.0	41.9	16.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	77.4	9	31	
	GLASGOW	EASYJET UK LTD	S	D	31	0	0	0.0	41.9	51.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	4	31	
	GLASGOW	JET2.COM LTD	S	A	31	0	0	25.8	38.7	19.4	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	100.0	3	26	
	GLASGOW	JET2.COM LTD	S	D	31	0	0	0.0	45.2	41.9	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	96.3	3	27	
	GLASGOW	RYANAIR	S	A	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	15	50.0	29	18	
	GLASGOW	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	7.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	21	72.2	12	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	79	0	0	39.2	31.6	12.7	7.6	5.1	2.5	0.0	1.3	0.0	0.0	0.0	10	77.5	26	71	
	LEEDS BRADFORD	JET2.COM LTD	S	D	79	0	0	0.0	34.2	44.3	11.4	5.1	2.5	1.3	1.3	0.0	0.0	0.0	14	76.1	37	71	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018									
																NUMBER OF FLIGHTS	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
LEEDS BRADFORD	RYANAIR	S	A	31	0	0	0	19.4	45.2	16.1	6.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	14	54.8	20	31													
LEEDS BRADFORD	RYANAIR	S	D	31	0	0	0	0.0	9.7	74.2	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	83.9	8	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	0.0	0	76.5	11	17													
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	100.0	0	17													
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	32	0	0	0	18.8	15.6	25.0	15.6	15.6	9.4	0.0	0.0	0.0	0.0	0.0	19	66.7	14	30													
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	31	0	0	0	0.0	29.0	32.3	9.7	25.8	3.2	0.0	0.0	0.0	0.0	0.0	17	93.5	7	31													
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	49	0	0	0	4.1	57.1	26.5	0.0	10.2	2.0	0.0	0.0	0.0	0.0	0.0	7	68.9	18	45													
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	49	0	0	0	0.0	40.8	51.0	0.0	6.1	2.0	0.0	0.0	0.0	0.0	0.0	6	86.7	11	45													
GATWICK	BRITISH AIRWAYS PLC	S	A	103	0	0	0	10.7	39.8	22.3	7.8	12.6	6.8	0.0	0.0	0.0	0.0	0.0	14	65.3	27	94													
GATWICK	BRITISH AIRWAYS PLC	S	D	103	0	0	0	0.0	22.3	51.5	13.6	5.8	6.8	0.0	0.0	0.0	0.0	0.0	13	66.3	24	94													
GATWICK	EASYJET UK LTD	S	A	142	0	0	0	6.3	25.4	29.6	9.2	13.4	11.3	3.5	0.7	0.7	0.0	0.0	30	58.6	22	140													
GATWICK	EASYJET UK LTD	S	D	142	0	0	0	0.0	9.9	50.7	13.4	14.1	8.5	2.8	0.7	0.0	0.0	0.0	25	60.7	22	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	77.8	10	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	100.0	2	9													
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	0	0.0	7.4	18.5	25.9	33.3	7.4	7.4	0.0	0.0	0.0	0.0	38	68.8	16	16													
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0	0.0	7.4	48.1	18.5	11.1	14.8	0.0	0.0	0.0	0.0	0.0	22	62.5	41	16													
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	50.0	22	2													
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	0	100.0	7	2													
GATWICK	RYANAIR	S	A	27	0	0	0	3.7	48.1	29.6	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	27													
GATWICK	RYANAIR	S	D	27	0	0	0	0.0	7.4	37.0	29.6	22.2	3.7	0.0	0.0	0.0	0.0	0.0	19	51.9	20	27													
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	0	14.3	35.7	7.1	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	32	9													
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0	0.0	14.3	71.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	26	8													
GATWICK	VUELING AIRLINES	S	A	26	0	0	0	3.8	30.8	15.4	19.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0													
GATWICK	VUELING AIRLINES	S	D	25	0	1	0	0.0	3.8	38.5	26.9	15.4	7.7	3.8	0.0	0.0	0.0	3.8	30	0.0	0	0													
LUTON	EASYJET UK LTD	S	A	67	0	0	0	19.4	43.3	17.9	7.5	1.5	9.0	1.5	0.0	0.0	0.0	0.0	13	58.5	26	65													
LUTON	EASYJET UK LTD	S	D	67	0	0	0	0.0	25.4	50.7	9.0	6.0	7.5	1.5	0.0	0.0	0.0	0.0	15	59.1	27	66													
LUTON	RYANAIR	S	A	32	0	0	0	37.5	28.1	6.3	0.0	15.6	6.3	0.0	6.3	0.0	0.0	0.0	26	0.0	0	0													

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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				
LUTON	RYANAIR	S D	31	0	0	0.0	16.1	48.4	9.7	9.7	9.7	0.0	6.5	0.0	0.0	0.0	33	0.0	0	0	
STANSTED	JET2.COM LTD	S A	54	0	0	33.3	50.0	13.0	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	3	75.0	13	44	
STANSTED	JET2.COM LTD	S D	54	0	0	0.0	53.7	38.9	3.7	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	84.1	14	44	
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	45.2	25	31	
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	32.3	30	31	
STANSTED	RYANAIR	S A	72	0	0	2.8	6.9	34.7	29.2	18.1	6.9	1.4	0.0	0.0	0.0	0.0	24	70.0	29	70	
STANSTED	RYANAIR	S D	72	0	0	0.0	18.1	45.8	18.1	16.7	0.0	1.4	0.0	0.0	0.0	0.0	15	38.6	32	70	
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	60.0	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	25.0	22	4	
MANCHESTER	BRITISH AIRWAYS PLC	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	22	50.0	46	4	
MANCHESTER	BRITISH AIRWAYS PLC	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	17	50.0	36	4	
MANCHESTER	EASYJET UK LTD	S A	43	0	0	9.3	41.9	23.3	16.3	4.7	2.3	2.3	0.0	0.0	0.0	0.0	14	75.0	19	40	
MANCHESTER	EASYJET UK LTD	S D	43	0	0	0.0	25.6	48.8	14.0	9.3	2.3	0.0	0.0	0.0	0.0	0.0	13	79.5	16	39	
MANCHESTER	JET2.COM LTD	S A	66	0	0	9.1	45.5	21.2	12.1	10.6	1.5	0.0	0.0	0.0	0.0	0.0	10	82.0	20	89	
MANCHESTER	JET2.COM LTD	S D	66	0	0	0.0	10.6	51.5	18.2	16.7	3.0	0.0	0.0	0.0	0.0	0.0	16	70.8	21	88	
MANCHESTER	RYANAIR	S A	84	0	0	9.5	31.0	31.0	15.5	8.3	4.8	0.0	0.0	0.0	0.0	0.0	13	89.4	7	85	
MANCHESTER	RYANAIR	S D	84	0	0	0.0	22.6	63.1	8.3	3.6	1.2	1.2	0.0	0.0	0.0	0.0	9	75.3	15	85	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	77.8	9	9	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	3	9	
MANCHESTER	TUI AIRWAYS LTD	C A	13	0	0	0.0	23.1	30.8	7.7	30.8	0.0	0.0	7.7	0.0	0.0	0.0	37	77.8	34	18	
MANCHESTER	TUI AIRWAYS LTD	C D	13	0	0	0.0	0.0	76.9	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	82.4	34	17	
NEWCASTLE	EASYJET UK LTD	S A	26	0	0	23.1	50.0	11.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	73.1	25	26	
NEWCASTLE	EASYJET UK LTD	S D	26	0	0	0.0	38.5	50.0	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	8	66.7	28	27	
NEWCASTLE	JET2.COM LTD	S A	49	0	0	32.7	49.0	8.2	4.1	4.1	2.0	0.0	0.0	0.0	0.0	0.0	5	93.9	6	49	
NEWCASTLE	JET2.COM LTD	S D	49	0	0	0.0	20.4	71.4	6.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	9	91.8	18	49	
NEWCASTLE	RYANAIR	S A	31	0	0	29.0	54.8	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	96.8	2	31	
NEWCASTLE	RYANAIR	S D	31	0	0	0.0	35.5	54.8	6.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	8	90.3	5	31	
NEWCASTLE	TUI AIRWAYS LTD	S A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	12	
NEWCASTLE	TUI AIRWAYS 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	83.3	7	12	
SOUTHAMPTON	FLYBE LTD	S A	26	0	0	19.2	53.8	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	8	26	
SOUTHAMPTON	FLYBE LTD	S D	26	0	0	0.0	11.5	84.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	9	26	
SOUTHEND	EASYJET UK LTD	S A	44	0	0	15.9	45.5	11.4	6.8	11.4	6.8	2.3	0.0	0.0	0.0	0.0	16	80.0	16	45	
SOUTHEND	EASYJET UK LTD	S D	44	0	0	0.0	29.5	52.3	6.8	6.8	4.5	0.0	0.0	0.0	0.0	0.0	10	73.3	18	45	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	RYANAIR	S	A	22	0	0	9.1	22.7	31.8	13.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	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	0.0	0	0	
<b>TOTAL ALICANTE</b>					<b>3817</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>31.6</b>	<b>36.6</b>	<b>9.7</b>	<b>7.9</b>	<b>4.3</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.3</b>	<b>19</b>	<b>3627</b>	
ALMERIA																							
	BELFAST INTERNATIONAL	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	87.5	11	8	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	14	8	
	BIRMINGHAM	JET2.COM LTD	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	0	100.0	3	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	22	9	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	1	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	100.0	0	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	25	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	EDINBURGH	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	77.8	16	9	
	EDINBURGH	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	66.7	15	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	3	88.9	4	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	35.3	11.8	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	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	13	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	3.2	35.5	22.6	19.4	6.5	6.5	0.0	6.5	0.0	0.0	0.0	27	90.3	10	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	48.4	25.8	12.9	6.5	3.2	0.0	3.2	0.0	0.0	0.0	15	80.6	9	31	
	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	93	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	75.0	16	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	129	1	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	13	9	
	GATWICK	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	11	77.8	11	9	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																NUMBER OF FLIGHTS										AUG 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
HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	12	8						
HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	11	8						
STANSTED	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	13	9						
STANSTED	JET2.COM 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	0.0	13	44.4	16	9						
STANSTED	RYANAIR	S	A	9	0	0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	20	9						
STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	9						
MANCHESTER	JET2.COM LTD	S	A	14	0	0	50.0	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	3	13						
MANCHESTER	JET2.COM LTD	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	6	69.2	14	13						
MANCHESTER	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	0.0	5	66.7	9	9						
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	11	9						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	20	13						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	22	13						
MANCHESTER	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	14	100.0	0	5						
MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	5						
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9						
NEWCASTLE	JET2.COM 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	0.0	2	77.8	8	9						
<b>TOTAL ALMERIA</b>				<b>347</b>	<b>0</b>	<b>1</b>	<b>14.9</b>	<b>31.0</b>	<b>37.4</b>	<b>9.8</b>	<b>3.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>79.4</b>	<b>12</b>	<b>354</b>						
AMMAN																												
GLASGOW	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	0.0	0	0.0	56	1						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	41.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	31						
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	19.4	29.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	34	58.1	16	31						
HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	3.2	16.1	32.3	22.6	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	21	74.2	22	31						
HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	0.0	48.4	25.8	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	22	48.4	37	31						
<b>TOTAL AMMAN</b>				<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>14.5</b>	<b>31.5</b>	<b>17.7</b>	<b>18.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>69.6</b>	<b>19</b>	<b>125</b>						
AMRITSAR																												
BIRMINGHAM	AIR INDIA	S	A	8	0	0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	11						
BIRMINGHAM	AIR INDIA	S	D	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	10	18						
<b>TOTAL AMRITSAR</b>				<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>86.7</b>	<b>13</b>	<b>29</b>						
AMSTERDAM																												
ABERDEEN	KLM	S	A	62	0	0	0.0	54.8	35.5	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	5	57						
ABERDEEN	KLM	S	D	62	0	0	0.0	54.8	29.0	11.3	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	96.5	2	57						

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 CITYHOPPER	S A	62	0	0	0	6.5	59.7	27.4	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	97.0	3	67		
ABERDEEN	KLM CITYHOPPER	S D	62	0	0	0	1.6	35.5	45.2	11.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	89.6	6	67		
BELFAST CITY (GEORGE BEST)	KLM	S A	31	0	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	90.3	5	31		
BELFAST CITY (GEORGE BEST)	KLM	S D	31	0	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	90.3	8	31		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	40	0	0	0	5.0	20.0	42.5	12.5	17.5	0.0	2.5	0.0	0.0	0.0	0.0	16	37.5	27	39		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	40	0	0	0	0.0	37.5	25.0	25.0	10.0	0.0	2.5	0.0	0.0	0.0	0.0	14	67.5	14	39		
BIRMINGHAM	FLYBE LTD	S A	136	0	0	0	5.1	34.6	30.9	10.3	8.1	5.9	2.9	2.2	0.0	0.0	0.0	21	62.6	20	146		
BIRMINGHAM	FLYBE LTD	S D	136	0	0	0	0.0	2.9	40.4	20.6	16.2	13.2	5.1	1.5	0.0	0.0	0.0	36	58.9	24	146		
BIRMINGHAM	KLM	S A	146	0	0	0	4.8	50.7	28.1	8.2	6.8	0.7	0.7	0.0	0.0	0.0	0.0	8	79.6	8	145		
BIRMINGHAM	KLM	S D	146	0	0	0	0.0	21.2	50.0	15.8	10.3	2.1	0.7	0.0	0.0	0.0	0.0	14	73.6	11	146		
BRISTOL	EASYJET UK LTD	S A	52	0	0	0	0.0	25.0	36.5	19.2	9.6	5.8	3.8	0.0	0.0	0.0	0.0	22	62.3	22	53		
BRISTOL	EASYJET UK LTD	S D	51	0	1	0	0.0	25.0	53.8	1.9	7.7	5.8	3.8	0.0	0.0	0.0	1.9	18	69.8	20	53		
BRISTOL	KLM	S A	124	0	0	0	3.2	54.0	32.3	3.2	6.5	0.8	0.0	0.0	0.0	0.0	0.0	6	86.3	7	123		
BRISTOL	KLM	S D	125	0	0	0	0.0	28.8	52.0	9.6	5.6	3.2	0.0	0.8	0.0	0.0	0.0	11	78.2	11	123		
CARDIFF WALES	KLM	S A	88	0	0	0	5.7	63.6	23.9	2.3	3.4	1.1	0.0	0.0	0.0	0.0	0.0	3	89.9	4	88		
CARDIFF WALES	KLM	S D	89	0	0	0	0.0	28.1	57.3	11.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	7	86.5	7	88		
DONCASTER SHEFFIELD	FLYBE LTD	S A	31	0	0	0	22.6	61.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	12	31		
DONCASTER SHEFFIELD	FLYBE LTD	S D	31	0	0	0	0.0	25.8	61.3	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	8	31		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	31	0	0	0	6.5	38.7	25.8	12.9	0.0	16.1	0.0	0.0	0.0	0.0	0.0	16	80.6	13	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	31	0	0	0	0.0	19.4	45.2	16.1	9.7	6.5	3.2	0.0	0.0	0.0	0.0	20	83.9	8	31		
EDINBURGH	EASYJET EUROPE	S A	38	0	1	0	15.4	20.5	23.1	12.8	12.8	12.8	0.0	0.0	0.0	0.0	2.6	20	0.0	0	0		
EDINBURGH	EASYJET EUROPE	S D	38	0	1	0	0.0	23.1	20.5	12.8	20.5	20.5	0.0	0.0	0.0	0.0	2.6	29	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S A	31	0	0	0	0.0	22.6	38.7	19.4	19.4	0.0	0.0	0.0	0.0	0.0	0.0	14	50.7	31	71		
EDINBURGH	EASYJET UK LTD	S D	31	0	0	0	0.0	25.8	45.2	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	47.9	35	71		
EDINBURGH	KLM	S A	155	0	0	0	0.6	52.3	33.5	8.4	3.2	1.9	0.0	0.0	0.0	0.0	0.0	7	88.7	6	186		
EDINBURGH	KLM	S D	155	0	0	0	0.6	29.0	49.7	14.2	5.2	1.3	0.0	0.0	0.0	0.0	0.0	10	76.9	10	186		
EXETER	FLYBE LTD	S A	35	0	0	0	2.9	48.6	31.4	14.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	96.8	5	31		
EXETER	FLYBE LTD	S D	35	0	0	0	0.0	31.4	54.3	0.0	11.4	2.9	0.0	0.0	0.0	0.0	0.0	9	90.3	4	31		
GLASGOW	EASYJET UK LTD	S A	30	0	0	0	16.7	53.3	13.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	88.9	6	27		
GLASGOW	EASYJET UK LTD	S D	30	0	0	0	0.0	30.0	43.3	16.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	13	74.1	16	27		
GLASGOW	KLM	S A	89	0	0	0	0.0	43.8	43.8	6.7	4.5	1.1	0.0	0.0	0.0	0.0	0.0	7	78.7	10	88		
GLASGOW	KLM	S D	89	0	0	0	0.0	30.3	53.9	12.4	1.1	2.2	0.0	0.0	0.0	0.0	0.0	8	73.0	13	88		
GLASGOW	KLM CITYHOPPER	S A	35	0	0	0	2.9	60.0	31.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	94.3	3	35		

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

Origin/Destinations: A

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AUG 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	KLM CITYHOPPER	S	D	35	0	0	2.9	31.4	45.7	8.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	11	82.9	6	35	
	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	0.0	22.2	27.8	16.7	11.1	16.7	5.6	0.0	0.0	0.0	0.0	32	61.1	15	17	
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	16.7	50.0	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	23	72.2	15	17	
	LEEDS BRADFORD	KLM	S	A	88	0	0	4.5	58.0	20.5	12.5	2.3	1.1	1.1	0.0	0.0	0.0	0.0	8	91.4	5	92	
	LEEDS BRADFORD	KLM	S	D	88	0	0	0.0	26.1	56.8	6.8	8.0	1.1	1.1	0.0	0.0	0.0	0.0	10	84.0	6	92	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	64	0	0	1.6	46.9	35.9	3.1	4.7	7.8	0.0	0.0	0.0	0.0	0.0	13	89.6	5	66	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	64	0	0	0.0	53.1	37.5	0.0	4.7	4.7	0.0	0.0	0.0	0.0	0.0	7	95.5	3	66	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	2.2	24.7	34.8	14.6	9.0	7.9	4.5	2.2	0.0	0.0	0.0	28	58.7	20	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	0.0	22.5	43.8	14.6	12.4	4.5	2.2	0.0	0.0	0.0	0.0	19	66.3	17	90	
	GATWICK	EASYJET UK LTD	S	A	196	0	6	7.4	16.3	19.8	19.8	20.3	9.4	2.5	1.0	0.5	0.0	3.0	31	54.1	31	205	
	GATWICK	EASYJET UK LTD	S	D	197	0	5	0.0	8.9	30.7	22.8	23.3	9.9	2.0	0.0	0.0	0.0	2.5	30	45.5	31	205	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	240	0	3	18.5	35.0	22.6	9.9	5.8	4.9	1.6	0.4	0.0	0.0	1.2	14	79.6	12	237	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	240	0	3	0.0	24.3	46.1	12.8	9.5	3.7	1.2	1.2	0.0	0.0	1.2	17	76.3	13	237	
	HEATHROW	KLM	S	A	305	0	4	22.3	45.6	17.2	6.5	2.9	3.2	1.0	0.0	0.0	0.0	1.3	9	82.8	6	300	
	HEATHROW	KLM	S	D	305	0	4	0.3	42.1	40.1	8.1	4.9	3.2	0.0	0.0	0.0	0.0	1.3	9	83.8	9	300	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	103	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	79.8	10	108	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	102	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	73.4	15	108	
	LONDON CITY	FLYBE LTD	S	A	0	35	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0	88.6	4	34	
	LONDON CITY	FLYBE LTD	S	D	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	77.1	8	34	
	LONDON CITY	KLM	S	A	0	180	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	94.4	1	156	
	LONDON CITY	KLM	S	D	0	179	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	79.4	9	156	
	LUTON	AIR NIGERIA	S	A	32	0	4	5.6	33.3	30.6	2.8	11.1	5.6	0.0	0.0	0.0	0.0	11.1	12	0.0	0	0	
	LUTON	AIR NIGERIA	S	D	32	0	4	0.0	5.6	50.0	11.1	13.9	8.3	0.0	0.0	0.0	0.0	11.1	21	0.0	0	0	
	LUTON	EASYJET EUROPE	S	A	13	0	1	0.0	21.4	28.6	0.0	14.3	28.6	0.0	0.0	0.0	0.0	7.1	38	0.0	0	0	
	LUTON	EASYJET EUROPE	S	D	13	0	1	0.0	0.0	35.7	7.1	7.1	28.6	14.3	0.0	0.0	0.0	7.1	58	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	134	0	2	5.1	28.7	25.0	19.9	13.2	5.9	0.7	0.0	0.0	0.0	1.5	18	59.9	23	156	
	LUTON	EASYJET UK LTD	S	D	133	0	2	0.0	26.7	40.0	15.6	14.8	1.5	0.0	0.0	0.0	0.0	1.5	14	62.2	24	155	
	LUTON	MNG AIRLINES	S	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	VUELING AIRLINES	S	A	22	0	4	0.0	23.1	42.3	0.0	11.5	7.7	0.0	0.0	0.0	0.0	15.4	16	54.8	32	62	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 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	VUELING AIRLINES	S	D	22	0	4	0.0	3.8	19.2	19.2	23.1	19.2	0.0	0.0	0.0	0.0	15.4	38	40.3	44	61							
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	125	0.0	0	0							
STANSTED	EASYJET UK LTD	S	A	96	0	1	10.3	27.8	17.5	13.4	7.2	14.4	7.2	1.0	0.0	0.0	1.0	32	54.1	34	96							
STANSTED	EASYJET UK LTD	S	D	96	0	1	0.0	21.6	34.0	13.4	13.4	11.3	5.2	0.0	0.0	0.0	1.0	26	59.2	28	96							
MANCHESTER	EASYJET UK LTD	S	A	81	0	2	0.0	27.7	33.7	16.9	8.4	9.6	0.0	1.2	0.0	0.0	2.4	20	66.7	19	80							
MANCHESTER	EASYJET UK LTD	S	D	81	0	2	1.2	13.3	51.8	12.0	10.8	7.2	0.0	1.2	0.0	0.0	2.4	19	58.0	16	80							
MANCHESTER	FLYBE LTD	S	A	92	0	1	1.1	28.0	46.2	8.6	6.5	7.5	0.0	1.1	0.0	0.0	1.1	18	63.4	24	93							
MANCHESTER	FLYBE LTD	S	D	92	0	1	0.0	4.3	52.7	25.8	6.5	8.6	0.0	1.1	0.0	0.0	1.1	21	63.4	28	93							
MANCHESTER	KLM	S	A	181	0	0	2.2	55.8	28.2	8.3	3.9	1.7	0.0	0.0	0.0	0.0	0.0	7	91.2	5	182							
MANCHESTER	KLM	S	D	181	0	0	0.0	25.4	51.9	12.2	7.2	2.8	0.0	0.0	0.6	0.0	0.0	14	82.4	9	182							
NEWCASTLE	KLM	S	A	124	0	0	0.8	40.3	46.0	8.1	2.4	2.4	0.0	0.0	0.0	0.0	0.0	7	85.5	8	124							
NEWCASTLE	KLM	S	D	124	0	0	0.0	49.2	41.1	7.3	0.8	1.6	0.0	0.0	0.0	0.0	0.0	5	87.1	6	123							
SOUTHAMPTON	FLYBE LTD	S	A	106	0	0	13.2	43.4	21.7	8.5	4.7	4.7	1.9	1.9	0.0	0.0	0.0	16	69.8	15	95							
SOUTHAMPTON	FLYBE LTD	S	D	105	0	1	0.0	16.0	61.3	12.3	3.8	4.7	0.9	0.0	0.0	0.0	0.9	12	73.2	13	96							
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	93.5	5	31							
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	80.6	10	31							
SOUTHEND	EASYJET UK LTD	S	A	56	0	1	0.0	47.4	29.8	5.3	8.8	7.0	0.0	0.0	0.0	0.0	1.8	13	75.9	10	57							
SOUTHEND	EASYJET UK LTD	S	D	55	1	1	1.8	52.6	26.3	1.8	7.0	7.0	0.0	0.0	0.0	1.8	1.8	11	72.4	17	58							
DURHAM TEES VALLEY	KLM	S	A	57	0	0	0.0	66.7	28.1	3.5	0.0	1.8	0.0	0.0	0.0	0.0	0.0	4	93.5	4	62							
DURHAM TEES VALLEY	KLM	S	D	58	0	0	1.7	32.8	51.7	12.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	10	62							
<b>TOTAL AMSTERDAM</b>				<b>6423</b>	<b>634</b>	<b>72</b>	<b>3.3</b>	<b>30.7</b>	<b>33.3</b>	<b>10.3</b>	<b>7.0</b>	<b>4.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>8.9</b>	<b>1.0</b>	<b>14</b>	<b>75.3</b>	<b>14</b>	<b>7184</b>							
ANCHORAGE																												
MANCHESTER	CONDOR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1							
<b>TOTAL ANCHORAGE</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>							
ANCONA																												
GATWICK	EASYJET UK LTD	S	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	29	66.7	12	9							
GATWICK	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	18	55.6	21	9							
STANSTED	RYANAIR	S	A	36	0	0	8.3	41.7	27.8	13.9	2.8	5.6	0.0	0.0	0.0	0.0	0.0	11	62.5	21	40							
STANSTED	RYANAIR	S	D	36	0	0	0.0	50.0	41.7	2.8	2.8	2.8	0.0	0.0	0.0	0.0	0.0	7	57.5	21	40							
<b>TOTAL ANCONA</b>				<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>37.8</b>	<b>35.6</b>	<b>12.2</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.2</b>	<b>20</b>	<b>98</b>							
ANGLESEY (VALLEY)																												
CARDIFF WALES	EASTERN AIRWAYS	S	A	40	1	0	2.4	46.3	36.6	4.9	4.9	2.4	0.0	0.0	0.0	2.4	0.0	7	84.4	5	41							
CARDIFF WALES	EASTERN AIRWAYS	S	D	41	0	0	0.0	29.3	61.0	2.4	4.9	2.4	0.0	0.0	0.0	0.0	0.0	5	88.9	4	43							
<b>TOTAL ANGLESEY (VALLEY)</b>				<b>81</b>	<b>1</b>	<b>0</b>	<b>1.2</b>	<b>37.8</b>	<b>48.8</b>	<b>3.7</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>5</b>	<b>84</b>							

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	
ANKARA (ESENBOGA)																							
	GATWICK	THY TURKISH AIRLINES	S	A	9	0	1	0.0	0.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	21	0.0	0	0
	GATWICK	THY TURKISH AIRLINES	S	D	9	0	1	0.0	0.0	20.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	35	0.0	0	0
	LUTON	SUNEXPRESS	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	16	8
	LUTON	SUNEXPRESS	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	0.0	29	37.5	29	8
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>28</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.3</b>	<b>26.7</b>	<b>36.7</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>0.0</b>	<b>6.7</b>	<b>25</b>	<b>56.3</b>	<b>23</b>	<b>16</b>
ANTALYA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	20.0	308	5
	BELFAST INTERNATIONAL	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	0.0	19	40.0	21	5
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	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	0	75.0	16	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	4	
	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	44.4	25	9	
	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	22.2	33	9	
	BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	8.7	0.0	21.7	30.4	34.8	4.3	0.0	0.0	0.0	0.0	0.0	26	60.0	29	15	
	BIRMINGHAM	JET2.COM LTD	S	D	22	0	0	0.0	0.0	31.8	45.5	18.2	0.0	0.0	0.0	4.5	0.0	0.0	70	50.0	29	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	23	0	0	13.0	21.7	34.8	17.4	13.0	0.0	0.0	0.0	0.0	0.0	0.0	11	61.3	21	31	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	22.7	22.7	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	24	41.4	33	29	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	0.0	22.2	22.2	27.8	22.2	5.6	0.0	0.0	0.0	0.0	46	50.0	31	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	29	4	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	A	5	0	0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BOURNEMOUTH	FREEBIRD AIRLINES	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	25	0.0	0	0	
	BRISTOL	FREEBIRD AIRLINES	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	66	0.0	0	0	
	BRISTOL	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	68	0.0	0	0	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	23	0	0	13.0	26.1	39.1	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	58.8	23	17	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	9.1	63.6	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	13	68.4	21	19	
	BRISTOL	TUI AIRWAYS LTD	C	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	12	20.0	40	5	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	41	5	
	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	25.0	29	4	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	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	25.0	29	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	81	60.0	14	5		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	49	40.0	24	5		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	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	19	0.0	0	0		
CARDIFF WALES	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	20	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	75.0	9	4		
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	75.0	6	4		
DONCASTER SHEFFIELD	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	22	0.0	0	0		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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	40.0	27	5		
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	20.0	59	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	0.0	22.2	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	77.8	124	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	5.9	52.9	11.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	19	55.6	20	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	5		
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	0.0	10	80.0	8	5		
EDINBURGH	JET2.COM LTD	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	9	5		
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	12	100.0	2	4		
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	75.0	18	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	39	4		
EXETER	FREEBIRD AIRLINES	C	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
EXETER	FREEBIRD AIRLINES	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	25	0.0	0	0		
GLASGOW	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	0.0	15	55.6	33	9		
GLASGOW	JET2.COM LTD	S	D	10	0	0	0.0	10.0	80.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	55.6	33	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	15	0	0	6.7	20.0	6.7	46.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	25	40.0	31	10		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	6.7	46.7	6.7	26.7	13.3	0.0	0.0	0.0	0.0	0.0	28	44.4	24	9		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	65	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: A										AUG 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	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	22	0	0	0.0	13.6	40.9	22.7	13.6	4.5	4.5	0.0	0.0	0.0	0.0	22	77.8	13	18						
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	22	0	0	0.0	0.0	45.5	22.7	4.5	22.7	4.5	0.0	0.0	0.0	0.0	35	77.8	11	18						
LEEDS BRADFORD	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	88.9	8	9						
LEEDS BRADFORD	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	33.3	28	9						
GATWICK	GATWICK	EASYJET UK LTD	S	A	23	0	1	0.0	8.3	16.7	33.3	16.7	12.5	0.0	8.3	0.0	0.0	4.2	45	36.4	36	22						
GATWICK	GATWICK	EASYJET UK LTD	S	D	23	0	0	0.0	0.0	26.1	30.4	21.7	13.0	4.3	4.3	0.0	0.0	0.0	45	43.5	33	23						
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S	A	61	0	0	1.6	21.3	31.1	16.4	16.4	11.5	1.6	0.0	0.0	0.0	0.0	25	63.8	22	57						
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S	D	61	0	0	0.0	1.6	36.1	29.5	21.3	6.6	4.9	0.0	0.0	0.0	0.0	31	52.6	31	57						
GATWICK	GATWICK	THY TURKISH AIRLINES	S	A	31	0	0	0.0	6.5	16.1	35.5	32.3	9.7	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0						
GATWICK	GATWICK	THY TURKISH AIRLINES	S	D	31	0	0	0.0	0.0	19.4	29.0	29.0	19.4	3.2	0.0	0.0	0.0	0.0	37	0.0	0	0						
GATWICK	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	84	1						
GATWICK	GATWICK	TUI AIRWAYS LTD	C	A	26	0	0	11.5	7.7	38.5	23.1	11.5	7.7	0.0	0.0	0.0	0.0	0.0	22	26.9	47	26						
GATWICK	GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	57.7	19.2	15.4	3.8	3.8	0.0	0.0	0.0	0.0	25	48.1	37	27						
LUTON	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	42	44.4	27	9						
LUTON	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	34	33.3	33	9						
LUTON	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	80.0	12	5						
LUTON	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	40.0	26	5						
LUTON	LUTON	SUNEXPRESS	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	55.6	19	9						
LUTON	LUTON	SUNEXPRESS	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	19	33.3	29	9						
LUTON	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	55.6	20	9						
LUTON	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	66.7	29	9						
LUTON	LUTON	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	47	0.0	0	0						
LUTON	LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0						
STANSTED	STANSTED	JET2.COM LTD	S	A	29	0	1	3.3	13.3	40.0	13.3	23.3	3.3	0.0	0.0	0.0	0.0	3.3	19	38.5	30	26						
STANSTED	STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	12.9	67.7	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	63.0	18	27						
STANSTED	STANSTED	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1						
STANSTED	STANSTED	THOMAS COOK AIRLINES LTD	S	A	35	0	0	0.0	11.4	40.0	14.3	11.4	20.0	2.9	0.0	0.0	0.0	0.0	32	50.0	30	30						
STANSTED	STANSTED	THOMAS COOK AIRLINES LTD	S	D	35	0	0	0.0	2.9	48.6	25.7	8.6	14.3	0.0	0.0	0.0	0.0	0.0	23	38.7	34	31						
STANSTED	STANSTED	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	24	25.0	50	4						

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	29	60.0	32	5	
	MANCHESTER	EASYJET UK LTD	S	A	18	0	1	0.0	26.3	21.1	15.8	31.6	0.0	0.0	0.0	0.0	5.3	18	66.7	21	9		
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	0.0	58.8	17.6	23.5	0.0	0.0	0.0	0.0	0.0	19	66.7	20	9		
	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	44.4	17	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	33.3	26	9		
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	7.7	30.8	34.6	11.5	11.5	3.8	0.0	0.0	0.0	0.0	14	69.2	11	26		
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	0.0	19.2	38.5	38.5	3.8	0.0	0.0	0.0	0.0	0.0	13	51.9	22	27		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	68	0	0	16.2	27.9	27.9	7.4	11.8	7.4	1.5	0.0	0.0	0.0	16	67.3	33	54		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	66	0	0	0.0	9.1	50.0	18.2	10.6	6.1	4.5	1.5	0.0	0.0	25	66.7	18	53		
	MANCHESTER	TUI AIRWAYS LTD	C	A	27	0	0	0.0	7.4	29.6	33.3	7.4	11.1	7.4	3.7	0.0	0.0	44	57.1	22	14		
	MANCHESTER	TUI AIRWAYS LTD	C	D	27	0	0	0.0	3.7	29.6	22.2	25.9	11.1	3.7	3.7	0.0	0.0	47	53.8	21	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	40.0	26	5		
	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	40.0	23	5		
	NEWCASTLE	JET2.COM LTD	S	A	18	0	0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	12	76.9	9	13		
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	0.0	5.3	57.9	21.1	15.8	0.0	0.0	0.0	0.0	0.0	16	69.2	14	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	14	0	0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	21	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	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	77.8	18	18		
	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	10	0.0	0	0		
	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	14	0.0	0	0		
<b>TOTAL ANTALYA</b>					<b>1241</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>12.5</b>	<b>37.1</b>	<b>20.7</b>	<b>16.8</b>	<b>7.8</b>	<b>1.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>55.0</b>	<b>28</b>	<b>1047</b>	
ANTIGUA																							
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	7.7	23.1	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	28.6	66	14		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	50.0	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	11	76.9	13	13		
<b>TOTAL ANTIGUA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>40.7</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.9</b>	<b>40</b>	<b>27</b>	
ANTWERP																							
	ABERDEEN	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	78.6	12	14		
	ABERDEEN	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14		
	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	100.0	0	8		
	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	100.0	1	8		
	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	90.6	10	64		
	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	84.4	11	64		
	SOUTHEND	STOBART AIR	S	A	22	0	0	0.0	36.4	50.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	8	61.1	52	18		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	STOBART AIR	S	D	22	0	0	4.5	27.3	59.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	45	18
<b>TOTAL ANTWERP</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>31.8</b>	<b>54.5</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.7</b>	<b>16</b>	<b>208</b>
ARRECIFE																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	8
	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	4	88.9	6	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	1	88.9	7	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	77.8	6	9
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	56	80.0	22	5
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	63	80.0	7	5
	BIRMINGHAM	JET2.COM LTD	S	A	27	0	0	55.6	33.3	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.4	6	22
	BIRMINGHAM	JET2.COM LTD	S	D	27	0	0	0.0	18.5	51.9	22.2	7.4	0.0	0.0	0.0	0.0	0.0	0.0	11	77.3	11	22
	BIRMINGHAM	RYANAIR	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	0.0	0	92.9	7	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	17	14
	BIRMINGHAM	THOMAS COOK AIRLINES 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	66.7	19	9
	BIRMINGHAM	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	27	55.6	26	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	30.8	30.8	7.7	15.4	0.0	7.7	0.0	7.7	0.0	0.0	0.0	28	76.9	11	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	23.1	23.1	23.1	15.4	0.0	7.7	0.0	0.0	0.0	51	38.5	29	13
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	180	75.0	6	8
	BRISTOL	EASYJET 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	9	100.0	5	8
	BRISTOL	RYANAIR	S	A	14	0	0	14.3	35.7	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	92.3	6	13
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	57.1	35.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	6	5
	BRISTOL	THOMAS COOK AIRLINES 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	13	60.0	18	5
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	18	9
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	55.6	17	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	40.0	38	5

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 D	0	0	0	0	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	5		
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	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	88.9	5	9		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	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	0	100.0	0	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	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	10	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	0	76.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	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	76.9	7	13		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	0	33.3	44.4	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	3	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	18	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	94.1	6	17		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	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	14	44.4	31	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	34	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	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	3	80.0	6	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	4	5		
EDINBURGH	JET2.COM LTD	S A	13	0	0	0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	8	9		
EDINBURGH	JET2.COM LTD	S D	14	0	0	0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	9		
EDINBURGH	RYANAIR	S A	9	0	0	0	22.2	22.2	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	88.9	3	9		
EDINBURGH	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	2	77.8	7	9		
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	5		
EXETER	TUI AIRWAYS LTD	C A	9	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	0	77.8	10	9		
EXETER	TUI AIRWAYS LTD	C D	9	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	0	77.8	14	9		
GLASGOW	JET2.COM LTD	S A	18	0	0	0	66.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	55	100.0	0	13		
GLASGOW	JET2.COM LTD	S D	18	0	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	14		
GLASGOW	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	23	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	0.0	0	50.0	21	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	19	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	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	55.6	18	9		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	19	5		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	5		
LEEDS BRADFORD	JET2.COM LTD	S A	22	0	0	0	77.3	9.1	4.5	0.0	4.5	0.0	4.5	0.0	0.0	0.0	0.0	9	95.5	2	22		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	D	23	0	0	0.0	17.4	56.5	8.7	8.7	4.3	0.0	4.3	0.0	0.0	0.0	19	77.3	11	22	
	LEEDS BRADFORD	RYANAIR	S	A	14	0	0	21.4	42.9	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13	
	LEEDS BRADFORD	RYANAIR	S	D	14	0	0	0.0	14.3	78.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	19	13	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	37.5	12.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	70.0	23	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	25	88.9	2	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	2	100.0	0	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	54.5	27.3	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	10	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	22.7	45.5	18.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	77.3	14	22	
	GATWICK	EASYJET UK LTD	S	A	30	0	0	0.0	10.0	16.7	26.7	26.7	16.7	3.3	0.0	0.0	0.0	0.0	36	38.7	47	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	48.4	29.0	9.7	9.7	0.0	0.0	0.0	0.0	0.0	27	54.8	17	31	
	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	6	8	
	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	10	8	
	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	40.0	55	5	
	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	20.0	49	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	46.2	15.4	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	17	76.9	13	13	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	46.2	7.7	23.1	0.0	0.0	0.0	0.0	0.0	35	46.2	23	13	
	GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	5.9	23.5	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	10	
	GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	29.4	29.4	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	9	9	
	LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10	
	LUTON	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	11	88.9	5	9	
	LUTON	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	4	9	
	LUTON	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	9	
	LUTON	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	7	88.9	17	9	
	LUTON	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	20	88.9	27	9	
	STANSTED	JET2.COM LTD	S	A	35	0	0	37.1	45.7	14.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.0	12	25	
	STANSTED	JET2.COM LTD	S	D	36	0	0	0.0	47.2	50.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	11	26	
	STANSTED	RYANAIR	S	A	26	0	0	23.1	42.3	23.1	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	45.9	35	37	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	30.8	61.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	48.6	24	37	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					AUG 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	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	66.7	13	9					
STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	55.6	12	9					
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	69.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0					
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
MANCHESTER	JET2.COM LTD	S	A	35	0	0	62.9	22.9	8.6	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	70.0	17	30					
MANCHESTER	JET2.COM LTD	S	D	36	0	0	2.8	11.1	63.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	67.7	26	31					
MANCHESTER	RYANAIR	S	A	26	0	0	7.7	53.8	30.8	0.0	3.8	0.0	3.8	0.0	0.0	0.0	0.0	8	66.7	23	27					
MANCHESTER	RYANAIR	S	D	26	0	0	0.0	26.9	73.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	16	28					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	21.4	21.4	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	64.3	22	14					
MANCHESTER	THOMAS COOK AIRLINES 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	13	50.0	32	14					
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	11.8	17.6	23.5	29.4	5.9	0.0	11.8	0.0	0.0	0.0	0.0	28	83.3	10	18					
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	41.2	35.3	11.8	0.0	0.0	5.9	0.0	0.0	0.0	30	64.7	16	17					
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	14					
NEWCASTLE	JET2.COM 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	76.9	16	13					
NEWCASTLE	RYANAIR	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	1	9					
NEWCASTLE	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	88.9	6	9					
NEWCASTLE	THOMAS COOK AIRLINES 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	77.8	13	9					
NEWCASTLE	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	8	77.8	26	9					
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	11	100.0	2	5					
<b>TOTAL ARRECIFE</b>				<b>1268</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>29.8</b>	<b>34.9</b>	<b>8.9</b>	<b>5.6</b>	<b>2.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.6</b>	<b>14</b>	<b>1269</b>					
ARUBA																										
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	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	18	100.0	6	5					
<b>TOTAL ARUBA</b>				<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>6</b>	<b>10</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	40.9	39	22					
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	54.5	45	22					
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	11	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	25.0	39	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>48.1</b>	<b>39</b>	<b>52</b>					
ASTANA																										
HEATHROW	AIR ASTANA	S	A	31	0	0	6.5	41.9	32.3	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	90.3	21	31					

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 ASTANA	S	D	31	0	0	0.0	45.2	32.3	9.7	9.7	0.0	0.0	3.2	0.0	0.0	0.0	17	67.7	27	31	
<b>TOTAL ASTANA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.5</b>	<b>32.3</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.0</b>	<b>24</b>	<b>62</b>	
ASTURIAS																							
	GATWICK	VUELING AIRLINES	S	A	14	0	0	0.0	7.1	35.7	14.3	21.4	14.3	0.0	7.1	0.0	0.0	0.0	51	35.7	38	14	
	GATWICK	VUELING AIRLINES	S	D	14	0	0	0.0	0.0	7.1	28.6	28.6	28.6	0.0	7.1	0.0	0.0	0.0	67	14.3	60	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13	
	HEATHROW	IBERIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	3	13	
	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	55.6	27	18	
	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	61.1	24	18	
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>21.4</b>	<b>21.4</b>	<b>25.0</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>56.7</b>	<b>26</b>	<b>90</b>	
ATHENS																							
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	30.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	31	77.8	20	9	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	47	44.4	28	9	
	EDINBURGH	AEGEAN AIRLINES	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	17	66.7	16	9	
	EDINBURGH	AEGEAN AIRLINES	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	66.7	18	9	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	12.5	12.5	25.0	0.0	0.0	12.5	0.0	0.0	155	33.3	31	9	
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	0.0	44.4	11.1	0.0	11.1	0.0	0.0	0.0	57	12.5	30	8	
	GLASGOW	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	100.0	15	1	
	GLASGOW	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	11	1	
	GLASGOW	AEGEAN 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	AEGEAN 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	26	1	
	GATWICK	EASYJET UK LTD	S	A	57	0	0	3.5	7.0	17.5	22.8	28.1	14.0	3.5	3.5	0.0	0.0	0.0	42	47.5	28	58	
	GATWICK	EASYJET UK LTD	S	D	57	0	0	0.0	7.0	43.9	15.8	22.8	5.3	1.8	3.5	0.0	0.0	0.0	31	67.2	17	58	
	HEATHROW	AEGEAN AIRLINES	S	A	98	0	0	6.1	32.7	34.7	19.4	6.1	1.0	0.0	0.0	0.0	0.0	0.0	10	89.2	5	93	
	HEATHROW	AEGEAN AIRLINES	S	D	98	0	0	0.0	15.3	48.0	22.4	10.2	4.1	0.0	0.0	0.0	0.0	0.0	17	68.8	11	93	
	HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	1	9.0	30.1	27.8	17.3	6.8	4.5	2.3	1.5	0.0	0.0	0.8	19	56.8	26	125	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	1	0.0	14.3	64.7	9.0	9.0	1.5	0.8	0.0	0.0	0.0	0.8	12	70.4	13	125	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	RYANAIR	S	A	31	0	0	0.0	0.0	12.9	9.7	51.6	22.6	3.2	0.0	0.0	0.0	0.0	49	0.0	0	0
	LUTON	RYANAIR	S	D	31	0	0	0.0	0.0	12.9	22.6	54.8	9.7	0.0	0.0	0.0	0.0	0.0	40	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	9.7	52	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	22.6	26	31
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	0.0	6.5	35.5	25.8	29.0	3.2	0.0	0.0	0.0	0.0	45	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	3.2	16.1	41.9	22.6	16.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	STANSTED	RYANAIR	S	A	48	0	0	0.0	31.3	35.4	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	15	59.3	31	54
	STANSTED	RYANAIR	S	D	48	0	0	0.0	0.0	33.3	37.5	25.0	4.2	0.0	0.0	0.0	0.0	0.0	24	7.4	57	54
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	AEGEAN 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	AEGEAN 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	30	1
	MANCHESTER	AEGEAN AIRLINES	S	A	14	0	0	7.1	7.1	28.6	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	19	75.0	10	12
	MANCHESTER	AEGEAN AIRLINES	S	D	13	0	0	0.0	15.4	30.8	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	26	66.7	14	12
	MANCHESTER	EASYJET UK LTD	S	A	32	0	0	9.4	15.6	31.3	9.4	12.5	15.6	6.3	0.0	0.0	0.0	0.0	34	44.4	23	18
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	51.6	16.1	9.7	16.1	3.2	0.0	0.0	0.0	0.0	29	66.7	17	18
	MANCHESTER	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	0.0	30	1
	MANCHESTER	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	100.0	0	1
<b>TOTAL ATHENS</b>					<b>941</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>15.3</b>	<b>36.1</b>	<b>19.8</b>	<b>16.5</b>	<b>7.0</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>57.8</b>	<b>22</b>	<b>843</b>
ATLANTA																						
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	25.8	12.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	67.7	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	29.0	41.9	19.4	9.7	0.0	0.0	0.0	0.0	0.0	28	71.0	14	31
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	6.5	35.5	21.0	14.5	14.5	4.8	1.6	1.6	0.0	0.0	0.0	21	56.5	21	62
	HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	48.4	41.9	4.8	1.6	3.2	0.0	0.0	0.0	0.0	0.0	6	95.2	4	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	35.5	38.7	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	1	87.1	6	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	64.5	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	16	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	22.6	45.2	12.9	9.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0	10	92.3	2	26
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	3.2	48.4	35.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	88.9	4	27
<b>TOTAL ATLANTA</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>12.2</b>	<b>39.2</b>	<b>26.7</b>	<b>10.6</b>	<b>6.1</b>	<b>4.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>79.1</b>	<b>11</b>	<b>301</b>
AUCKLAND INTERNATIONAL																						
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	16.1	12.9	22.6	25.8	19.4	3.2	0.0	0.0	0.0	0.0	0.0	19	80.6	9	31

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

		Origin/Destinations: A																	AUG 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
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	25.8	54.8	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	13	80.6	10	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>38.7</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.6</b>	<b>9</b>	<b>62</b>
AUSTIN (BERGSTROM)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	15.4	23.1	30.8	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	25	64.3	46	14
	GATWICK	NORWEGIAN AIR UK LTD	S	D	14	0	0	0.0	0.0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	30	46.2	50	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	25.8	22.6	0.0	3.2	6.5	3.2	0.0	0.0	0.0	0.0	13	83.9	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	45.2	9.7	9.7	3.2	0.0	3.2	0.0	0.0	0.0	19	64.5	31	31
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>22.5</b>	<b>34.8</b>	<b>9.0</b>	<b>9.0</b>	<b>4.5</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.5</b>	<b>31</b>	<b>89</b>
AVIGNON																						
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	37	66.7	22	9
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	47	55.6	20	9
	SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	61.5	17	12
	SOUTHAMPTON	FLYBE 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	27	61.5	22	13
<b>TOTAL AVIGNON</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>0.0</b>	<b>35.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>61.4</b>	<b>20</b>	<b>43</b>
AZORES PONTA DELGADA																						
	GATWICK	SATA	S	A	5	0	0	0.0	20.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	50	50.0	13	4
	GATWICK	SATA	S	D	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	71	0.0	24	4
	STANSTED	RYANAIR	S	A	5	0	0	0.0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	50	0.0	89	4
	STANSTED	RYANAIR	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	70	4
	MANCHESTER	RYANAIR	S	A	5	0	0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	43	80.0	16	5
	MANCHESTER	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5
<b>TOTAL AZORES PONTA DELGADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>23.3</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>42.3</b>	<b>34</b>	<b>26</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m early	30 m to 45 m early	45 m to 60 m early	60 m to 75 m early	75 m to 90 m early	90 m to 105 m early	105 m to 120 m early	120 m to 135 m early	135 m to 150 m early	150 m to 165 m early	165 m to 180 m early	180 m to 195 m early	195 m to 210 m early	210 m to 225 m early	225 m to 240 m early	240 m to 255 m early	255 m to 270 m early	270 m to 285 m early	285 m to 300 m early	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BACAU		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	44.4	33.3	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	3	87.5	9	8											
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9												
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	27	0	0	22.2	33.3	29.6	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	93.5	4	31												
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	27	0	0	0.0	7.4	63.0	14.8	7.4	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	54.8	13	31												
<b>TOTAL BACAU</b>						<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>29.2</b>	<b>38.9</b>	<b>9.7</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.9</b>	<b>8</b>	<b>79</b>												
BAGHDAD (GECA)		GATWICK	IRAQI AIRWAYS	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	30	5												
		GATWICK	IRAQI AIRWAYS	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	20.0	42	5												
		MANCHESTER	IRAQI AIRWAYS	S	A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	25.0	37	4												
		MANCHESTER	IRAQI AIRWAYS	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	0.0	0.0	0.0	23	25.0	40	4												
<b>TOTAL BAGHDAD (GECA)</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>50.0</b>	<b>15.0</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>0.0</b>	<b>21</b>	<b>33.3</b>	<b>37</b>	<b>18</b>												
BAHRAIN		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	64.5	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	5	31												
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	58.1	6.5	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	74.2	17	31												
		HEATHROW	GULF AIR	S	A	62	0	0	0.0	14.5	51.6	25.8	6.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	41.9	29	62												
		HEATHROW	GULF AIR	S	D	62	0	0	0.0	22.6	58.1	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	43.5	23	62												
<b>TOTAL BAHRAIN</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>52.2</b>	<b>12.9</b>	<b>9.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.5</b>	<b>21</b>	<b>186</b>												
BAKU (HEYDER ALIYEV INT'L)		BELFAST INTERNATIONAL	AZERBAIJAN AIRLINES (AZAL)	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0													
		BELFAST INTERNATIONAL	AZERBAIJAN AIRLINES (AZAL)	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0												
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	20	0	0	10.0	30.0	35.0	15.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	86.4	8	22												
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	19	0	0	0.0	21.1	42.1	10.5	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.9	61	22												
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>						<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>24.4</b>	<b>39.0</b>	<b>14.6</b>	<b>12.2</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.6</b>	<b>34</b>	<b>44</b>												
BALE MULHOUSE		BRISTOL	EASYJET UK LTD	S	A	17	0	0	11.8	47.1	17.6	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	18	18												
		BRISTOL	EASYJET UK LTD	S	D	17	0	0	5.9	29.4	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	21	18												
		EDINBURGH	EASYJET SWITZERLAND	S	A	36	0	0	27.8	38.9	27.8	0.0	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	5	35												
		EDINBURGH	EASYJET SWITZERLAND	S	D	36	0	0	0.0	13.9	63.9	8.3	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	17	35												

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
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	0.0	17	0.0	0	0		
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	4	1.1	16.1	24.1	17.2	16.1	17.2	1.1	2.3	0.0	0.0	4.6	36	44.3	36	86			
GATWICK	EASYJET UK LTD	S	D	83	0	4	0.0	4.6	27.6	23.0	24.1	16.1	0.0	0.0	0.0	0.0	4.6	33	38.6	33	86			
HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	2	26.1	37.5	17.0	5.7	4.5	3.4	2.3	0.0	1.1	0.0	2.3	15	85.2	7	106			
HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	2	0.0	34.1	46.6	4.5	6.8	3.4	1.1	1.1	0.0	0.0	2.3	14	80.6	9	106			
LUTON	EASYJET UK LTD	S	A	31	0	0	0.0	19.4	38.7	29.0	6.5	3.2	0.0	3.2	0.0	0.0	0.0	24	71.0	13	31			
LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	45.2	9.7	12.9	3.2	0.0	3.2	0.0	0.0	0.0	21	77.4	10	31			
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.4	34	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	51.6	28	31			
MANCHESTER	EASYJET UK LTD	S	A	26	0	0	3.8	23.1	34.6	7.7	19.2	7.7	3.8	0.0	0.0	0.0	0.0	24	51.9	22	27			
MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	34.6	34.6	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	63.0	13	27			
<b>TOTAL BALE MULHOUSE</b>				<b>559</b>	<b>0</b>	<b>14</b>	<b>6.6</b>	<b>24.8</b>	<b>32.6</b>	<b>12.4</b>	<b>11.7</b>	<b>7.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>2.4</b>	<b>21</b>	<b>64.5</b>	<b>19</b>	<b>668</b>			
BALI INTERNATIONAL																								
HEATHROW	GARUDA INDONESIA	S	A	14	0	0	7.1	28.6	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
HEATHROW	GARUDA INDONESIA	S	D	14	0	0	0.0	21.4	35.7	14.3	7.1	21.4	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
<b>TOTAL BALI INTERNATIONAL</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
BALTIMORE																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	2	20.0	23.3	16.7	13.3	10.0	10.0	0.0	0.0	0.0	0.0	6.7	18	96.8	1	31			
HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	2	0.0	3.3	36.7	30.0	10.0	10.0	3.3	0.0	0.0	0.0	6.7	31	71.0	12	31			
<b>TOTAL BALTIMORE</b>				<b>56</b>	<b>0</b>	<b>4</b>	<b>10.0</b>	<b>13.3</b>	<b>26.7</b>	<b>21.7</b>	<b>10.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>25</b>	<b>83.9</b>	<b>7</b>	<b>62</b>			
BANDAR SERI BEGAWAN																								
HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	6.5	41.9	32.3	12.9	0.0	3.2	0.0	3.2	0.0	0.0	0.0	16	83.9	21	31			
HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	0.0	16.1	67.7	9.7	3.2	0.0	0.0	0.0	3.2	0.0	0.0	45	74.2	26	31			
<b>TOTAL BANDAR SERI BEGAWAN</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>50.0</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>79.0</b>	<b>24</b>	<b>62</b>			
BANGALORE (BENGALURU)																								
HEATHROW	AIR INDIA	S	A	14	0	0	71.4	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
HEATHROW	AIR INDIA	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	51.6	19.4	16.1	6.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	12	93.5	4	31			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE										AUG 2018					
										NUMBER OF FLIGHTS																	
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	12.9	45.2	16.1	16.1	6.5	0.0	3.2	0.0	0.0	0.0	27	45.2	27	31
<b>TOTAL BANGALORE (BENGALURU)</b>										<b>89</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>16.9</b>	<b>32.6</b>	<b>9.0</b>	<b>6.7</b>	<b>3.4</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.4</b>	<b>16</b>	<b>62</b>
BANGKOK SUVARNABHUMI																											
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	22.6	32.3	22.6	6.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	12	93.5	3	31
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	0.0	41.9	29.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	27	71.0	16	31
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S A				62	0	0	29.0	33.9	14.5	8.1	9.7	4.8	0.0	0.0	0.0	0.0	0.0	11	90.3	4	62
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S D				61	0	0	0.0	29.5	54.1	4.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	11	62
<b>TOTAL BANGKOK SUVARNABHUMI</b>										<b>185</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>26.5</b>	<b>33.5</b>	<b>10.3</b>	<b>11.9</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>13</b>	<b>85.5</b>	<b>8</b>	<b>186</b>
BANJUL																											
		GATWICK		ENTER AIR		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	63	0.0	47	4
		GATWICK		ENTER AIR		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	31	50.0	14	4
<b>TOTAL BANJUL</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>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>25.0</b>	<b>31</b>	<b>8</b>
BARCELONA																											
		BELFAST INTERNATIONAL		EASYJET EUROPE		S A				9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
		BELFAST INTERNATIONAL		EASYJET EUROPE		S D				9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
		BELFAST INTERNATIONAL		EASYJET UK LTD		S A				13	0	0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	69.6	28	22
		BELFAST INTERNATIONAL		EASYJET UK LTD		S D				13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	73.9	26	22
		BIRMINGHAM		RYANAIR		S A				40	0	0	2.5	47.5	32.5	7.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	9	61.5	28	39
		BIRMINGHAM		RYANAIR		S D				40	0	0	0.0	2.5	60.0	10.0	20.0	5.0	2.5	0.0	0.0	0.0	0.0	22	35.9	45	39
		BIRMINGHAM		VUELING AIRLINES		S A				31	0	0	6.5	32.3	22.6	16.1	22.6	0.0	0.0	0.0	0.0	0.0	0.0	15	57.7	32	26
		BIRMINGHAM		VUELING AIRLINES		S D				31	0	0	0.0	0.0	29.0	25.8	38.7	6.5	0.0	0.0	0.0	0.0	0.0	31	30.8	52	26
		BRISTOL		EASYJET EUROPE		S A				21	0	0	14.3	47.6	19.0	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
		BRISTOL		EASYJET EUROPE		S D				21	0	0	0.0	38.1	33.3	23.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
		BRISTOL		EASYJET UK LTD		S A				40	0	0	7.5	30.0	35.0	10.0	10.0	5.0	2.5	0.0	0.0	0.0	0.0	16	69.4	20	62
		BRISTOL		EASYJET UK LTD		S D				38	0	2	0.0	15.0	40.0	20.0	12.5	5.0	2.5	0.0	0.0	0.0	5.0	22	64.5	24	62
		CARDIFF WALES		RYANAIR		S A				9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
		CARDIFF WALES		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	8	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	84.6	8	13
		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	61.5	20	13

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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			
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	44	1										
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	31	0	0	0.0	9.7	38.7	25.8	25.8	0.0	0.0	0.0	0.0	0.0	0.0	20	22.6	36	31										
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	31	0	0	0.0	19.4	35.5	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	14	58.1	18	31										
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9										
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	19	9										
EDINBURGH	RYANAIR	S	A	31	0	0	12.9	32.3	29.0	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	61.3	16	31										
EDINBURGH	RYANAIR	S	D	31	0	0	0.0	35.5	51.6	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	8	31										
EDINBURGH	VUELING AIRLINES	S	A	17	0	0	17.6	29.4	17.6	11.8	11.8	5.9	5.9	0.0	0.0	0.0	0.0	22	38.9	52	18										
EDINBURGH	VUELING AIRLINES	S	D	17	0	0	0.0	17.6	35.3	17.6	17.6	5.9	5.9	0.0	0.0	0.0	0.0	29	33.3	58	18										
GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	13	4										
GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4										
GLASGOW	JET2.COM LTD	S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	53.8	22	13										
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	6	13										
LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	22.2	50.0	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	19	18										
LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	16	18										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	49	0	0	26.5	32.7	16.3	10.2	4.1	8.2	0.0	2.0	0.0	0.0	0.0	19	83.7	14	49										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	49	0	0	0.0	46.9	32.7	4.1	4.1	10.2	0.0	2.0	0.0	0.0	0.0	20	84.0	12	50										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	27	0	0	11.1	44.4	25.9	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	8	58.1	24	31										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	27	0	0	0.0	22.2	70.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	24	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	58.2	24	65										
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	71.6	18	65										
GATWICK	EASYJET UK LTD	S	A	184	0	0	4.3	21.2	29.3	17.9	12.5	10.3	1.1	2.7	0.5	0.0	0.0	32	55.9	31	186										
GATWICK	EASYJET UK LTD	S	D	184	0	0	0.0	4.9	35.9	21.2	21.7	13.0	2.2	1.1	0.0	0.0	0.0	33	45.7	35	186										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	1.8	21.1	28.1	22.8	15.8	5.3	1.8	1.8	1.8	0.0	0.0	34	45.2	36	31										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	57	0	0	0.0	10.5	43.9	19.3	15.8	8.8	1.8	0.0	0.0	0.0	0.0	24	32.3	60	31										
GATWICK	NORWEGIAN AIR SHUTTLE	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
GATWICK	VUELING AIRLINES	S	A	214	0	11	2.2	16.9	28.0	17.3	19.1	9.3	2.2	0.0	0.0	0.0	4.9	27	51.3	32	194										



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	D	214	0	11	0.0	2.7	18.7	17.8	35.6	16.0	3.6	0.9	0.0	0.0	4.9	44	27.9	49	194	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	19	9.7	35.8	28.8	8.9	6.2	2.7	0.4	0.0	0.0	0.0	7.4	10	76.0	13	216	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	18	0.0	29.6	45.5	10.1	6.2	1.6	0.0	0.0	0.0	0.0	7.0	9	80.2	11	216	
	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	33.3	57	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	38.9	57	18	
	LUTON	CITY AIRLINE	C	D	0	0	0	0.0	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	
	LUTON	EASYJET UK LTD	S	A	93	0	0	6.5	35.5	20.4	17.2	9.7	7.5	2.2	1.1	0.0	0.0	0.0	20	66.0	22	93	
	LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	11.8	49.5	16.1	12.9	7.5	2.2	0.0	0.0	0.0	0.0	21	65.6	17	92	
	LUTON	RYANAIR	S	A	31	0	0	0.0	12.9	41.9	12.9	22.6	9.7	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LUTON	RYANAIR	S	D	31	0	0	0.0	9.7	58.1	9.7	12.9	9.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	LUTON	VUELING AIRLINES	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	VUELING AIRLINES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	138	2	
	STANSTED	RYANAIR	S	A	124	0	0	13.7	51.6	17.7	8.9	5.6	1.6	0.0	0.0	0.8	0.0	0.0	10	61.3	31	123	
	STANSTED	RYANAIR	S	D	124	0	0	0.0	16.9	53.2	9.7	15.3	4.8	0.0	0.0	0.0	0.0	0.0	15	12.1	54	123	
	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	10	1	
	MANCHESTER	EASYJET UK LTD	S	A	31	0	0	6.5	41.9	22.6	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	29.0	45.2	9.7	12.9	0.0	3.2	0.0	0.0	0.0	0.0	13	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	4.5	40.9	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.3	9	22	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	22.7	54.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	9	22	
	MANCHESTER	RYANAIR	S	A	62	0	0	4.8	11.3	46.8	22.6	6.5	4.8	1.6	1.6	0.0	0.0	0.0	21	50.0	35	62	
	MANCHESTER	RYANAIR	S	D	62	0	0	0.0	21.0	59.7	14.5	1.6	1.6	1.6	0.0	0.0	0.0	0.0	10	69.4	26	62	
	MANCHESTER	VUELING AIRLINES	S	A	45	0	0	15.6	31.1	37.8	4.4	6.7	4.4	0.0	0.0	0.0	0.0	0.0	11	51.4	39	35	
	MANCHESTER	VUELING AIRLINES	S	D	45	0	0	0.0	15.6	44.4	15.6	15.6	8.9	0.0	0.0	0.0	0.0	0.0	19	45.7	47	35	
	NEWCASTLE	EASYJET UK LTD	S	A	22	0	0	0.0	50.0	13.6	9.1	4.5	13.6	9.1	0.0	0.0	0.0	0.0	29	65.2	24	23	
	NEWCASTLE	EASYJET UK LTD	S	D	22	0	0	0.0	13.6	45.5	4.5	13.6	13.6	9.1	0.0	0.0	0.0	0.0	35	60.9	25	23	
	SOUTHEND	EASYJET UK LTD	S	A	17	0	0	11.8	29.4	17.6	11.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	25	66.7	21	18	
	SOUTHEND	EASYJET UK LTD	S	D	17	0	0	0.0	23.5	29.4	17.6	11.8	17.6	0.0	0.0	0.0	0.0	0.0	29	50.0	22	18	
<b>TOTAL BARCELONA</b>					<b>2981</b>	<b>0</b>	<b>62</b>	<b>3.9</b>	<b>24.0</b>	<b>34.6</b>	<b>14.2</b>	<b>13.0</b>	<b>6.4</b>	<b>1.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>20</b>	<b>57.7</b>	<b>28</b>	<b>2909</b>	
BARI (PALESE)																							
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	62.5	42	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	13	8	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	11.5	23.1	19.2	23.1	19.2	0.0	3.8	0.0	0.0	0.0	0.0	21	59.1	20	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	19.2	57.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	14	50.0	18	22	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	0.0	3.2	22.6	22.6	25.8	22.6	3.2	0.0	0.0	0.0	42	32.3	31	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	9.7	41.9	32.3	6.5	9.7	0.0	0.0	0.0	0.0	20	58.1	14	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	36.8	27	19	
	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	78.9	12	19	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	1	0.0	11.1	27.8	33.3	22.2	0.0	0.0	0.0	0.0	5.6	23	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	1	0.0	0.0	50.0	22.2	22.2	0.0	0.0	0.0	0.0	5.6	17	0.0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	3.2	12.9	48.4	9.7	16.1	9.7	0.0	0.0	0.0	0.0	20	3.3	72	29	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	16.1	61.3	12.9	9.7	0.0	0.0	0.0	0.0	0.0	9	9.7	59	30	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	25	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>					<b>246</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>14.9</b>	<b>40.7</b>	<b>19.4</b>	<b>13.7</b>	<b>6.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>40.7</b>	<b>33</b>	<b>219</b>	
BARRA																						
	GLASGOW	LOGANAIR LTD	S	A	65	0	3	1.5	36.8	38.2	7.4	5.9	5.9	0.0	0.0	0.0	4.4	11	63.3	26	58	
	GLASGOW	LOGANAIR LTD	S	D	66	0	0	0.0	30.3	50.0	6.1	4.5	7.6	1.5	0.0	0.0	0.0	14	64.4	25	58	
<b>TOTAL BARRA</b>					<b>131</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>33.6</b>	<b>44.0</b>	<b>6.7</b>	<b>5.2</b>	<b>6.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.9</b>	<b>26</b>	<b>116</b>	
BASTIA																						
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	68	25.0	40	4	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	65	100.0	5	4	
	GATWICK	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	42	12.5	42	8	
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	24	75.0	8	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	50.0	16	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	75.0	8	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	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	5	0.0	0	0	
	STANSTED	AIR CORSICA	S	A	9	0	0	0.0	33.3	11.1	33.3	11.1	0.0	0.0	11.1	0.0	0.0	41	70.6	15	17	
	STANSTED	AIR CORSICA	S	D	9	0	0	0.0	11.1	22.2	0.0	44.4	0.0	11.1	11.1	0.0	0.0	58	41.2	33	17	
	STANSTED	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	4	
	STANSTED	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	34	75.0	14	4	
	MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	31	100.0	5	4	
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	49	3	
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	54	4	
<b>TOTAL BASTIA</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.7</b>	<b>32.9</b>	<b>19.7</b>	<b>14.5</b>	<b>6.6</b>	<b>1.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>61.8</b>	<b>22</b>	<b>89</b>	

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

		Origin/Destinations: B																	AUG 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
BEIJING																						
	EDINBURGH	HAINAN AIRLINES	S	A	18	0	0	0.0	27.8	27.8	16.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	19	88.2	6	17
	EDINBURGH	HAINAN AIRLINES	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	82.4	7	17
	HEATHROW	AIR CHINA	S	A	92	0	1	24.7	19.4	20.4	16.1	12.9	3.2	2.2	0.0	0.0	0.0	1.1	17	77.5	12	71
	HEATHROW	AIR CHINA	S	D	92	0	1	2.2	38.7	45.2	8.6	1.1	2.2	1.1	0.0	0.0	0.0	1.1	8	84.5	7	71
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58.1	16.1	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	35.5	35.5	22.6	6.5	0.0	0.0	0.0	0.0	0.0	27	67.7	24	31
	MANCHESTER	HAINAN AIRLINES	S	A	18	0	0	5.6	33.3	16.7	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	28	64.7	33	17
	MANCHESTER	HAINAN AIRLINES	S	D	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	4	100.0	2	17
<b>TOTAL BEIJING</b>					<b>309</b>	<b>0</b>	<b>2</b>	<b>14.1</b>	<b>26.0</b>	<b>33.1</b>	<b>12.9</b>	<b>9.0</b>	<b>2.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>80.5</b>	<b>12</b>	<b>272</b>
BEIRUT																						
	BELFAST INTERNATIONAL	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	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	38.7	29.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	96.8	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	35.5	29.0	19.4	12.9	0.0	0.0	0.0	0.0	0.0	29	54.8	22	31
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	3.2	21.0	32.3	27.4	11.3	4.8	0.0	0.0	0.0	0.0	0.0	15	53.2	17	62
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	0.0	19.4	45.2	17.7	16.1	0.0	0.0	1.6	0.0	0.0	0.0	17	51.6	18	62
<b>TOTAL BEIRUT</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>20.4</b>	<b>36.6</b>	<b>20.4</b>	<b>12.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.4</b>	<b>16</b>	<b>187</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	31	0	0	6.5	41.9	32.3	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	83.9	13	31
	ABERDEEN	FLYBE LTD	S	D	31	0	0	0.0	32.3	48.4	6.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	16	80.6	13	31
	BIRMINGHAM	FLYBE LTD	S	A	192	0	1	5.7	46.6	25.4	7.8	7.3	5.2	1.6	0.0	0.0	0.0	0.5	13	81.1	12	195
	BIRMINGHAM	FLYBE LTD	S	D	193	0	1	0.0	10.8	44.8	18.0	14.4	7.2	3.1	1.0	0.0	0.0	0.5	26	60.2	22	195
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	CARDIFF WALES	FLYBE LTD	S	A	46	0	1	0.0	38.3	29.8	19.1	8.5	2.1	0.0	0.0	0.0	0.0	2.1	11	88.0	6	50
	CARDIFF WALES	FLYBE LTD	S	D	47	0	0	0.0	25.5	51.1	8.5	12.8	2.1	0.0	0.0	0.0	0.0	0.0	11	82.0	8	50
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	25	0	1	0.0	15.4	57.7	11.5	11.5	0.0	0.0	0.0	0.0	0.0	3.8	12	82.6	11	23
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	25	0	1	0.0	38.5	50.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	3.8	10	100.0	1	23
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	98	0	2	1.0	57.0	23.0	3.0	5.0	8.0	0.0	1.0	0.0	0.0	2.0	13	88.3	8	111
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	98	0	2	0.0	34.0	37.0	11.0	5.0	10.0	0.0	1.0	0.0	0.0	2.0	18	84.5	12	110
	EDINBURGH	FLYBE LTD	S	A	113	0	1	7.0	52.6	28.1	4.4	3.5	3.5	0.0	0.0	0.0	0.0	0.9	7	79.1	15	110

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	FLYBE LTD	S	D	114	0	0	0.0	21.9	52.6	11.4	7.0	6.1	0.9	0.0	0.0	0.0	0.0	15	78.2	12	110	
	EXETER	FLYBE LTD	S	A	31	0	0	3.2	48.4	32.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	83.9	10	31	
	EXETER	FLYBE LTD	S	D	31	0	0	3.2	22.6	51.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	77.4	12	31	
	GLASGOW	FLYBE LTD	S	A	116	0	1	1.7	28.2	40.2	12.0	4.3	6.8	4.3	1.7	0.0	0.0	0.9	23	93.7	3	111	
	GLASGOW	FLYBE LTD	S	D	117	0	0	0.0	37.6	41.9	6.0	3.4	6.0	3.4	1.7	0.0	0.0	0.0	20	89.2	7	111	
	LEEDS BRADFORD	FLYBE LTD	S	A	107	0	1	4.6	48.1	27.8	7.4	7.4	0.9	1.9	0.9	0.0	0.0	0.9	11	91.3	4	124	
	LEEDS BRADFORD	FLYBE LTD	S	D	106	0	2	0.0	28.7	50.9	10.2	6.5	0.9	0.9	0.0	0.0	0.0	1.9	9	92.1	4	125	
	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	88.5	6	26	
	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	88.5	6	26	
	HEATHROW	AER LINGUS	S	A	110	0	1	31.5	41.4	19.8	3.6	2.7	0.0	0.0	0.0	0.0	0.9	3	93.5	4	92		
	HEATHROW	AER LINGUS	S	D	110	0	1	0.0	47.7	31.5	11.7	6.3	0.9	0.0	0.9	0.0	0.0	0.9	10	89.2	7	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	1	18.2	41.6	19.0	5.8	9.5	2.2	1.5	1.5	0.0	0.0	0.7	15	90.9	5	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	1	0.0	28.5	44.5	9.5	12.4	2.9	1.5	0.0	0.0	0.0	0.7	15	81.1	10	129	
	LONDON CITY	FLYBE LTD	S	A	0	143	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	86.0	10	143	
	LONDON CITY	FLYBE LTD	S	D	0	143	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	76.2	14	143	
	MANCHESTER	FLYBE LTD	S	A	202	0	0	2.0	36.1	43.6	10.9	3.5	3.5	0.5	0.0	0.0	0.0	9	86.4	8	196		
	MANCHESTER	FLYBE LTD	S	D	202	0	0	0.0	9.9	63.9	14.9	6.9	3.5	1.0	0.0	0.0	0.0	0.0	14	77.4	13	196	
	SOUTHAMPTON	FLYBE LTD	S	A	85	0	0	8.2	49.4	30.6	7.1	0.0	4.7	0.0	0.0	0.0	0.0	7	89.2	7	92		
	SOUTHAMPTON	FLYBE LTD	S	D	84	0	0	0.0	21.4	58.3	9.5	4.8	4.8	1.2	0.0	0.0	0.0	0.0	12	81.7	14	93	
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2587</b>	<b>286</b>	<b>19</b>	<b>3.5</b>	<b>30.6</b>	<b>35.3</b>	<b>8.9</b>	<b>5.9</b>	<b>3.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>9.9</b>	<b>0.7</b>	<b>13</b>	<b>83.4</b>	<b>10</b>	<b>2931</b>	
BELFAST INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BIRMINGHAM	EASYJET UK LTD	S	A	75	0	0	28.0	41.3	20.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	73.7	19	75	
	BIRMINGHAM	EASYJET UK LTD	S	D	75	0	0	1.3	38.7	40.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	57.9	27	75	
	BRISTOL	EASYJET UK LTD	S	A	86	0	0	1.2	30.2	25.6	11.6	17.4	8.1	3.5	2.3	0.0	0.0	0.0	29	58.1	22	74	
	BRISTOL	EASYJET UK LTD	S	D	86	0	1	0.0	31.0	29.9	11.5	13.8	5.7	4.6	2.3	0.0	0.0	1.1	29	54.1	23	74	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	1	
	EDINBURGH	EASYJET UK LTD	S	A	100	0	2	5.9	33.3	35.3	7.8	7.8	5.9	1.0	1.0	0.0	0.0	2.0	16	67.0	20	103	
	EDINBURGH	EASYJET UK LTD	S	D	100	0	2	0.0	31.4	38.2	9.8	11.8	3.9	2.0	1.0	0.0	0.0	2.0	18	63.1	20	103	
	GLASGOW	EASYJET UK LTD	S	A	75	0	0	8.0	56.0	25.3	8.0	2.7	0.0	0.0	0.0	0.0	0.0	4	88.0	6	75		
	GLASGOW	EASYJET UK LTD	S	D	75	0	0	1.3	53.3	36.0	2.7	6.7	0.0	0.0	0.0	0.0	0.0	5	88.0	6	75		
	ISLE OF MAN	EASYJET UK LTD	S	A	7	0	1	11.1	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	88.9	6	9		

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

Origin/Destinations: B

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ISLE OF MAN	EASYJET UK LTD	S	D	8	0	1	0.0	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11.1	10	88.9	6	9	
	JERSEY	EASYJET UK LTD	S	A	18	0	0	5.6	50.0	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	7	18		
	JERSEY	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	6	66.7	12	18		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	136	0	0	7.4	51.5	21.3	5.1	10.3	3.7	0.7	0.0	0.0	0.0	11	89.1	7	136		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	136	0	0	0.7	61.8	20.6	5.1	8.1	3.7	0.0	0.0	0.0	0.0	9	88.3	7	136		
	GATWICK	EASYJET UK LTD	S	A	144	0	6	2.7	18.0	17.3	12.7	19.3	16.7	7.3	2.0	0.0	0.0	4.0	46	52.0	32	150	
	GATWICK	EASYJET UK LTD	S	D	145	0	5	0.0	8.0	28.7	16.7	21.3	14.0	6.0	2.0	0.0	0.0	3.3	43	44.1	30	150	
	LUTON	EASYJET UK LTD	S	A	105	0	1	8.5	35.8	22.6	13.2	12.3	3.8	1.9	0.9	0.0	0.0	0.9	18	67.6	14	108	
	LUTON	EASYJET UK LTD	S	D	105	0	1	0.0	23.6	42.5	12.3	13.2	4.7	1.9	0.9	0.0	0.0	0.9	19	60.6	19	109	
	STANSTED	EASYJET UK LTD	S	A	117	0	1	7.6	34.7	25.4	16.1	5.1	7.6	1.7	0.8	0.0	0.0	0.8	18	65.3	25	121	
	STANSTED	EASYJET UK LTD	S	D	117	0	1	0.0	39.8	33.1	11.0	7.6	5.1	2.5	0.0	0.0	0.0	0.8	16	65.3	26	121	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	0.0	44.4	33.3	0.0	0.0	0.0	0.0	50	84.3	5	89		
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	0.0	11.1	55.6	11.1	0.0	0.0	0.0	0.0	33	33.7	29	89		
	MANCHESTER	EASYJET UK LTD	S	A	91	0	2	20.4	43.0	18.3	7.5	5.4	0.0	3.2	0.0	0.0	0.0	2.2	10	71.8	13	70	
	MANCHESTER	EASYJET UK LTD	S	D	91	0	2	0.0	45.2	34.4	10.8	4.3	0.0	2.2	1.1	0.0	0.0	2.2	11	70.4	15	70	
	MANCHESTER	RYANAIR	S	A	49	0	0	6.1	71.4	20.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	3	31		
	MANCHESTER	RYANAIR	S	D	49	0	0	0.0	22.4	71.4	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3	67.7	15	31		
	NEWCASTLE	EASYJET UK LTD	S	A	84	0	0	2.4	41.7	29.8	13.1	3.6	8.3	1.2	0.0	0.0	0.0	15	69.4	20	85		
	NEWCASTLE	EASYJET UK LTD	S	D	84	0	0	0.0	35.7	39.3	10.7	7.1	6.0	1.2	0.0	0.0	0.0	14	65.9	20	85		
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2195</b>	<b>0</b>	<b>26</b>	<b>4.3</b>	<b>37.2</b>	<b>29.3</b>	<b>10.0</b>	<b>9.9</b>	<b>5.3</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>67.5</b>	<b>18</b>	<b>2292</b>	
BELGRADE																							
	HEATHROW	AIR SERBIA	S	A	69	0	2	2.8	16.9	28.2	25.4	16.9	7.0	0.0	0.0	0.0	0.0	2.8	22	89.7	7	39	
	HEATHROW	AIR SERBIA	S	D	69	0	2	0.0	26.8	36.6	15.5	14.1	4.2	0.0	0.0	0.0	0.0	2.8	17	51.3	23	39	
	LUTON	AIR SERBIA	C	D	0	0	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	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	76.9	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	46.2	30	13		
	LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	5.6	22.2	22.2	33.3	16.7	0.0	0.0	0.0	0.0	34	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	38.9	27.8	16.7	16.7	0.0	0.0	0.0	0.0	28	0.0	0	0		
<b>TOTAL BELGRADE</b>					<b>174</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>18.0</b>	<b>32.0</b>	<b>21.3</b>	<b>17.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>68.6</b>	<b>17</b>	<b>105</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	33.3	214	14		
	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	26.7	223	14		
	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	36	1		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B												AUG 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		
		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	62.1	34	29					
		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	53.6	41	28					
<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>47.7</b>	<b>96</b>	<b>86</b>					
BENBECULA																											
		GLASGOW	LOGANAIR LTD	S	A	52	0	0	7.7	30.8	32.7	15.4	9.6	1.9	1.9	0.0	0.0	0.0	15	85.2	10	54					
		GLASGOW	LOGANAIR LTD	S	D	54	0	0	0.0	24.1	48.1	13.0	9.3	3.7	0.0	1.9	0.0	0.0	17	83.3	12	54					
<b>TOTAL BENBECULA</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>27.4</b>	<b>40.6</b>	<b>14.2</b>	<b>9.4</b>	<b>2.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.3</b>	<b>11</b>	<b>108</b>				
BERGAMO																											
		BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9					
		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	2	100.0	2	9					
		BRISTOL	RYANAIR	S	A	14	0	0	14.3	21.4	35.7	7.1	7.1	14.3	0.0	0.0	0.0	0.0	18	38.5	46	13					
		BRISTOL	RYANAIR	S	D	14	0	0	0.0	14.3	14.3	42.9	7.1	21.4	0.0	0.0	0.0	0.0	29	30.8	39	13					
		EAST MIDLANDS INTERNATIONAL	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	7	23.1	40	13					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	14.3	78.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	30.8	29	13					
		EAST MIDLANDS INTERNATIONAL	TRADE AIR	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					
		EDINBURGH	RYANAIR	S	A	17	0	0	0.0	29.4	41.2	5.9	17.6	0.0	0.0	5.9	0.0	0.0	30	59.1	23	22					
		EDINBURGH	RYANAIR	S	D	17	0	0	0.0	5.9	23.5	35.3	11.8	5.9	11.8	5.9	0.0	0.0	50	45.5	31	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	100.0	3	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	100.0	0	9					
		STANSTED	RYANAIR	S	A	124	0	0	25.0	45.2	19.4	3.2	4.8	1.6	0.0	0.8	0.0	0.0	7	82.3	15	124					
		STANSTED	RYANAIR	S	D	124	0	0	0.0	24.2	48.4	12.1	11.3	3.2	0.8	0.0	0.0	0.0	14	24.2	43	124					
		MANCHESTER	RYANAIR	S	A	44	0	0	2.3	40.9	29.5	6.8	11.4	9.1	0.0	0.0	0.0	0.0	16	45.5	37	44					
		MANCHESTER	RYANAIR	S	D	44	0	0	0.0	20.5	59.1	11.4	2.3	6.8	0.0	0.0	0.0	0.0	12	40.9	37	44					
		SOUTHEND	RYANAIR	S	A	17	0	0	0.0	5.9	29.4	17.6	23.5	23.5	0.0	0.0	0.0	0.0	38	0.0	0	0					
		SOUTHEND	RYANAIR	S	D	17	0	0	5.9	47.1	23.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	11	0.0	0	0					
<b>TOTAL BERGAMO</b>						<b>479</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>31.7</b>	<b>35.7</b>	<b>10.0</b>	<b>8.6</b>	<b>5.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>52.4</b>	<b>29</b>	<b>468</b>				
BERGEN																											
		ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	46	0	2	2.1	54.2	33.3	0.0	4.2	0.0	2.1	0.0	0.0	0.0	7	86.0	7	48					
		ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	46	0	2	2.1	47.9	37.5	2.1	4.2	0.0	2.1	0.0	0.0	0.0	7	82.0	7	48					

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	14	0	0	0.0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	13	6	
	EDINBURGH	LOGANAIR LTD	S	D	14	0	0	0.0	64.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	7	6	
	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	88.9	1	8	
	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	100.0	4	9	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	10	66.7	10	6	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	6	66.7	14	6	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	57	0	0	0.0	29.8	36.8	15.8	8.8	7.0	0.0	1.8	0.0	0.0	0.0	21	70.7	13	58	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	57	0	0	0.0	17.5	36.8	26.3	10.5	8.8	0.0	0.0	0.0	0.0	0.0	19	56.9	20	58	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	0.0	5.9	41.2	41.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	47.1	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	LOGANAIR 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	92.3	3	13	
	MANCHESTER	LOGANAIR 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	17	76.9	21	13	
	MANCHESTER	SAS	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	6	100.0	4	5	
	MANCHESTER	SAS	S	D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5	
<b>TOTAL BERGEN</b>					<b>296</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>34.7</b>	<b>38.0</b>	<b>13.3</b>	<b>7.3</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>76.5</b>	<b>11</b>	<b>289</b>	
BERGERAC																							
	BIRMINGHAM	FLYBE LTD	S	A	23	0	1	4.2	45.8	16.7	8.3	8.3	8.3	4.2	0.0	0.0	0.0	4.2	19	57.1	118	21	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	4.2	8.3	45.8	8.3	25.0	4.2	4.2	0.0	0.0	0.0	0.0	26	54.5	29	22	
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	RYANAIR	S	A	9	0	0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9	
	EDINBURGH	FLYBE LTD	S	A	6	0	1	14.3	14.3	14.3	14.3	0.0	28.6	0.0	0.0	0.0	0.0	14.3	38	0.0	54	4	
	EDINBURGH	FLYBE LTD	S	D	6	0	0	0.0	0.0	66.7	0.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	44	0.0	58	4	
	EXETER	FLYBE 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	0.0	2	50.0	34	4	
	EXETER	FLYBE LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	28	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	28	4	
	LEEDS BRADFORD	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	8	75.0	26	4	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	19	8	

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

Origin/Destinations: B

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	19	8	
	LONDON CITY	BA CITYFLYER 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	63.2	20	18		
	LONDON CITY	BA CITYFLYER 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	57.9	18	18		
	STANSTED	RYANAIR	S	A	31	0	0	12.9	41.9	35.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	51.6	16	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	32.3	48.4	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	54.8	18	31	
	MANCHESTER	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	13	75.0	7	4	
	MANCHESTER	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	2	75.0	8	4	
	SOUTHAMPTON	FLYBE LTD	S	A	31	0	0	29.0	41.9	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	20	31	
	SOUTHAMPTON	FLYBE LTD	S	D	31	0	0	0.0	38.7	51.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	19	31	
<b>TOTAL BERGERAC</b>					<b>291</b>	<b>36</b>	<b>2</b>	<b>10.0</b>	<b>33.7</b>	<b>30.4</b>	<b>6.1</b>	<b>4.9</b>	<b>2.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>0.6</b>	<b>10</b>	<b>64.7</b>	<b>26</b>	<b>287</b>	
BERLIN (SCHONEFELD)	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	9	
	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	100.0	4	9	
	BRISTOL	EASYJET EUROPE	S	A	8	0	0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	EASYJET EUROPE	S	D	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	55.6	16.7	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	73.9	11	23	
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	22.2	55.6	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	95.7	4	23	
	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	0	78.6	7	14	
	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	2	85.7	5	14	
	EDINBURGH	RYANAIR	S	A	26	0	0	0.0	15.4	61.5	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	26	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	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	22	0	0	40.9	50.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.9	3	22	
	GLASGOW	EASYJET UK LTD	S	D	22	0	0	0.0	68.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.4	7	22	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	17	25	
	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	40.0	29	25	
	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	55.6	25	8	
	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	55.6	34	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	38.9	22.2	5.6	5.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	21	88.9	78	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	27.8	22.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	23	88.9	6	18	
	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	57	0	0	1.8	28.1	35.1	19.3	7.0	8.8	0.0	0.0	0.0	0.0	0.0	17	81.0	16	58	
	GATWICK	EASYJET UK LTD	S	D	57	0	0	0.0	1.8	29.8	19.3	38.6	10.5	0.0	0.0	0.0	0.0	0.0	32	43.1	28	58	



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	A	49	0	0	8.2	40.8	28.6	4.1	10.2	6.1	2.0	0.0	0.0	0.0	0.0	15	68.0	19	50	
	LUTON	EASYJET UK LTD	S	D	50	0	0	0.0	26.0	44.0	14.0	12.0	2.0	2.0	0.0	0.0	0.0	0.0	15	67.3	21	49	
	STANSTED	RYANAIR	S	A	111	0	0	22.5	44.1	14.4	5.4	7.2	3.6	0.9	0.9	0.9	0.0	0.0	16	57.6	29	116	
	STANSTED	RYANAIR	S	D	111	0	0	0.0	28.8	40.5	15.3	9.9	4.5	0.9	0.0	0.0	0.0	0.0	15	29.7	49	116	
	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	86.2	7	58	
	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	74.1	12	58	
	MANCHESTER	RYANAIR	S	A	31	0	0	29.0	54.8	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	80.6	17	30	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	32.3	58.1	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	45.2	21	30	
	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	92.3	3	13	
	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	84.6	7	13	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>717</b>	<b>0</b>	<b>1</b>	<b>8.4</b>	<b>34.5</b>	<b>31.8</b>	<b>9.7</b>	<b>10.2</b>	<b>4.2</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>14</b>	<b>65.5</b>	<b>22</b>	<b>887</b>	
BERLIN (TEGEL)																							
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	9.7	25.8	6.5	16.1	25.8	16.1	0.0	0.0	0.0	0.0	53	55.0	27	40	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	0.0	32.3	9.7	32.3	12.9	9.7	3.2	0.0	0.0	0.0	49	50.0	31	40	
	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	88.9	5	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	88.9	3	9	
	EDINBURGH	EASYJET UK LTD	S	A	31	0	0	3.2	19.4	29.0	12.9	22.6	9.7	3.2	0.0	0.0	0.0	0.0	26	35.5	25	31	
	EDINBURGH	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	45.2	25.8	6.5	9.7	0.0	0.0	0.0	0.0	0.0	20	51.6	17	31	
	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	50.0	31	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	50.0	39	4	
	GATWICK	EASYJET UK LTD	S	A	54	0	3	3.5	17.5	33.3	14.0	17.5	8.8	0.0	0.0	0.0	0.0	5.3	23	46.6	28	55	
	GATWICK	EASYJET UK LTD	S	D	54	0	3	0.0	14.0	45.6	14.0	14.0	7.0	0.0	0.0	0.0	0.0	5.3	18	65.5	21	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	191	0	10	11.9	39.3	20.4	9.0	8.5	4.0	1.5	0.5	0.0	0.0	5.0	15	84.2	13	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	192	0	8	0.0	34.5	41.0	11.5	5.0	3.0	1.0	0.0	0.0	0.0	4.0	11	79.8	10	200	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	22.6	48.4	14.5	4.8	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	72.4	15	75	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	61	0	1	0.0	21.0	50.0	8.1	11.3	8.1	0.0	0.0	0.0	0.0	1.6	15	67.1	21	75	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	68	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	84.7	6	71	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	69	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	70.8	14	71	
	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	37	1	
	STANSTED	BA CITYFLYER 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	15	80.0	11	5	
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	14	4	
	MANCHESTER	EASYJET UK LTD	S	A	54	0	3	1.8	42.1	21.1	14.0	12.3	3.5	0.0	0.0	0.0	0.0	5.3	13	0.0	0	0	

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

		Origin/Destinations: B																	AUG 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								4.1	26.1	27.5	10.2	8.8	5.3	1.5	0.2	0.0	13.4	3.0	17	71.4	16	981
	MANCHESTER	EASYJET UK LTD	S	D	55	0	2	0.0	31.6	29.8	22.8	3.5	7.0	1.8	0.0	0.0	0.0	3.5	15	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>					<b>856</b>	<b>137</b>	<b>31</b>	<b>4.1</b>	<b>26.1</b>	<b>27.5</b>	<b>10.2</b>	<b>8.8</b>	<b>5.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>13.4</b>	<b>3.0</b>	<b>17</b>	<b>71.4</b>	<b>16</b>	<b>981</b>
BERMUDA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	51.6	29.0	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	7	80.6	23	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	41.9	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	74.2	20	31
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</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>8</b>	<b>77.4</b>	<b>21</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	50.0	10	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	50.0	13	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	77.8	6	16
	LONDON CITY	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	8	16
<b>TOTAL BERNE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.5</b>	<b>8</b>	<b>40</b>
BEZIERS																						
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	46.2	23.1	0.0	15.4	0.0	7.7	0.0	0.0	0.0	0.0	19	57.1	11	14
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	53.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	12	14
	EDINBURGH	RYANAIR	S	A	7	0	0	0.0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	22.2	64	9
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	7	9
	LUTON	RYANAIR	S	A	13	0	0	7.7	53.8	30.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	24	85.7	5	14
	LUTON	RYANAIR	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	85.7	6	14
	STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	15.4	46.2	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	44	14
	STANSTED	RYANAIR	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	57.1	32	14
	MANCHESTER	RYANAIR	S	A	14	0	0	7.1	35.7	14.3	28.6	0.0	7.1	0.0	7.1	0.0	0.0	0.0	35	37.5	25	8
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	18	8
<b>TOTAL BEZIERS</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>35.5</b>	<b>36.4</b>	<b>9.9</b>	<b>10.7</b>	<b>2.5</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.7</b>	<b>21</b>	<b>118</b>
BIARRITZ																						
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	0.0	15.4	38.5	7.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	32	69.2	17	13
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	0.0	0.0	46.2	15.4	15.4	15.4	7.7	0.0	0.0	0.0	0.0	36	76.9	18	13
	BRISTOL	EASYJET UK LTD	S	A	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	29	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	32	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	29	0	2	0.0	12.9	16.1	25.8	25.8	9.7	3.2	0.0	0.0	0.0	6.5	34	28.6	32	34
	GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	6.7	43.3	13.3	26.7	6.7	3.3	0.0	0.0	0.0	0.0	29	40.0	26	34
	LUTON	EASYJET UK LTD	S	A	8	0	0	37.5	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	28	9
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	18	9
	STANSTED	RYANAIR	S	A	34	0	0	5.9	41.2	14.7	20.6	11.8	2.9	2.9	0.0	0.0	0.0	0.0	16	35.0	36	39
	STANSTED	RYANAIR	S	D	34	0	0	0.0	26.5	47.1	8.8	14.7	2.9	0.0	0.0	0.0	0.0	0.0	13	27.5	43	40
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	54	4

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										AUG 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		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	2	25.0	59	4						
<b>TOTAL BIARRITZ</b>						<b>193</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>22.1</b>	<b>33.3</b>	<b>14.4</b>	<b>16.9</b>	<b>5.1</b>	<b>2.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>41.6</b>	<b>32</b>	<b>199</b>					
BIGGIN HILL																												
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	100.0	4	1							
LIVERPOOL (JOHN LENNON)		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	14	0.0	0	0							
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	100.0	0	1							
<b>TOTAL BIGGIN HILL</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>2</b>							
BILBAO																												
BRISTOL		EASYJET UK LTD		S	A	13	0	0	0.0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	18	69.2	25	13							
BRISTOL		EASYJET UK LTD		S	D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	9	76.9	17	13							
EDINBURGH		EASYJET UK LTD		S	A	7	0	1	12.5	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	19	33.3	23	9							
EDINBURGH		EASYJET UK LTD		S	D	7	0	1	0.0	12.5	12.5	62.5	0.0	0.0	0.0	0.0	0.0	18	55.6	17	9							
GATWICK		BRITISH AIRWAYS PLC		S	A	54	0	0	27.8	38.9	25.9	3.7	1.9	0.0	1.9	0.0	0.0	7	0.0	0	0							
GATWICK		BRITISH AIRWAYS PLC		S	D	54	0	0	0.0	27.8	48.1	14.8	7.4	0.0	0.0	1.9	0.0	13	0.0	0	0							
GATWICK		VUELING AIRLINES		S	A	31	0	0	6.5	32.3	22.6	19.4	12.9	6.5	0.0	0.0	0.0	17	80.6	7	30							
GATWICK		VUELING AIRLINES		S	D	31	0	0	0.0	6.5	38.7	22.6	25.8	6.5	0.0	0.0	0.0	23	74.2	12	30							
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	90.3	6	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	80.6	10	62							
STANSTED		EASYJET UK LTD		S	A	52	0	2	0.0	11.1	31.5	24.1	16.7	11.1	1.9	0.0	0.0	3.7	26	46.3	30	54						
STANSTED		EASYJET UK LTD		S	D	52	0	1	0.0	24.5	39.6	15.1	13.2	5.7	0.0	0.0	0.0	1.9	17	61.1	25	54						
STANSTED		RYANAIR		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
MANCHESTER		EASYJET UK LTD		S	A	26	0	0	0.0	3.8	38.5	19.2	26.9	11.5	0.0	0.0	0.0	27	55.6	27	27							
MANCHESTER		EASYJET UK LTD		S	D	26	0	0	0.0	7.7	42.3	19.2	19.2	11.5	0.0	0.0	0.0	25	70.4	24	27							
SOUTHEND		RYANAIR		S	A	17	0	0	0.0	11.8	17.6	17.6	47.1	5.9	0.0	0.0	0.0	32	0.0	0	0							
SOUTHEND		RYANAIR		S	D	17	0	0	0.0	23.5	64.7	11.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0							
<b>TOTAL BILBAO</b>						<b>400</b>	<b>0</b>	<b>6</b>	<b>4.4</b>	<b>19.7</b>	<b>36.9</b>	<b>17.5</b>	<b>14.3</b>	<b>4.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>69.6</b>	<b>17</b>	<b>390</b>					
BILLUND																												
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	100.0	5	2							
EDINBURGH		RYANAIR		S	A	9	0	0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	19	0.0	0	0							
EDINBURGH		RYANAIR		S	D	9	0	0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	16	0.0	0	0							
GLASGOW		CITY AIRLINE		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							
GLASGOW		CITY AIRLINE		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							

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	SUN AIR JETS	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	SUN AIR JETS	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	76	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	48.4	12.9	19.4	6.5	6.5	3.2	0.0	0.0	0.0	0.0	3.2	8	91.8	21	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	29.0	35.5	16.1	9.7	6.5	0.0	0.0	0.0	0.0	3.2	16	89.8	8	49	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.0	3	25		
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.0	3	25		
	STANSTED	RYANAIR	S	A	58	0	0	3.4	37.9	29.3	17.2	8.6	3.4	0.0	0.0	0.0	0.0	0.0	12	36.2	46	57	
	STANSTED	RYANAIR	S	D	58	0	0	0.0	39.7	19.0	17.2	19.0	5.2	0.0	0.0	0.0	0.0	0.0	17	31.0	52	57	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	45	0	0	4.4	42.2	48.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	97.8	2	46	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	45	0	0	2.2	46.7	44.4	2.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4	95.7	3	46	
	MANCHESTER	RYANAIR	S	A	18	0	0	33.3	50.0	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BILLUND</b>					<b>324</b>	<b>62</b>	<b>2</b>	<b>6.7</b>	<b>32.2</b>	<b>26.3</b>	<b>8.5</b>	<b>7.0</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.0</b>	<b>0.5</b>	<b>11</b>	<b>73.8</b>	<b>21</b>	<b>356</b>	
BIRMINGHAM																							
	ABERDEEN	FLYBE LTD	S	A	78	0	0	3.8	32.1	37.2	12.8	3.8	5.1	3.8	1.3	0.0	0.0	0.0	19	78.8	12	79	
	ABERDEEN	FLYBE LTD	S	D	78	0	0	0.0	46.2	33.3	7.7	5.1	3.8	3.8	0.0	0.0	0.0	0.0	14	83.8	8	79	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	193	0	1	0.5	37.1	32.0	11.9	9.8	4.6	3.1	0.5	0.0	0.0	0.5	19	66.0	19	193	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	192	0	1	0.0	30.1	46.6	7.8	8.3	4.7	2.1	0.0	0.0	0.0	0.5	14	79.1	13	195	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	75	0	0	2.7	49.3	25.3	16.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	56.6	26	75	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	0.0	58.7	24.0	12.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	63.2	24	75	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BOURNEMOUTH	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	
	BOURNEMOUTH	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	299	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	184	0	2	2.7	34.9	27.4	14.5	6.5	9.7	2.7	0.5	0.0	0.0	1.1	21	71.7	20	186	
	EDINBURGH	FLYBE LTD	S	D	184	0	2	0.0	22.0	47.3	11.8	6.5	8.6	2.7	0.0	0.0	0.0	1.1	20	75.4	15	186	
	GLASGOW	FLYBE LTD	S	A	177	0	6	6.0	38.3	28.4	9.3	6.6	7.7	0.5	0.0	0.0	0.0	3.3	14	70.9	16	178	
	GLASGOW	FLYBE LTD	S	D	177	0	7	0.0	19.6	52.7	8.2	8.2	7.1	0.5	0.0	0.0	0.0	3.8	15	73.2	16	177	
	ISLE OF MAN	FLYBE LTD	S	A	30	0	1	0.0	9.7	25.8	25.8	16.1	19.4	0.0	0.0	0.0	0.0	3.2	33	32.3	27	31	
	ISLE OF MAN	FLYBE LTD	S	D	30	0	1	0.0	9.7	32.3	16.1	19.4	16.1	3.2	0.0	0.0	0.0	3.2	33	77.4	12	31	
	JERSEY	FLYBE LTD	S	A	54	0	0	0.0	18.5	27.8	20.4	18.5	13.0	0.0	1.9	0.0	0.0	0.0	27	60.3	24	57	

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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		
	JERSEY	FLYBE LTD	S	D	74	0	1	6.7	18.7	41.3	9.3	18.7	4.0	0.0	0.0	0.0	0.0	1.3	16	57.3	30	88
	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	48	0.0	0	0
	MANCHESTER	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	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	50	1
	NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
	DURHAM TEES VALLEY	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	15	1
<b>TOTAL BIRMINGHAM</b>					<b>1605</b>	<b>0</b>	<b>23</b>	<b>1.7</b>	<b>31.6</b>	<b>36.7</b>	<b>11.5</b>	<b>8.5</b>	<b>6.6</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>17</b>	<b>70.3</b>	<b>18</b>	<b>1637</b>
BLACKPOOL																						
	CARDIFF WALES	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BLACKPOOL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BOA VISTA (RABIL)																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	5
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	80.0	10	5
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	0	11.1	27.8	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	53.8	19	13
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	0.0	61.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	53.8	22	13
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	15.4	53.8	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	2	13
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	84.6	9	13
<b>TOTAL BOA VISTA (RABIL)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>21.8</b>	<b>42.3</b>	<b>15.4</b>	<b>10.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.2</b>	<b>12</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	100.0	1	4
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	12	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	27	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	34	20.0	28	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	301	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	0.0	30.8	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	27	64.3	27	14
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	46.2	27	13
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	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	0.0	0	0
	BRISTOL	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	13	75.0	9	4
	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	3	50.0	16	4

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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							
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	24	50.0	32	4		
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	43	55.6	19	9		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	26	44.4	23	9		
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	31	40.0	37	5		
	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	17	40.0	32	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	28	60.0	17	5		
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	42	40.0	24	5		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	24	70.0	11	9		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11	77.8	53	9		
	GATWICK	EASYJET UK LTD	S	A	25	0	0	0.0	4.0	4.0	24.0	48.0	20.0	0.0	0.0	0.0	0.0	46	15.4	33	26		
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	3.8	30.8	42.3	19.2	3.8	0.0	0.0	0.0	0.0	25	50.0	23	26		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	22.2	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	19	37.5	37	8		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	32	44.4	39	9		
	GATWICK	THY TURKISH AIRLINES	S	A	13	0	0	15.4	30.8	0.0	30.8	15.4	7.7	0.0	0.0	0.0	0.0	23	33.3	30	9		
	GATWICK	THY TURKISH AIRLINES	S	D	13	0	0	0.0	7.7	38.5	30.8	7.7	15.4	0.0	0.0	0.0	0.0	24	33.3	33	9		
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	22	55.6	15	9		
	GATWICK	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	11	44.4	18	9		
	GATWICK	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		
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	22	44.4	27	9		
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	66.7	15	9		
	LUTON	SUNEXPRESS	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	23	66.7	17	9		
	LUTON	SUNEXPRESS	S	D	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	31	44.4	31	9		
	STANSTED	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	0.0	25.0	37.5	0.0	0.0	0.0	0.0	45	37.5	36	8		
	STANSTED	EASYJET UK 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	22	50.0	28	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE											AUG 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
STANSTED	JET2.COM LTD	S	A	18	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	33	14		
STANSTED	JET2.COM LTD	S	D	17	0	0	0.0	5.9	94.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	35.7	33	14		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
STANSTED	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		
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	100.0	8	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	0.0	34	5		
MANCHESTER	JET2.COM LTD	S	A	17	0	0	5.9	5.9	47.1	11.8	23.5	0.0	5.9	0.0	0.0	0.0	0.0	23	71.4	107	14		
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	0.0	50.0	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	53.8	16	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	18	0	0	0.0	11.1	27.8	16.7	33.3	5.6	5.6	0.0	0.0	0.0	0.0	33	33.3	22	12		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	0.0	61.1	0.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	30	30.8	27	13		
MANCHESTER	TUI AIRWAYS LTD	C	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	100.0	6	4		
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	6	4		
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	6	5		
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	40.0	35	5		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	20	4		
<b>TOTAL BODRUM (MILAS)</b>				<b>471</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>11.5</b>	<b>38.6</b>	<b>20.8</b>	<b>18.5</b>	<b>7.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.9</b>	<b>27</b>	<b>398</b>		
BOGOTA																							
HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	67.7	12.9	3.2	3.2	6.5	3.2	0.0	0.0	3.2	0.0	0.0	35	67.7	25	31		
HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	67.7	25.8	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	40	90.3	27	31		
<b>TOTAL BOGOTA</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>40.3</b>	<b>14.5</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>79.0</b>	<b>26</b>	<b>62</b>		
BOLOGNA																							
BRISTOL	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	33	9		
BRISTOL	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	1	88.9	6	9		
EDINBURGH	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9		
EDINBURGH	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	7	100.0	3	9		
GATWICK	EASYJET UK LTD	S	A	31	0	0	3.2	3.2	19.4	32.3	25.8	12.9	0.0	0.0	3.2	0.0	0.0	43	38.7	32	31		
GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	61.3	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	13	83.9	10	31		
HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	8.6	35.5	18.3	17.2	9.7	5.4	4.3	0.0	0.0	0.0	1.1	22	75.3	14	89		
HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	0.0	15.1	48.4	11.8	11.8	9.7	2.2	0.0	0.0	0.0	1.1	22	73.3	17	90		
LUTON	RYANAIR	S	A	31	0	0	6.5	32.3	32.3	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
LUTON	RYANAIR	S	D	31	0	0	0.0	6.5	45.2	22.6	22.6	3.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	A	71	0	0	12.7	40.8	23.9	11.3	7.0	4.2	0.0	0.0	0.0	0.0	0.0	9	62.8	20	43	
	STANSTED	RYANAIR	S	D	71	0	0	0.0	25.4	47.9	11.3	15.5	0.0	0.0	0.0	0.0	0.0	0.0	13	6.8	59	44	
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	11.8	58.8	5.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	20	27.3	37	22	
	MANCHESTER	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	9	45.5	19	22	
<b>TOTAL BOLOGNA</b>					<b>518</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>23.8</b>	<b>38.3</b>	<b>16.0</b>	<b>11.5</b>	<b>4.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>60.0</b>	<b>22</b>	<b>408</b>	
BORDEAUX																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
	BELFAST INTERNATIONAL	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	0.0	3	100.0	2	9	
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	0.0	31.8	31.8	13.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	15	95.5	2	22	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	0.0	4.5	63.6	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	15	59.1	14	22	
	BRISTOL	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	30	0	0	13.3	40.0	23.3	6.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	12	59.1	20	22	
	BRISTOL	EASYJET UK LTD	S	D	30	0	0	0.0	43.3	33.3	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	59.1	20	22	
	EDINBURGH	RYANAIR	S	A	14	0	0	28.6	50.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	9	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	10	13	
	GLASGOW	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	71.4	12	14	
	GLASGOW	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	57.1	14	14	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	16.7	38.9	16.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	70.6	16	17	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	44.4	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	88.2	5	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	6.7	22.2	37.8	20.0	11.1	0.0	2.2	0.0	0.0	0.0	0.0	16	77.6	12	49	
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	31.1	53.3	11.1	0.0	2.2	2.2	0.0	0.0	0.0	0.0	12	71.4	15	49	
	GATWICK	EASYJET UK LTD	S	A	84	0	1	4.7	34.1	16.5	9.4	18.8	11.8	1.2	2.4	0.0	0.0	1.2	30	68.7	28	81	
	GATWICK	EASYJET UK LTD	S	D	84	0	1	0.0	3.5	40.0	20.0	17.6	15.3	1.2	1.2	0.0	0.0	1.2	34	51.2	27	81	
	LUTON	EASYJET UK LTD	S	A	36	0	1	0.0	29.7	27.0	16.2	10.8	13.5	0.0	0.0	0.0	0.0	2.7	22	51.4	25	35	
	LUTON	EASYJET UK LTD	S	D	35	0	1	0.0	13.9	55.6	2.8	16.7	8.3	0.0	0.0	0.0	0.0	2.8	17	51.4	25	35	
	STANSTED	RYANAIR	S	A	32	0	0	18.8	37.5	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	40.7	36	27	
	STANSTED	RYANAIR	S	D	32	0	0	0.0	15.6	50.0	21.9	9.4	3.1	0.0	0.0	0.0	0.0	0.0	14	37.0	34	27	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	22.2	0.0	33.3	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	48	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	11.1	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	67	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	36	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	0.0	44.4	27.8	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	82.4	9	17	
	SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	16.7	50.0	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	15	88.2	7	17	
	SOUTHEND	EASYJET UK LTD	S	A	13	0	0	53.8	23.1	0.0	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	85.7	5	14	



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	85.7	10	14	
<b>TOTAL BORDEAUX</b>					<b>702</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>27.2</b>	<b>34.7</b>	<b>13.2</b>	<b>11.6</b>	<b>6.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>65.7</b>	<b>19</b>	<b>640</b>	
BOSTON																							
	EDINBURGH	DELTA AIRLINES	S	A	30	0	1	29.0	25.8	9.7	3.2	9.7	16.1	0.0	3.2	0.0	0.0	3.2	33	0.0	0	0	
	EDINBURGH	DELTA AIRLINES	S	D	30	0	2	0.0	28.1	21.9	9.4	9.4	9.4	12.5	3.1	0.0	0.0	6.3	42	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	19.4	32.3	16.1	9.7	9.7	6.5	3.2	3.2	0.0	0.0	0.0	22	58.1	25	30	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	19.4	54.8	9.7	16.1	0.0	0.0	0.0	0.0	0.0	0.0	12	58.1	24	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	0	5	28.6	34.5	15.1	8.4	5.9	2.5	0.8	0.0	0.0	0.0	4.2	10	83.9	8	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	5	0.0	20.2	37.8	12.6	16.8	5.0	0.8	1.7	0.8	0.0	4.2	34	73.4	15	123	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	16.1	45.2	12.9	3.2	9.7	3.2	9.7	0.0	0.0	0.0	0.0	21	77.4	11	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	58.1	32.3	0.0	3.2	3.2	3.2	0.0	0.0	0.0	0.0	11	96.8	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	1	40.3	30.6	14.5	4.8	6.5	1.6	0.0	0.0	0.0	0.0	1.6	6	96.8	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	2	0.0	37.1	48.4	8.1	1.6	0.0	1.6	0.0	0.0	0.0	3.2	7	90.3	7	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	50.0	16	16	
	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	27.8	21	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	69.2	16	13	
	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	71.4	13	14	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	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	0.0	1	88.9	16	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	2	88.9	20	9	
<b>TOTAL BOSTON</b>					<b>562</b>	<b>0</b>	<b>17</b>	<b>14.7</b>	<b>32.1</b>	<b>27.1</b>	<b>7.6</b>	<b>8.6</b>	<b>3.8</b>	<b>2.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>76.2</b>	<b>13</b>	<b>509</b>	
BOURNEMOUTH																							
	BIRMINGHAM	LOGANAIR LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	CARDIFF WALES	AERO4M	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	JERSEY	LOGANAIR LTD	S	A	6	0	1	14.3	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	4	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE										AUG 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)
JERSEY	LOGANAIR LTD	S	D	11	0	1	8.3	33.3	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	8.3	8	0.0	0	0			
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1			
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1			
<b>TOTAL BOURNEMOUTH</b>				<b>19</b>	<b>0</b>	<b>2</b>	<b>14.3</b>	<b>33.3</b>	<b>23.8</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>6</b>	<b>40.0</b>	<b>29</b>	<b>5</b>			
BRATISLAVA																								
BIRMINGHAM	JOTA AVIATION LTD	C	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
BIRMINGHAM	JOTA AVIATION LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	20	13			
BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	26	30.8	49	13			
EDINBURGH	MALETH AERO	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	13	9			
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9			
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	10	9			
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	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	37.0	66	27			
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	63	27			
LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	22.6	51.6	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	35.5	51.6	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	9	0.0	0	0			
STANSTED	RYANAIR	S	A	44	0	0	4.5	63.6	11.4	6.8	11.4	2.3	0.0	0.0	0.0	0.0	0.0	8	74.1	20	54			
STANSTED	RYANAIR	S	D	44	0	0	0.0	31.8	36.4	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	14	40.7	42	54			
MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	22	14			
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	19	28.6	42	14			
<b>TOTAL BRATISLAVA</b>				<b>250</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>32.4</b>	<b>39.6</b>	<b>14.4</b>	<b>9.6</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>12</b>	<b>55.6</b>	<b>35</b>	<b>252</b>			
BREMEN																								
LIVERPOOL (JOHN LENNON)	AIR X CHARTER	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0			
LIVERPOOL (JOHN LENNON)	AIR X CHARTER	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
STANSTED	RYANAIR	S	A	53	0	0	1.9	35.8	41.5	15.1	3.8	1.9	0.0	0.0	0.0	0.0	0.0	9	59.3	29	51			
STANSTED	RYANAIR	S	D	53	0	0	0.0	35.8	41.5	17.0	3.8	1.9	0.0	0.0	0.0	0.0	0.0	8	37.7	40	52			
<b>TOTAL BREMEN</b>				<b>108</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>35.2</b>	<b>41.7</b>	<b>15.7</b>	<b>4.6</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>9</b>	<b>48.6</b>	<b>35</b>	<b>103</b>			
BREST																								
BIRMINGHAM	FLYBE LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	47	4			
BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	95	4			
SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	56	3			
SOUTHAMPTON	FLYBE 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	25.0	55	3			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	RYANAIR	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BREST</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>39.5</b>	<b>47.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>25.0</b>	<b>64</b>	<b>14</b>	
BRIDGETOWN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	67.7	22.6	6.5	0.0	0.0	0.0	0.0	3.2	0.0	0.0	33	87.1	6	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	1	0.0	25.0	50.0	12.5	6.3	3.1	0.0	0.0	0.0	0.0	3.1	13	71.0	11	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	2	15.2	39.4	18.2	9.1	6.1	6.1	0.0	0.0	0.0	0.0	6.1	11	77.4	21	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	2	0.0	15.2	51.5	12.1	9.1	6.1	0.0	0.0	0.0	0.0	6.1	16	54.8	34	31	
	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	0.0	0	0.0	22	1	
	MANCHESTER	VIRGIN ATLANTIC 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	6	88.9	47	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	53	9	
<b>TOTAL BRIDGETOWN</b>					<b>142</b>	<b>0</b>	<b>5</b>	<b>4.1</b>	<b>37.4</b>	<b>36.7</b>	<b>8.8</b>	<b>5.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>3.4</b>	<b>16</b>	<b>74.1</b>	<b>22</b>	<b>143</b>	
BRINDISI																							
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	0.0	38.5	30.8	7.7	7.7	0.0	0.0	0.0	0.0	64	30.8	25	13	
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	76.9	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	12	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	34	50.0	28	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	5	8	
	STANSTED	RYANAIR	S	A	22	0	0	4.5	13.6	45.5	22.7	4.5	9.1	0.0	0.0	0.0	0.0	0.0	18	58.1	32	30	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	18.2	63.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.3	29	30	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	68	33.3	32	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	42	33.3	31	9	
<b>TOTAL BRINDISI</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>13.1</b>	<b>45.9</b>	<b>17.2</b>	<b>10.7</b>	<b>9.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>56.6</b>	<b>26</b>	<b>120</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	0.0	0	86.4	5	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	LOGANAIR LTD	S	A	26	0	0	15.4	53.8	19.2	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	26	0	0	0.0	46.2	42.3	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	86	0	0	3.5	32.6	27.9	11.6	12.8	7.0	3.5	1.2	0.0	0.0	0.0	23	57.5	19	73	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	86	0	0	1.2	26.7	29.1	14.0	14.0	8.1	4.7	2.3	0.0	0.0	0.0	30	47.9	27	73	
	BIRMINGHAM	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	67	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	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								
BIRMINGHAM	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0								
BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0								
EDINBURGH	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									
EDINBURGH	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
EDINBURGH	EASYJET UK LTD	S	A	108	0	1	6.4	36.7	26.6	10.1	5.5	10.1	1.8	1.8	0.0	0.0	0.9	22	67.6	22	108									
EDINBURGH	EASYJET UK LTD	S	D	108	0	2	1.8	25.5	31.8	17.3	10.0	9.1	0.9	1.8	0.0	0.0	1.8	24	46.3	27	108									
GLASGOW	EASYJET UK LTD	S	A	90	0	3	5.4	40.9	20.4	16.1	9.7	3.2	1.1	0.0	0.0	0.0	3.2	13	67.8	22	86									
GLASGOW	EASYJET UK LTD	S	D	89	0	3	1.1	29.3	35.9	12.0	13.0	3.3	2.2	0.0	0.0	0.0	3.3	16	58.0	28	87									
ISLE OF MAN	EASYJET UK LTD	S	A	8	0	0	0.0	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	15	9									
ISLE OF MAN	EASYJET UK LTD	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	38	33.3	26	9									
JERSEY	BLUE ISLANDS LIMITED	S	A	44	0	0	6.8	50.0	34.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	72.5	11	40									
JERSEY	BLUE ISLANDS LIMITED	S	D	44	0	0	2.3	40.9	36.4	9.1	9.1	2.3	0.0	0.0	0.0	0.0	0.0	8	82.5	9	40									
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	0.0	100.0	0	0.0	0	0									
LUTON	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0									
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1									
NEWCASTLE	EASYJET UK LTD	S	A	61	0	1	4.8	37.1	24.2	12.9	11.3	8.1	0.0	0.0	0.0	0.0	1.6	16	58.7	20	63									
NEWCASTLE	EASYJET UK LTD	S	D	61	0	1	0.0	30.6	33.9	14.5	9.7	9.7	0.0	0.0	0.0	0.0	1.6	19	49.2	28	63									
<b>TOTAL BRISTOL</b>				<b>852</b>	<b>0</b>	<b>12</b>	<b>3.5</b>	<b>34.1</b>	<b>29.1</b>	<b>12.7</b>	<b>10.2</b>	<b>6.6</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>60.5</b>	<b>22</b>	<b>807</b>									
BRIVE-LA-GAILLARDE																														
STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	44.4	25	9									
STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	23	9									
<b>TOTAL BRIVE-LA-GAILLARDE</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.4</b>	<b>24</b>	<b>18</b>									
BRNO (TURANY)																														
STANSTED	RYANAIR	S	A	31	0	0	0.0	29.0	45.2	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	25.8	48	31									
STANSTED	RYANAIR	S	D	31	0	0	0.0	29.0	58.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	29.0	38	31									
<b>TOTAL BRNO (TURANY)</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.0</b>	<b>51.6</b>	<b>12.9</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>8</b>	<b>27.4</b>	<b>43</b>	<b>62</b>									
BRUSSELS																														
BIRMINGHAM	BRUSSELS AIRLINES	S	A	73	0	1	4.1	29.7	39.2	14.9	6.8	2.7	1.4	0.0	0.0	0.0	1.4	13	76.4	11	70									
BIRMINGHAM	BRUSSELS AIRLINES	S	D	74	0	1	0.0	24.0	52.0	9.3	8.0	4.0	1.3	0.0	0.0	0.0	1.3	14	69.4	12	70									
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	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	117	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	76.8	15	68									
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	75.0	15	68									

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	10	34
	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	80.6	11	34
	EDINBURGH	BRUSSELS AIRLINES	S	A	57	0	0	1.8	42.1	42.1	5.3	5.3	1.8	1.8	0.0	0.0	0.0	0.0	10	74.1	12	58
	EDINBURGH	BRUSSELS AIRLINES	S	D	58	0	0	0.0	6.9	67.2	17.2	6.9	0.0	1.7	0.0	0.0	0.0	0.0	14	74.1	13	58
	GLASGOW	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	7	12.3	43.9	20.6	9.7	5.8	2.6	0.0	0.6	0.0	0.0	4.5	10	88.6	8	165
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	6	0.0	40.0	31.6	9.0	10.3	4.5	0.6	0.0	0.0	0.0	3.9	14	85.1	9	166
	HEATHROW	BRUSSELS AIRLINES	S	A	88	0	0	4.5	36.4	35.2	13.6	8.0	2.3	0.0	0.0	0.0	0.0	0.0	10	74.2	11	88
	HEATHROW	BRUSSELS AIRLINES	S	D	87	0	2	0.0	10.1	53.9	13.5	16.9	3.4	0.0	0.0	0.0	0.0	2.2	16	64.0	16	87
	MANCHESTER	BRUSSELS AIRLINES	S	A	83	0	0	0.0	16.9	53.0	15.7	7.2	7.2	0.0	0.0	0.0	0.0	0.0	16	69.4	16	85
	MANCHESTER	BRUSSELS AIRLINES	S	D	83	0	1	0.0	17.9	42.9	20.2	11.9	3.6	1.2	1.2	0.0	0.0	1.2	19	68.2	16	85
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	11	0	0	0.0	9.1	36.4	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	NEWCASTLE	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	8	45
	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	88.9	5	45
	NEWCASTLE	LOGANAIR LTD	S	A	36	0	1	0.0	56.8	21.6	5.4	10.8	0.0	2.7	0.0	0.0	0.0	2.7	10	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	36	0	1	0.0	24.3	51.4	8.1	5.4	5.4	2.7	0.0	0.0	0.0	2.7	16	0.0	0	0
<b>TOTAL BRUSSELS</b>					<b>984</b>	<b>0</b>	<b>20</b>	<b>2.7</b>	<b>29.8</b>	<b>40.0</b>	<b>12.1</b>	<b>9.0</b>	<b>3.5</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>14</b>	<b>77.8</b>	<b>12</b>	<b>1227</b>
BUCHAREST (OTOPENI)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	0.0	9.1	50.0	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	16	58.8	20	17
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	0.0	22.7	27.3	36.4	13.6	0.0	0.0	0.0	0.0	0.0	34	17.6	39	17
	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	0.0	7.1	7.1	35.7	35.7	14.3	0.0	0.0	0.0	0.0	0.0	39	84.6	9	13
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	0.0	0.0	21.4	42.9	35.7	0.0	0.0	0.0	0.0	0.0	56	53.8	25	13
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	22	8
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	37.5	44	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	22	0	0	0.0	0.0	27.3	31.8	9.1	18.2	9.1	4.5	0.0	0.0	0.0	52	61.5	23	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	0.0	18.2	31.8	18.2	18.2	9.1	4.5	0.0	0.0	0.0	58	61.5	37	13
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	0.0	38.9	33.3	16.7	5.6	0.0	0.0	5.6	0.0	0.0	0.0	25	92.3	2	13

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	BLUE AIR TRANSPORT AERIAN	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	39	46.2	21	13	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	0.0	5.9	41.2	17.6	17.6	11.8	0.0	5.9	0.0	0.0	0.0	45	77.8	17	18	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	0.0	47.1	17.6	17.6	11.8	0.0	5.9	0.0	0.0	0.0	45	55.6	24	18	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	0.0	0.0	21.4	28.6	35.7	14.3	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	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	0.0	0	0	
	GATWICK	WIZZ AIR	S	A	31	0	0	0.0	0.0	19.4	22.6	25.8	32.3	0.0	0.0	0.0	0.0	0.0	45	54.8	23	31	
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	0.0	0.0	9.7	41.9	41.9	6.5	0.0	0.0	0.0	0.0	68	15.6	47	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	8.1	21.0	25.8	19.4	16.1	6.5	1.6	0.0	0.0	0.0	1.6	22	85.5	7	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	25.8	46.8	8.1	6.5	8.1	3.2	0.0	0.0	0.0	1.6	19	79.0	13	62	
	HEATHROW	TAROM	S	A	31	0	0	16.1	29.0	29.0	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	77.4	8	31	
	HEATHROW	TAROM	S	D	31	0	0	0.0	0.0	38.7	29.0	29.0	3.2	0.0	0.0	0.0	0.0	0.0	24	48.4	23	31	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	49	0	0	0.0	16.3	32.7	24.5	18.4	6.1	0.0	2.0	0.0	0.0	0.0	25	69.4	16	62	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	49	0	0	0.0	0.0	28.6	30.6	26.5	10.2	0.0	4.1	0.0	0.0	0.0	37	46.8	29	62	
	LUTON	WIZZ AIR	S	A	115	0	2	2.6	17.1	28.2	23.9	12.8	8.5	2.6	0.9	1.7	0.0	1.7	37	69.6	17	111	
	LUTON	WIZZ AIR	S	D	115	0	2	0.0	0.0	25.6	20.5	31.6	12.0	5.1	2.6	0.9	0.0	1.7	47	38.4	33	111	
	STANSTED	RYANAIR	S	A	62	0	0	4.8	22.6	35.5	25.8	9.7	1.6	0.0	0.0	0.0	0.0	0.0	13	75.8	18	62	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	3.2	38.7	27.4	22.6	8.1	0.0	0.0	0.0	0.0	0.0	26	12.9	47	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>930</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>10.3</b>	<b>30.3</b>	<b>22.2</b>	<b>20.5</b>	<b>10.7</b>	<b>1.9</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>33</b>	<b>57.4</b>	<b>23</b>	<b>882</b>	
<b>BUDAPEST</b>																							
	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	7.1	7.1	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	10	13	
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	0.0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	28	23.1	29	13	
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	21.4	42.9	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	30.8	37	13	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	7.1	35.7	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	23	15.4	54	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	0.0	35.7	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	0.0	11	66.7	20	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	55.6	24	9	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 A	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	40	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	4	50.0	25	14		
EDINBURGH	JET2.COM LTD	S A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	14	17		
EDINBURGH	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	0.0	4	83.3	8	17		
EDINBURGH	RYANAIR	S A	13	0	0	7.7	23.1	23.1	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	16	35.7	43	14		
EDINBURGH	RYANAIR	S D	13	0	0	0.0	7.7	30.8	0.0	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	49	71.4	28	14		
GLASGOW	WIZZ AIR	S A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	9	8		
GLASGOW	WIZZ AIR	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	0.0	20	12.5	26	8		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	22.2	33.3	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	62.5	33	8		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	34	66.7	45	9		
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S A	14	0	0	0.0	35.7	28.6	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	38.5	43	13		
LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	0.0	17	38.5	48	13		
GATWICK	EASYJET UK LTD	S A	49	0	0	0.0	8.2	20.4	20.4	18.4	26.5	6.1	0.0	0.0	0.0	0.0	0.0	42	22.7	53	44		
GATWICK	EASYJET UK LTD	S D	49	0	0	0.0	2.0	38.8	22.4	18.4	16.3	2.0	0.0	0.0	0.0	0.0	0.0	32	56.8	28	44		
GATWICK	WIZZ AIR	S A	31	0	0	0.0	0.0	6.5	25.8	51.6	16.1	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
GATWICK	WIZZ AIR	S D	31	0	0	0.0	0.0	0.0	32.3	38.7	25.8	0.0	3.2	0.0	0.0	0.0	0.0	55	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	142	0	0	4.2	33.8	34.5	10.6	9.9	4.9	1.4	0.7	0.0	0.0	0.0	0.0	16	71.0	15	122		
HEATHROW	BRITISH AIRWAYS PLC	S D	142	0	0	0.0	28.2	48.6	9.2	6.3	6.3	1.4	0.0	0.0	0.0	0.0	0.0	14	74.2	12	122		
LONDON CITY	LOT-POLISH AIRLINES	S A	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	0.0	0	0.0	0	0		
LONDON CITY	LOT-POLISH AIRLINES	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	0.0	0	0.0	0	0		
LUTON	WIZZ AIR	S A	133	0	0	3.0	23.3	26.3	27.1	15.0	3.8	1.5	0.0	0.0	0.0	0.0	0.0	20	65.9	22	138		
LUTON	WIZZ AIR	S D	133	0	0	0.0	9.0	40.6	21.1	21.1	6.0	2.3	0.0	0.0	0.0	0.0	0.0	26	47.8	33	138		
LUTON	WIZZ AIR UK LTD	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0		
STANSTED	RYANAIR	S A	106	0	0	0.0	25.5	39.6	16.0	15.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	16	30.9	54	95		
STANSTED	RYANAIR	S D	106	0	0	0.0	17.0	47.2	21.7	11.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	15	11.2	50	96		
MANCHESTER	EASYJET UK LTD	S A	13	0	0	7.7	30.8	46.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	20	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	7.7	69.2	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	24	0.0	0	0		
MANCHESTER	JET2.COM LTD	S A	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	0.0	13	44.4	47	18		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	11.1	66.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	40	18		
MANCHESTER	RYANAIR	S A	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	0.0	8	76.5	11	16		
MANCHESTER	RYANAIR	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	0.0	15	17.6	33	16		
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	0.0	0	0.0	20	1		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
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	69.2	16	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	66.7	11	12					
<b>TOTAL BUDAPEST</b>						<b>1257</b>	<b>102</b>	<b>0</b>	<b>1.6</b>	<b>18.7</b>	<b>34.6</b>	<b>17.1</b>	<b>13.2</b>	<b>5.8</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>7.5</b>	<b>0.0</b>	<b>20</b>	<b>51.6</b>	<b>30</b>	<b>1112</b>			
BUENOS AIRES																										
GATWICK		NORWEGIAN AIR UK LTD		S	A	31	0	2	33.3	33.3	18.2	3.0	3.0	3.0	0.0	0.0	0.0	0.0	6.1	7	83.3	53	18			
GATWICK		NORWEGIAN AIR UK LTD		S	D	31	0	2	0.0	27.3	39.4	15.2	9.1	3.0	0.0	0.0	0.0	0.0	6.1	11	55.6	44	18			
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	25.8	51.6	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	3	93.5	6	31				
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	12.9	48.4	19.4	12.9	3.2	0.0	0.0	3.2	0.0	0.0	60	80.6	9	31			
<b>TOTAL BUENOS AIRES</b>						<b>124</b>	<b>0</b>	<b>4</b>	<b>14.8</b>	<b>31.3</b>	<b>29.7</b>	<b>10.9</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>3.1</b>	<b>20</b>	<b>80.6</b>	<b>22</b>	<b>98</b>			
BURGAS																										
ABERDEEN		BH AIR		C	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5				
ABERDEEN		BH AIR		C	D	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5				
BELFAST INTERNATIONAL		BH AIR		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	2	100.0	1	9				
BELFAST INTERNATIONAL		BH AIR		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	10	100.0	2	9				
BELFAST INTERNATIONAL		JET2.COM LTD		S	A	5	0	0	0.0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	48	0.0	0	0				
BELFAST INTERNATIONAL		JET2.COM LTD		S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
BELFAST INTERNATIONAL		JETNETHERLANDS		C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	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	7	4				
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	75.0	11	4				
BELFAST INTERNATIONAL		TUI AIRWAYS LTD		C	A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	17	75.0	8	4				
BELFAST INTERNATIONAL		TUI AIRWAYS LTD		C	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	26	50.0	17	4				
BIRMINGHAM		BH AIR		C	A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	88.9	6	9				
BIRMINGHAM		BH AIR		C	D	9	0	0	0.0	11.1	22.2	44.4	11.1	0.0	11.1	0.0	0.0	0.0	29	88.9	7	9				
BIRMINGHAM		JET2.COM LTD		S	A	9	0	0	0.0	11.1	11.1	22.2	22.2	22.2	11.1	0.0	0.0	0.0	54	0.0	0	0				
BIRMINGHAM		JET2.COM LTD		S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	0.0	22.2	0.0	0.0	0.0	37	0.0	0	0				
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	78	44.4	20	9			
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	D	9	0	0	0.0	22.2	22.2	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	75	100.0	8	9			
BIRMINGHAM		TUI AIRWAYS LTD		C	A	14	0	0	7.1	35.7	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	15	64.3	18	14				
BIRMINGHAM		TUI AIRWAYS LTD		C	D	14	0	0	0.0	14.3	42.9	35.7	0.0	0.0	7.1	0.0	0.0	0.0	21	57.1	20	14				
BRISTOL		BH AIR		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	3	100.0	0	4				



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	BH AIR	C D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	5
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	5
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	25	8
BRISTOL	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	0.0	9	77.8	31	9
CARDIFF WALES	BH AIR	C A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9
CARDIFF WALES	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	0.0	14	100.0	4	9
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	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	0	75.0	19	4
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	14	4
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	4
DONCASTER SHEFFIELD	BH AIR	C A	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	9	80.0	4	5
DONCASTER SHEFFIELD	BH AIR	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	17	5
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	0.0	25	66.7	9	9
DONCASTER SHEFFIELD	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	0.0	11	88.9	4	9
EAST MIDLANDS INTERNATIONAL	BH AIR	C A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9
EAST MIDLANDS INTERNATIONAL	BH AIR	C D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	2	4
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	27	80.0	6	5
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	40.0	14	5
EDINBURGH	BH AIR	C A	9	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9
EDINBURGH	BH AIR	C D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	19	9
EDINBURGH	JET2.COM 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	0.0	0.0	15	0.0	0	0
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
GLASGOW	BH AIR	C A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	5	4
GLASGOW	BH AIR	C D	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	37	75.0	9	4

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

Origin/Destinations: B

NUMBER OF FLIGHTS

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AUG 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 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	13	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	THOMAS COOK AIRLINES LTD	S A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	18	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	5		
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	4		
LEEDS BRADFORD	BH AIR	C A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	4		
LEEDS BRADFORD	BH AIR	C D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	9	4		
LEEDS BRADFORD	JET2.COM LTD	S A	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	0.0	18	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	60.0	19	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	80.0	19	5		
GATWICK	BH AIR	C A	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	29	77.8	5	9		
GATWICK	BH AIR	C D	9	0	0	0.0	0.0	44.4	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	29	77.8	9	9		
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	25.0	21	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	7	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	32	62.5	18	8		
GATWICK	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	0.0	17	87.5	6	8		
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	11.1	5.6	44.4	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	15	30.8	29	13		
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0.0	11.1	44.4	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	64.3	21	14		
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	70.5	17	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	52.3	47	44		
LUTON	WIZZ AIR UK LTD	S A	44	0	0	2.3	18.2	40.9	13.6	20.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S D	45	0	0	0.0	2.2	51.1	31.1	13.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	19	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	1	4		
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	0.0	23	4		
STANSTED	JET2.COM LTD	S A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
STANSTED	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	0.0	4	80.0	38	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	20.0	64	5		
MANCHESTER	BH AIR	C A	14	0	0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	5	13		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	BH AIR	C	D	14	0	0	0.0	7.1	64.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	15	84.6	4	13
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	5.6	72.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	20	83.3	7	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	30.8	38.5	0.0	23.1	7.7	0.0	0.0	0.0	0.0	18	100.0	3	19	
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	27.8	22.2	11.1	11.1	11.1	11.1	5.6	0.0	0.0	0.0	24	47.1	31	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	61.1	16.7	11.1	0.0	11.1	0.0	0.0	0.0	29	44.4	41	18	
	NEWCASTLE	BH AIR	S	A	13	0	0	0.0	46.2	23.1	15.4	7.7	0.0	0.0	0.0	7.7	0.0	38	100.0	1	13	
	NEWCASTLE	BH AIR	S	D	13	0	0	0.0	7.7	53.8	23.1	7.7	0.0	0.0	0.0	7.7	0.0	44	92.3	6	13	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	NEWCASTLE	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	1	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	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	80.0	8	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	10	8	
	NEWCASTLE	TUI AIRWAYS 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	17	88.9	9	9	
	DURHAM TEES VALLEY	BH AIR	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	DURHAM TEES VALLEY	BH AIR	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	0	0	
<b>TOTAL BURGAS</b>					<b>717</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>20.1</b>	<b>42.5</b>	<b>18.7</b>	<b>9.2</b>	<b>3.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>18</b>	<b>75.5</b>	<b>15</b>	<b>628</b>	
BYDGOSZCZ																						
	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	50.0	7.1	0.0	0.0	14.3	0.0	7.1	0.0	0.0	37	92.3	3	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	13	69.2	10	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	22.2	38	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	11.1	39	9	
	LUTON	RYANAIR	S	A	13	0	1	0.0	21.4	21.4	14.3	14.3	21.4	0.0	0.0	0.0	7.1	31	83.3	7	18	
	LUTON	RYANAIR	S	D	13	0	0	0.0	15.4	38.5	0.0	23.1	23.1	0.0	0.0	0.0	0.0	31	88.9	11	18	
	STANSTED	RYANAIR	S	A	31	0	0	16.1	61.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	41.9	54.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	9	31	
<b>TOTAL BYDGOSZCZ</b>					<b>116</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>42.7</b>	<b>32.5</b>	<b>3.4</b>	<b>4.3</b>	<b>8.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.8</b>	<b>12</b>	<b>142</b>	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	
CAEN																							
	SOUTHEND	STOBART AIR	S	A	27	0	0	7.4	11.1	44.4	25.9	7.4	3.7	0.0	0.0	0.0	0.0	0.0	16	47.1	43	17	
	SOUTHEND	STOBART AIR	S	D	27	0	0	0.0	33.3	59.3	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	30	17	
<b>TOTAL CAEN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>51.9</b>	<b>14.8</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>36</b>	<b>34</b>	
CAGLIARI (ELMAS)																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	12.9	25.8	22.6	22.6	6.5	3.2	0.0	0.0	0.0	0.0	28	69.2	34	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	64.5	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	65.4	38	26	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	47	8	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	8	
	STANSTED	EASYJET UK LTD	S	A	30	0	1	0.0	12.9	9.7	32.3	29.0	12.9	0.0	0.0	0.0	0.0	3.2	31	38.7	53	31	
	STANSTED	EASYJET UK LTD	S	D	30	0	1	0.0	25.8	35.5	19.4	12.9	3.2	0.0	0.0	0.0	0.0	3.2	15	71.0	28	31	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	28.6	0.0	42.9	28.6	0.0	0.0	0.0	0.0	0.0	44	30.8	47	13	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	14	13	
	MANCHESTER	RYANAIR	S	A	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	21	22.2	32	9	
	MANCHESTER	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	1	77.8	18	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	0.0	0	88.9	3	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	88.9	9	9	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>176</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>17.4</b>	<b>39.3</b>	<b>16.3</b>	<b>17.4</b>	<b>6.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.5</b>	<b>32</b>	<b>192</b>	
CAIRO																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	41.9	19.4	3.2	0.0	3.2	0.0	0.0	3.2	0.0	0.0	16	96.8	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	25.8	29.0	22.6	12.9	3.2	6.5	0.0	0.0	0.0	50	35.5	58	31	
	HEATHROW	EGYPT AIR	S	A	62	0	0	22.6	27.4	38.7	6.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	87.1	5	62	
	HEATHROW	EGYPT AIR	S	D	62	0	0	0.0	12.9	37.1	22.6	21.0	6.5	0.0	0.0	0.0	0.0	0.0	23	53.2	22	62	
<b>TOTAL CAIRO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>20.4</b>	<b>32.8</b>	<b>15.1</b>	<b>11.8</b>	<b>5.4</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.8</b>	<b>19</b>	<b>186</b>	
CALGARY																							
	GATWICK	AIR TRANSAT	S	A	14	0	0	35.7	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	13	
	GATWICK	AIR TRANSAT	S	D	14	0	0	0.0	57.1	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	18	13	
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	19.4	29.0	45.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.9	15	23	
	GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	12.9	48.4	16.1	16.1	3.2	3.2	0.0	0.0	0.0	0.0	20	57.7	20	24	
	HEATHROW	AIR CANADA	S	A	31	0	0	29.0	29.0	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	4	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	35.5	45.2	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	38.7	16.1	0.0	6.5	19.4	6.5	0.0	0.0	0.0	0.0	29	83.9	9	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: C										AUG 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	32.3	22.6	22.6	12.9	0.0	3.2	0.0	0.0	0.0	34	64.5	19	31					
<b>TOTAL CALGARY</b>						<b>214</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>28.5</b>	<b>36.4</b>	<b>8.4</b>	<b>8.4</b>	<b>5.1</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.9</b>	<b>12</b>	<b>197</b>					
CALVI																												
		STANSTED	AIR CORSICA	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	5	0.0	0	0					
		STANSTED	AIR CORSICA	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	35	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	25.0	35	4					
		STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	4					
		MANCHESTER	FLYBE 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	25.0	68	4					
		MANCHESTER	FLYBE LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	4					
<b>TOTAL CALVI</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>50.0</b>	<b>29</b>	<b>16</b>					
CAMBRIDGE																												
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	10	0	0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	7					
<b>TOTAL CAMBRIDGE</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>7</b>					
CAMPBELTOWN																												
		GLASGOW	LOGANAIR LTD	S	A	47	0	2	24.5	30.6	30.6	4.1	2.0	2.0	2.0	0.0	0.0	0.0	4.1	7	74.5	41	46					
		GLASGOW	LOGANAIR LTD	S	D	48	0	1	0.0	51.0	44.9	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	4	83.7	9	47					
<b>TOTAL CAMPBELTOWN</b>						<b>95</b>	<b>0</b>	<b>3</b>	<b>12.2</b>	<b>40.8</b>	<b>37.8</b>	<b>2.0</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>6</b>	<b>79.0</b>	<b>24</b>	<b>93</b>					
CANCUN																												
		BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	8					
		BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9					
		BRISTOL	TUI AIRWAYS LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	14	4					
		BRISTOL	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	21	4					
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	25	4					
		EAST MIDLANDS INTERNATIONAL	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	4	50.0	53	4					
		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	0.0	48	1					
		GLASGOW	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	118	2					
		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	85.7	4	7					
		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	85.7	6	7					
		GLASGOW	TUI AIRWAYS LTD	S	A	9	0	0	22.2	0.0	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
		GLASGOW	TUI AIRWAYS LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
		GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	18.2	27.3	13.6	9.1	4.5	0.0	4.5	0.0	0.0	0.0	21	76.9	18	13					
		GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	50.0	13.6	9.1	0.0	4.5	4.5	0.0	0.0	0.0	25	46.2	27	13					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	11.1	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27	55.6	36	9		
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	0.0	32	66.7	39	9		
GATWICK	TUI AIRWAYS LTD	S	A	27	0	0	22.2	25.9	18.5	18.5	3.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	74.2	10	31		
GATWICK	TUI AIRWAYS LTD	S	D	27	0	0	0.0	3.7	44.4	40.7	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	21	77.4	12	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	20.0	72	5		
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4		
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	12.5	100	8		
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	33.3	38	6		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	39	0	2	26.8	29.3	17.1	4.9	2.4	12.2	0.0	2.4	0.0	0.0	4.9	21	89.3	11	28			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	37	0	2	0.0	10.3	46.2	23.1	10.3	5.1	0.0	0.0	0.0	0.0	5.1	19	81.5	15	27			
MANCHESTER	TUI AIRWAYS LTD	S	A	27	0	0	29.6	33.3	29.6	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	77.8	8	27			
MANCHESTER	TUI AIRWAYS LTD	S	D	27	0	0	0.0	11.1	51.9	18.5	11.1	7.4	0.0	0.0	0.0	0.0	0.0	19	63.0	16	27			
NEWCASTLE	TUI AIRWAYS LTD	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	42.9	28	7			
NEWCASTLE	TUI AIRWAYS 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	11	28.6	55	7			
<b>TOTAL CANCUN</b>				<b>327</b>	<b>0</b>	<b>4</b>	<b>13.0</b>	<b>20.5</b>	<b>37.8</b>	<b>14.8</b>	<b>5.4</b>	<b>5.7</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>67.9</b>	<b>21</b>	<b>302</b>			
CAPE TOWN																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	28.1	46.9	6.3	6.3	0.0	3.1	6.3	0.0	0.0	0.0	3.1	15	100.0	1	31			
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	29.0	19.4	22.6	6.5	0.0	0.0	0.0	0.0	0.0	21	45.2	21	31			
<b>TOTAL CAPE TOWN</b>				<b>62</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>34.9</b>	<b>17.5</b>	<b>12.7</b>	<b>11.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>72.6</b>	<b>11</b>	<b>62</b>			
CARCASSONNE																								
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	23	22.2	28	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	22.2	19	9			
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	33	8			
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8			
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	39	9			
GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	29	9			
STANSTED	RYANAIR	S	A	31	0	0	6.5	35.5	25.8	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	14	32.3	35	31			
STANSTED	RYANAIR	S	D	31	0	0	0.0	25.8	61.3	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	32.3	33	31			
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	30.8	25	13			
MANCHESTER	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	11	76.9	13	13			
<b>TOTAL CARCASSONNE</b>				<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>26.7</b>	<b>44.8</b>	<b>12.1</b>	<b>12.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>42.1</b>	<b>28</b>	<b>140</b>			

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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																							
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	26.9	27	14	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	32.1	27	17	
	BELFAST CITY (GEORGE BEST)	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	0.0	21	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	46	0	0	0.0	37.0	34.8	15.2	10.9	2.2	0.0	0.0	0.0	0.0	0.0	12	86.0	7	50	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	46	0	1	0.0	29.8	44.7	14.9	8.5	0.0	0.0	0.0	0.0	2.1	9	90.0	6	50		
	BELFAST INTERNATIONAL	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		
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	37	0.0	65	2		
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	64	0.0	0	0		
	BOURNEMOUTH	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	20	1		
	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	100.0	1	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	100.0	0	1		
	BRISTOL	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	29	0.0	0	0		
	EDINBURGH	FLYBE LTD	S	A	73	0	1	2.7	28.4	44.6	10.8	6.8	4.1	1.4	0.0	0.0	1.4	14	74.1	16	58		
	EDINBURGH	FLYBE LTD	S	D	73	0	1	0.0	12.2	51.4	13.5	10.8	8.1	2.7	0.0	0.0	1.4	23	65.5	22	58		
	GLASGOW	FLYBE LTD	S	A	21	0	1	13.6	54.5	13.6	0.0	9.1	4.5	0.0	0.0	0.0	4.5	9	84.2	7	19		
	GLASGOW	FLYBE LTD	S	D	21	0	1	0.0	36.4	45.5	0.0	9.1	4.5	0.0	0.0	0.0	4.5	13	73.7	13	19		
	JERSEY	FLYBE LTD	S	A	14	0	0	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	13	83.3	6	18		
	JERSEY	FLYBE LTD	S	D	14	0	0	0.0	21.4	57.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	19	83.3	8	18		
	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	100.0	0	1		
	NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	NEWCASTLE	FLYBE LTD	S	A	17	0	0	88.2	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	6	41.5	24	25		
	NEWCASTLE	FLYBE LTD	S	D	17	0	0	0.0	5.9	76.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	16	29.3	22	27		
<b>TOTAL CARDIFF WALES</b>					<b>348</b>	<b>0</b>	<b>5</b>	<b>5.7</b>	<b>26.9</b>	<b>41.4</b>	<b>10.2</b>	<b>7.9</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>64.1</b>	<b>15</b>	<b>381</b>		
CARLISLE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	22	0	0	13.6	59.1	18.2	4.5	0.0	0.0	4.5	0.0	0.0	0.0	11	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	23	0	0	4.3	60.9	21.7	4.3	0.0	0.0	4.3	4.3	0.0	0.0	17	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	A	17	0	1	0.0	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	5.6	7	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	17	0	1	0.0	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	5.6	8	0.0	0	0		
<b>TOTAL CARLISLE</b>					<b>79</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>50.6</b>	<b>28.4</b>	<b>7.4</b>	<b>2.5</b>	<b>0.0</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CASABLANCA MOHAMED V																							
	GATWICK	ROYAL AIR MAROC	S	A	31	0	0	0.0	9.7	19.4	29.0	32.3	9.7	0.0	0.0	0.0	0.0	31	55.9	34	34		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C												AUG 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		
		GATWICK	ROYAL AIR MAROC	S	D	31	0	0	0.0	0.0	3.2	25.8	35.5	32.3	3.2	0.0	0.0	0.0	0.0	0.0	54	23.5	47	34			
		HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	0.0	9.7	32.3	32.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	25	74.2	12	31			
		HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	0.0	9.7	51.6	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	17	77.4	8	31			
		MANCHESTER	ROYAL AIR MAROC	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	22	73.3	12	15			
		MANCHESTER	ROYAL AIR MAROC	S	D	9	0	0	0.0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	29	60.0	19	15			
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>142</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>26.1</b>	<b>29.6</b>	<b>23.2</b>	<b>12.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.8</b>	<b>24</b>	<b>160</b>			
CASTELLON COSTA AZAHAR																											
		STANSTED	RYANAIR	S	A	11	0	0	9.1	54.5	18.2	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	19	50.0	21	8				
		STANSTED	RYANAIR	S	D	11	0	0	0.0	9.1	72.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	18	8				
<b>TOTAL CASTELLON COSTA AZAHAR</b>						<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>45.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>19</b>	<b>16</b>			
CASTELLON DE LA PLANA AIRPORT																											
		STANSTED	RYANAIR	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	15	5				
		STANSTED	RYANAIR	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	20.0	35	5				
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>						<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>40.0</b>	<b>25</b>	<b>10</b>			
CATANIA (FONTANAROSSA)																											
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	129	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	119	4				
		BRISTOL	EASYJET UK LTD	S	A	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	22	33.3	19	9				
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	9				
		GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	2.9	20.0	34.3	22.9	14.3	5.7	0.0	0.0	0.0	0.0	0.0	18	43.3	41	30				
		GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	17.1	48.6	14.3	11.4	8.6	0.0	0.0	0.0	0.0	0.0	20	66.7	14	30				
		GATWICK	EASYJET UK LTD	S	A	39	0	1	0.0	7.5	25.0	17.5	27.5	15.0	5.0	0.0	0.0	2.5	40	25.0	46	40					
		GATWICK	EASYJET UK LTD	S	D	39	0	1	0.0	2.5	60.0	20.0	7.5	2.5	2.5	2.5	0.0	0.0	2.5	24	62.5	18	40				
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	51	33.3	34	3				
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	7	3				
		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	40.0	33	5				
		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	60.0	26	5				
		GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	25.0	31	4				
		GATWICK	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	7	75.0	9	4				
		LUTON	EASYJET UK LTD	S	A	17	0	0	5.9	11.8	17.6	23.5	29.4	5.9	5.9	0.0	0.0	0.0	0.0	30	22.2	27	18				



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	58.8	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	83.3	9	18
	MANCHESTER	EASYJET UK LTD	S	A	25	0	0	0.0	4.0	36.0	32.0	12.0	12.0	0.0	4.0	0.0	0.0	0.0	34	22.2	120	18
	MANCHESTER	EASYJET UK LTD	S	D	25	0	0	0.0	12.0	52.0	12.0	8.0	8.0	8.0	0.0	0.0	0.0	0.0	25	72.2	25	18
	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	0.0	27	50.0	23	4
	MANCHESTER	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	34	50.0	21	4
	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	44.4	14	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	22.2	18	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>284</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>13.3</b>	<b>39.2</b>	<b>21.0</b>	<b>14.7</b>	<b>7.7</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>25</b>	<b>49.3</b>	<b>34</b>	<b>288</b>
CHALONS (VATRY)																						
	DONCASTER SHEFFIELD	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
	DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL CHALONS (VATRY)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	13	0	0	7.7	30.8	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	92.9	6	14
	HEATHROW	HAINAN AIRLINES	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	92.9	4	14
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>5</b>	<b>28</b>
CHANIA																						
	BIRMINGHAM	JET2.COM LTD	S	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	21	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	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	50.0	29	4
	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	25.0	31	4
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	48	11.1	81	9
	BIRMINGHAM	RYANAIR	S	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	42	50.0	52	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	87	75.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	0.0	11.1	11.1	0.0	0.0	11.1	0.0	0.0	80	75.0	6	4
	BRISTOL	RYANAIR	S	A	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	66.7	16	9
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	13	9
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	74	80.0	7	5
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	57	100.0	3	4
	CARDIFF WALES	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	30	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	46	25.0	32	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	20.0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	28	4

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	RYANAIR	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	30	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	60.0	14	5		
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0	0.0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	56	12.5	30	8		
LEEDS BRADFORD	RYANAIR	S D	9	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	30	25.0	18	8		
GATWICK	EASYJET UK LTD	S A	35	0	1	0	0.0	2.8	30.6	16.7	19.4	16.7	5.6	2.8	2.8	0.0	2.8	56	16.1	41	31		
GATWICK	EASYJET UK LTD	S D	36	0	0	0	0.0	2.8	33.3	27.8	30.6	0.0	5.6	0.0	0.0	0.0	0.0	32	48.4	25	31		
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	60.0	11	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	20.0	27	5		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	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	8	100.0	6	3		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	5	0	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	35	4		
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	40.0	19	5		
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	0	100.0	0	5		
GATWICK	TUI AIRWAYS LTD	C A	17	0	0	0	0.0	17.6	41.2	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	21	84.6	5	13		
GATWICK	TUI AIRWAYS LTD	C D	17	0	0	0	0.0	5.9	47.1	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	22	75.0	14	12		
HEATHROW	BRITISH AIRWAYS PLC	S A	13	0	0	0	0.0	23.1	38.5	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	23	33.3	23	9		
HEATHROW	BRITISH AIRWAYS PLC	S D	13	0	0	0	0.0	15.4	61.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	88.9	7	9		
STANSTED	JET2.COM LTD	S A	9	0	0	0	11.1	33.3	22.2	11.1	22.2	0.0	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	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
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	0	0.0	50	5		
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	62	5		
STANSTED	RYANAIR	S A	13	0	0	0	0.0	15.4	30.8	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	26	52.9	40	17		
STANSTED	RYANAIR	S D	13	0	0	0	0.0	7.7	84.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	41.2	27	17		
MANCHESTER	JET2.COM LTD	S A	9	0	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
MANCHESTER	JET2.COM LTD	S D	9	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	19	0.0	0	0		
MANCHESTER	RYANAIR	S A	14	0	0	0	0.0	7.1	35.7	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	31	23.1	46	13		
MANCHESTER	RYANAIR	S D	14	0	0	0	0.0	7.1	64.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	20	38.5	30	13		
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	33.3	48	9		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: C										AUG 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	TUI AIRWAYS LTD	C	D	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	15	55.6	24	9						
<b>TOTAL CHANIA</b>						<b>351</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>12.8</b>	<b>37.5</b>	<b>18.5</b>	<b>16.8</b>	<b>9.4</b>	<b>2.0</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>31</b>	<b>44.1</b>	<b>28</b>	<b>315</b>						
CHARLEROI		EDINBURGH	RYANAIR	S	A	22	0	0	0.0	4.5	45.5	18.2	13.6	13.6	4.5	0.0	0.0	0.0	0.0	32	69.6	15	23						
		EDINBURGH	RYANAIR	S	D	22	0	0	0.0	4.5	36.4	27.3	13.6	13.6	4.5	0.0	0.0	0.0	0.0	33	56.5	19	23						
		GLASGOW	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	62.5	19	8						
		GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	37	25.0	35	8						
		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	25	1						
		LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1						
		MANCHESTER	RYANAIR	S	A	53	0	0	11.3	45.3	26.4	11.3	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	72.2	9	53						
		MANCHESTER	RYANAIR	S	D	53	0	0	0.0	26.4	52.8	15.1	5.7	0.0	0.0	0.0	0.0	0.0	0.0	9	64.8	24	53						
<b>TOTAL CHARLEROI</b>						<b>168</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.6</b>	<b>38.7</b>	<b>17.3</b>	<b>7.7</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.0</b>	<b>18</b>	<b>170</b>							
CHARLESTON		HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	11.1	33.3	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	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	33	0.0	0	0						
<b>TOTAL CHARLESTON</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
CHARLOTTE		HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	27.4	16.1	11.3	4.8	14.5	19.4	4.8	1.6	0.0	0.0	0.0	37	56.5	41	61						
		HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	46.8	12.9	4.8	8.1	12.9	6.5	8.1	0.0	0.0	0.0	44	87.1	10	61						
<b>TOTAL CHARLOTTE</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>31.5</b>	<b>12.1</b>	<b>4.8</b>	<b>11.3</b>	<b>16.1</b>	<b>5.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>71.8</b>	<b>26</b>	<b>122</b>						
CHATEAUX 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	0	83.3	9	6						
		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	0	66.7	10	6						
<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>75.0</b>	<b>9</b>	<b>12</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	0	69.2	9	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	0	76.9	11	13						
		HEATHROW	AIR CHINA	S	A	14	0	0	7.1	7.1	35.7	14.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0						
		HEATHROW	AIR CHINA	S	D	14	0	0	7.1	35.7	21.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0						
<b>TOTAL CHENGDU</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</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>20</b>	<b>73.1</b>	<b>10</b>	<b>26</b>						
CHENNAI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	29.0	22.6	0.0	3.2	6.5	3.2	3.2	0.0	0.0	0.0	22	87.1	12	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	58.1	19.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	23	71.0	16	31						
<b>TOTAL CHENNAI</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>16.1</b>	<b>40.3</b>	<b>9.7</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.0</b>	<b>14</b>	<b>62</b>						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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			
CHICAGO (O'HARE)		EDINBURGH	UNITED AIRLINES	S	A	31	0	0	25.8	38.7	9.7	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	87.1	6	31				
		EDINBURGH	UNITED AIRLINES	S	D	31	0	2	0.0	69.7	6.1	3.0	3.0	3.0	6.1	3.0	0.0	0.0	6.1	26	96.8	1	31				
		GLASGOW	LOT-POLISH AIRLINES	S	A	0	0	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	1					
		GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	0.0	5.6	22.2	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	33	67.7	19	30				
		GATWICK	NORWEGIAN AIR UK LTD	S	D	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	58.1	21	30				
		HEATHROW	AMERICAN AIRLINES	S	A	123	0	1	30.6	23.4	15.3	8.9	4.8	6.5	4.0	4.8	0.8	0.0	0.8	34	75.8	20	124				
		HEATHROW	AMERICAN AIRLINES	S	D	124	0	1	0.8	55.2	25.6	3.2	2.4	8.0	2.4	0.8	0.8	0.0	0.8	24	87.9	9	124				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	12.9	35.5	24.2	6.5	4.8	8.1	3.2	4.8	0.0	0.0	0.0	25	67.7	43	62				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	9.7	33.9	19.4	19.4	9.7	4.8	3.2	0.0	0.0	0.0	39	51.6	21	62				
		HEATHROW	UNITED AIRLINES	S	A	91	0	2	41.9	20.4	17.2	7.5	3.2	5.4	0.0	2.2	0.0	0.0	2.2	15	77.2	18	92				
		HEATHROW	UNITED AIRLINES	S	D	92	0	1	0.0	65.6	21.5	2.2	3.2	3.2	0.0	3.2	0.0	0.0	1.1	15	90.3	11	92				
		MANCHESTER	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	38	31					
		MANCHESTER	AMERICAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	8	31					
<b>TOTAL CHICAGO (O'HARE)</b>						<b>651</b>	<b>0</b>	<b>7</b>	<b>14.3</b>	<b>36.8</b>	<b>21.6</b>	<b>8.7</b>	<b>5.6</b>	<b>6.7</b>	<b>2.3</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>24</b>	<b>77.4</b>	<b>18</b>	<b>741</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	0.0	0	67.7	17	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	58.1	27	31					
		LUTON	WIZZ AIR UK LTD	S	A	45	0	0	13.3	26.7	31.1	17.8	6.7	4.4	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0				
		LUTON	WIZZ AIR UK LTD	S	D	45	0	0	0.0	15.6	44.4	15.6	17.8	6.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0				
		STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	27	0	0	0.0	0.0	14.8	18.5	40.7	18.5	3.7	3.7	0.0	0.0	0.0	58	74.1	14	27				
		STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	27	0	0	0.0	0.0	14.8	11.1	37.0	25.9	7.4	0.0	3.7	0.0	0.0	68	44.4	61	27				
<b>TOTAL CHISINAU (KISHINEV)</b>						<b>144</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>13.2</b>	<b>29.2</b>	<b>16.0</b>	<b>22.2</b>	<b>11.8</b>	<b>2.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>61.2</b>	<b>29</b>	<b>116</b>				
CITY OF DERRY (EGLINTON)		BELFAST INTERNATIONAL	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
		EDINBURGH	RYANAIR	S	A	23	0	0	13.0	43.5	30.4	4.3	0.0	4.3	4.3	0.0	0.0	0.0	0.0	11	0.0	0	0				
		EDINBURGH	RYANAIR	S	D	23	0	0	0.0	34.8	52.2	4.3	0.0	4.3	4.3	0.0	0.0	0.0	0.0	13	0.0	0	0				
		GLASGOW	LOGANAIR LTD	S	A	23	0	0	4.3	56.5	30.4	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
		GLASGOW	LOGANAIR LTD	S	D	23	0	0	0.0	21.7	34.8	26.1	13.0	0.0	0.0	4.3	0.0	0.0	0.0	23	0.0	0	0				
		GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.7	21	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	22	22					

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	14	0	0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	5	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	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	0.0	0	94.8	3	58
	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	0.0	0	81.0	10	58
	STANSTED	LOGANAIR LTD	S	A	56	0	1	5.3	56.1	26.3	5.3	1.8	1.8	0.0	1.8	0.0	0.0	1.8	9	0.0	0	0
	STANSTED	LOGANAIR LTD	S	D	57	0	0	0.0	26.3	56.1	3.5	8.8	1.8	1.8	0.0	0.0	0.0	0.0	16	0.0	0	0
	MANCHESTER	LOGANAIR LTD	S	A	31	0	0	3.2	71.0	22.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	LOGANAIR LTD	S	D	31	0	0	0.0	25.8	71.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>296</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>42.4</b>	<b>41.8</b>	<b>5.1</b>	<b>3.7</b>	<b>1.3</b>	<b>1.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>72.0</b>	<b>10</b>	<b>186</b>
CLERMONT FERRAND																						
	STANSTED	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	69	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	30.0	69	9
<b>TOTAL CLERMONT FERRAND</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>31.6</b>	<b>69</b>	<b>18</b>
CLUJ NAPOCA																						
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	15.4	38.5	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	27	44.4	46	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	7.7	30.8	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	33	33.3	56	9
	GLASGOW	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	12	0.0	0	0
	GLASGOW	AIR X CHARTER	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	GLASGOW	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
	GLASGOW	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
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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	87.5	10	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	0.0	22.2	0.0	55.6	11.1	11.1	0.0	0.0	0.0	0.0	50	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	62	0.0	0	0
	GATWICK	WIZZ AIR	S	A	31	0	0	0.0	3.2	16.1	25.8	29.0	25.8	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	0.0	16.1	19.4	38.7	22.6	3.2	0.0	0.0	0.0	0.0	49	0.0	0	0
	LUTON	WIZZ AIR	S	A	84	0	0	4.8	28.6	39.3	10.7	7.1	4.8	4.8	0.0	0.0	0.0	0.0	19	69.4	19	85
	LUTON	WIZZ AIR	S	D	84	0	2	0.0	2.3	26.7	40.7	14.0	8.1	5.8	0.0	0.0	0.0	2.3	33	48.2	29	85

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C										AUG 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		RYANAIR		S	A	14	0	0	0.0	21.4	35.7	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
SOUTHEND		RYANAIR		S	D	14	0	0	0.0	14.3	64.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
<b>TOTAL CLUJ NAPOCA</b>				<b>322</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>11.4</b>	<b>29.6</b>	<b>23.5</b>	<b>18.8</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>0.6</b>	<b>30</b>	<b>59.8</b>	<b>25</b>	<b>204</b>							
COLOGNE BONN																													
BRISTOL		RYANAIR		S	A	13	0	0	7.7	15.4	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	24	30.8	32	11							
BRISTOL		RYANAIR		S	D	13	0	0	0.0	7.7	38.5	23.1	15.4	15.4	0.0	0.0	0.0	0.0	27	38.5	37	11							
EDINBURGH		EUROWINGS LUFTVERKEHRS		S	A	27	0	0	11.1	37.0	25.9	11.1	14.8	0.0	0.0	0.0	0.0	0.0	11	48.1	29	27							
EDINBURGH		EUROWINGS LUFTVERKEHRS		S	D	27	0	0	0.0	18.5	40.7	14.8	22.2	3.7	0.0	0.0	0.0	0.0	17	29.6	45	27							
GATWICK		AIR NOSTRUM		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							
HEATHROW		EUROWINGS LUFTVERKEHRS		S	A	79	0	0	22.8	30.4	27.8	11.4	5.1	2.5	0.0	0.0	0.0	0.0	9	64.7	21	85							
HEATHROW		EUROWINGS LUFTVERKEHRS		S	D	79	0	0	0.0	34.2	46.8	12.7	2.5	3.8	0.0	0.0	0.0	0.0	10	65.9	25	85							
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	29	1							
STANSTED		EUROWINGS LUFTVERKEHRS		S	A	53	0	0	1.9	34.0	41.5	11.3	5.7	5.7	0.0	0.0	0.0	0.0	12	31.5	55	70							
STANSTED		EUROWINGS LUFTVERKEHRS		S	D	53	0	0	0.0	11.3	60.4	15.1	11.3	1.9	0.0	0.0	0.0	0.0	14	15.1	71	70							
STANSTED		RYANAIR		S	A	75	0	0	22.7	30.7	24.0	12.0	5.3	5.3	0.0	0.0	0.0	0.0	10	44.7	40	75							
STANSTED		RYANAIR		S	D	75	0	0	0.0	40.0	34.7	18.7	4.0	2.7	0.0	0.0	0.0	0.0	10	25.0	48	75							
MANCHESTER		RYANAIR		S	A	27	0	0	11.1	59.3	25.9	0.0	0.0	3.7	0.0	0.0	0.0	0.0	5	77.4	9	30							
MANCHESTER		RYANAIR		S	D	27	0	0	0.0	22.2	63.0	11.1	0.0	3.7	0.0	0.0	0.0	0.0	10	58.1	21	30							
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	37.0	38	26							
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	63.0	22	26							
<b>TOTAL COLOGNE BONN</b>				<b>549</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>30.6</b>	<b>37.7</b>	<b>13.1</b>	<b>6.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>44.7</b>	<b>38</b>	<b>649</b>							
COLOMBO																													
HEATHROW		SRILANKAN AIRLINES		S	A	31	0	0	25.8	54.8	19.4	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	16.1	58.1	12.9	12.9	0.0	0.0	0.0	0.0	0.0	11	83.9	7	31							
<b>TOTAL COLOMBO</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>38.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.9</b>	<b>4</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	100.0	0	5							
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5							
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	33.3	32	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	22.2	39	9							
<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>0.0</b>	<b>0</b>	<b>53.6</b>	<b>23</b>	<b>28</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	83.3	12	18							

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	WIZZ AIR	S	D	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	32	18	
	LUTON	WIZZ AIR UK LTD	S	A	22	0	1	4.3	21.7	43.5	13.0	8.7	4.3	0.0	0.0	0.0	0.0	4.3	13	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	21	0	1	0.0	4.5	31.8	13.6	27.3	18.2	0.0	0.0	0.0	0.0	4.5	33	0.0	0	0
<b>TOTAL CONSTANTIA</b>					<b>43</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>13.3</b>	<b>37.8</b>	<b>13.3</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>4.4</b>	<b>23</b>	<b>50.0</b>	<b>22</b>	<b>36</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	27	0	0	0.0	18.5	70.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	7	60.0	16	20	
	ABERDEEN	SAS	S	D	27	0	0	0.0	48.1	40.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	5	70.0	13	20	
	BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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	99	1	
	BIRMINGHAM	SAS	S	A	50	0	0	0.0	28.0	48.0	18.0	6.0	0.0	0.0	0.0	0.0	0.0	10	65.2	16	44	
	BIRMINGHAM	SAS	S	D	50	0	0	0.0	24.0	40.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	13	60.9	18	44	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	38.5	15.4	7.7	30.8	7.7	0.0	0.0	0.0	0.0	20	64.3	13	14	
	BRISTOL	EASYJET UK 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	14	42.9	22	14	
	EDINBURGH	EASYJET UK LTD	S	A	18	0	0	0.0	5.6	33.3	27.8	11.1	22.2	0.0	0.0	0.0	0.0	36	33.3	44	18	
	EDINBURGH	EASYJET UK LTD	S	D	18	0	0	0.0	16.7	44.4	5.6	16.7	11.1	5.6	0.0	0.0	0.0	28	44.4	31	18	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	26	0	0	0.0	23.1	53.8	7.7	11.5	3.8	0.0	0.0	0.0	0.0	14	70.4	11	27	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	26	0	0	0.0	34.6	30.8	7.7	19.2	7.7	0.0	0.0	0.0	0.0	18	18.5	31	27	
	EDINBURGH	RYANAIR	S	A	17	0	0	0.0	11.8	5.9	17.6	35.3	17.6	5.9	5.9	0.0	0.0	54	36.4	26	22	
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	17.6	17.6	11.8	29.4	11.8	5.9	5.9	0.0	0.0	46	31.8	25	22	
	EDINBURGH	SAS	S	A	21	0	0	0.0	19.0	52.4	14.3	4.8	4.8	0.0	4.8	0.0	0.0	27	60.0	18	15	
	EDINBURGH	SAS	S	D	21	0	0	4.8	28.6	47.6	4.8	4.8	4.8	0.0	4.8	0.0	0.0	24	53.3	22	15	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	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	S	A	55	0	3	3.4	12.1	32.8	15.5	22.4	8.6	0.0	0.0	0.0	0.0	5.2	25	70.7	14	58
	GATWICK	EASYJET UK LTD	S	D	55	0	2	0.0	8.8	49.1	19.3	12.3	5.3	1.8	0.0	0.0	0.0	3.5	21	63.8	16	58
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	140	0	0	7.1	15.7	25.7	24.3	13.6	10.7	2.1	0.7	0.0	0.0	27	53.6	30	138	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	139	0	0	0.0	17.3	41.7	17.3	12.9	8.6	1.4	0.7	0.0	0.0	24	64.0	25	138	
	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	7	6	
	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	83.3	5	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	1	16.3	42.4	22.1	5.8	7.0	5.2	0.6	0.0	0.0	0.0	11	91.0	8	199	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	1	0.0	29.7	43.0	12.2	7.0	5.8	1.7	0.0	0.0	0.0	0.6	16	81.0	10	199	
	HEATHROW	SAS	S	A	107	0	1	0.0	19.4	45.4	23.1	9.3	1.9	0.0	0.0	0.0	0.0	0.9	13	65.2	16	133	
	HEATHROW	SAS	S	D	107	0	1	0.0	27.8	48.1	13.0	8.3	1.9	0.0	0.0	0.0	0.0	0.9	10	78.4	12	131	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	21	0	0	0.0	19.0	52.4	4.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	21	81.5	7	27	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	21	0	0	0.0	23.8	38.1	9.5	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	88.5	4	26	
	LUTON	RYANAIR	S	A	27	0	0	0.0	33.3	29.6	11.1	11.1	11.1	0.0	3.7	0.0	0.0	0.0	28	54.8	20	31	
	LUTON	RYANAIR	S	D	27	0	0	0.0	7.4	55.6	11.1	18.5	3.7	0.0	3.7	0.0	0.0	0.0	21	67.7	17	31	
	STANSTED	RYANAIR	S	A	93	0	0	18.3	35.5	15.1	22.6	7.5	0.0	0.0	1.1	0.0	0.0	0.0	13	45.2	34	92	
	STANSTED	RYANAIR	S	D	93	0	0	0.0	40.9	37.6	8.6	11.8	1.1	0.0	0.0	0.0	0.0	0.0	10	25.8	38	92	
	STANSTED	SAS	S	A	24	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	STANSTED	SAS	S	D	24	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	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	35	0.0	0	0	
	MANCHESTER	DANISH AIR TRANSPORT	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	44	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	48	0	1	12.2	36.7	18.4	8.2	6.1	6.1	8.2	2.0	0.0	0.0	2.0	29	77.6	22	48	
	MANCHESTER	EASYJET UK LTD	S	D	48	0	1	0.0	28.6	38.8	6.1	8.2	6.1	8.2	2.0	0.0	0.0	2.0	29	73.5	24	48	
	MANCHESTER	SAS	S	A	71	0	0	1.4	40.8	36.6	11.3	5.6	1.4	1.4	1.4	0.0	0.0	0.0	14	83.6	8	61	
	MANCHESTER	SAS	S	D	71	0	0	1.4	43.7	33.8	5.6	9.9	2.8	1.4	1.4	0.0	0.0	0.0	16	83.6	8	61	
	SOUTHEND	RYANAIR	S	A	14	0	0	28.6	42.9	14.3	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	12	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	14	0	0	0.0	50.0	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL COPENHAGEN</b>					<b>1906</b>	<b>0</b>	<b>12</b>	<b>3.6</b>	<b>27.8</b>	<b>37.1</b>	<b>13.6</b>	<b>10.4</b>	<b>4.9</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>66.8</b>	<b>18</b>	<b>1904</b>	
CORFU																							
	ABERDEEN	TUI AIRWAYS LTD	C	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	33	60.0	11	5	
	ABERDEEN	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	5	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	16	5	
	BELFAST INTERNATIONAL	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	10	20.0	19	5	
	BIRMINGHAM	JET2.COM LTD	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	45	87.5	118	8	
	BIRMINGHAM	JET2.COM 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	49	75.0	10	8	
	BIRMINGHAM	RYANAIR	S	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	13	87.5	9	8	
	BIRMINGHAM	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	11	87.5	14	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
	BIRMINGHAM	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	10	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	22	0	0	27.3	22.7	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	73.9	10	23	



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	22	0	0	0.0	9.1	59.1	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	73.9	10	23			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	40.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	63	80.0	7	5			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	5			
BRISTOL	EASYJET UK LTD	S A	13	0	0	0.0	15.4	23.1	7.7	46.2	7.7	0.0	0.0	0.0	0.0	0.0	29	71.4	13	14			
BRISTOL	EASYJET UK LTD	S D	14	0	0	0.0	14.3	21.4	21.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	28	57.1	15	14			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	34	9			
BRISTOL	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	6	44.4	41	9			
BRISTOL	TUI AIRWAYS LTD	C A	14	0	0	7.1	28.6	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	69.2	13	13			
BRISTOL	TUI AIRWAYS LTD	C D	14	0	0	0.0	50.0	28.6	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	21	57.1	15	14			
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	60.0	13	5			
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	100.0	0	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	19	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	12	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	29	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	7	14			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	22	44.4	37	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	44.4	38	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9			
EDINBURGH	JET2.COM 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	4	0.0	0	0			
EDINBURGH	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	3	0.0	0	0			
EDINBURGH	RYANAIR	S A	10	0	0	0.0	0.0	40.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	33	100.0	3	4			
EDINBURGH	RYANAIR	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	22	75.0	11	4			
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	29	40.0	28	5			
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	25	5			
EXETER	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	2	80.0	4	5			
EXETER	TUI AIRWAYS LTD	C D	5	0	0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	15	5			
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	7	5			
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	5			

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

		Origin/Destinations: C																	AUG 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	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	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	3	5
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	80.0	16	5
	GLASGOW	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	12	60.0	26	5
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	53.3	22	14
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	12	14
	LEEDS BRADFORD	RYANAIR	S	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	60.0	23	5
	LEEDS BRADFORD	RYANAIR	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	5
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	66.7	38	9
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	39	66.7	15	9
	LIVERPOOL (JOHN LENNON)	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	15	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	61	0	0	0.0	8.2	27.9	23.0	23.0	14.8	0.0	3.3	0.0	0.0	0.0	36	39.3	30	61
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	9.7	45.2	17.7	16.1	8.1	0.0	3.2	0.0	0.0	0.0	28	66.1	21	62
	GATWICK	ENTER AIR	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	50	25.0	53	4
	GATWICK	ENTER AIR	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	23	50.0	45	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	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	5	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	30.8	15.4	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	10	18
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	16	18
	GATWICK	TUI AIRWAYS LTD	C	A	36	0	0	11.1	0.0	38.9	27.8	8.3	11.1	0.0	0.0	2.8	0.0	0.0	32	45.2	44	31
	GATWICK	TUI AIRWAYS LTD	C	D	36	0	0	0.0	13.9	47.2	13.9	16.7	5.6	0.0	0.0	2.8	0.0	0.0	29	43.8	33	32
	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	13	75.0	18	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	0	8.2	38.8	26.5	12.2	8.2	6.1	0.0	0.0	0.0	0.0	0.0	13	75.0	11	48

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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		
HEATHROW	BRITISH AIRWAYS PLC	S D	49	0	0	0.0	22.4	63.3	8.2	2.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	9	85.4	7	48	
LUTON	EASYJET UK LTD	S A	27	0	0	0.0	0.0	37.0	29.6	25.9	3.7	0.0	3.7	0.0	0.0	0.0	31	37.0	35	27		
LUTON	EASYJET UK LTD	S D	27	0	0	0.0	3.7	70.4	14.8	7.4	0.0	3.7	0.0	0.0	0.0	0.0	18	63.0	23	27		
LUTON	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	7	60.0	43	5		
LUTON	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	37	5		
STANSTED	JET2.COM LTD	S A	22	0	0	22.7	31.8	27.3	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	41.2	33	17		
STANSTED	JET2.COM LTD	S D	22	0	0	0.0	45.5	40.9	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	52.9	27	17		
STANSTED	RYANAIR	S A	13	0	0	7.7	38.5	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	27.8	45	18		
STANSTED	RYANAIR	S D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	41	18		
STANSTED	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	44.4	22.2	11.1	0.0	0.0	11.1	0.0	11.1	0.0	0.0	91	55.6	21	9		
STANSTED	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	62.5	21	8		
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	44.4	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	25	77.8	10	9		
STANSTED	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	11	77.8	10	9		
MANCHESTER	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	3	1		
MANCHESTER	EASYJET UK LTD	S A	23	0	0	0.0	0.0	17.4	21.7	30.4	26.1	4.3	0.0	0.0	0.0	0.0	48	39.1	24	22		
MANCHESTER	EASYJET UK LTD	S D	22	0	0	0.0	4.5	50.0	9.1	22.7	9.1	4.5	0.0	0.0	0.0	0.0	29	81.8	15	22		
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	62.5	25	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	66.7	23	9		
MANCHESTER	JET2.COM LTD	S A	18	0	0	11.1	22.2	33.3	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	89.5	9	19		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	5	18		
MANCHESTER	RYANAIR	S A	9	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	11.1	63	9		
MANCHESTER	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	7	55.6	34	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	69.2	12	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	92.3	10	13		
MANCHESTER	TUI AIRWAYS LTD	C A	23	0	0	13.0	8.7	43.5	13.0	13.0	8.7	0.0	0.0	0.0	0.0	0.0	19	54.5	28	22		
MANCHESTER	TUI AIRWAYS LTD	C D	22	0	0	0.0	4.5	59.1	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	17	56.5	27	23		
NEWCASTLE	EASYJET UK LTD	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	14	4		
NEWCASTLE	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	14	100.0	0	4		
NEWCASTLE	JET2.COM 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	22	50.0	11	4		
NEWCASTLE	JET2.COM LTD	S D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	4		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	16	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	9		
NEWCASTLE	TUI AIRWAYS LTD	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	9	66.7	15	9		
NEWCASTLE	TUI AIRWAYS LTD	S D	14	0	0	0.0	14.3	50.0	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	15	66.7	13	9		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 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			
SOUTHEND		RYANAIR		S	A	7	1	0	0.0	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	12.5	0.0	20	0.0	0	0					
SOUTHEND		RYANAIR		S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	34	0.0	0	0						
<b>TOTAL CORFU</b>						<b>1200</b>	<b>1</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>43.1</b>	<b>15.2</b>	<b>12.7</b>	<b>5.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>19</b>	<b>65.0</b>	<b>20</b>	<b>1181</b>					
CORK																												
BIRMINGHAM		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	15	0.0	0	0						
BIRMINGHAM		STOBART AIR		S	A	84	0	1	31.8	50.6	5.9	9.4	1.2	0.0	0.0	0.0	0.0	1.2	3	95.2	3	62						
BIRMINGHAM		STOBART AIR		S	D	85	0	0	0.0	43.5	34.1	9.4	10.6	1.2	1.2	0.0	0.0	0.0	11	83.9	7	61						
BRISTOL		STOBART AIR		S	A	30	0	1	16.1	32.3	35.5	12.9	0.0	0.0	0.0	0.0	0.0	3.2	6	100.0	2	31						
BRISTOL		STOBART AIR		S	D	31	0	0	0.0	12.9	51.6	22.6	12.9	0.0	0.0	0.0	0.0	0.0	14	83.9	5	31						
CARDIFF WALES		FLYBE LTD		S	A	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	25	88.9	5	9						
CARDIFF WALES		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	7	88.9	6	9						
EDINBURGH		AER LINGUS		S	A	45	0	0	8.9	53.3	26.7	6.7	4.4	0.0	0.0	0.0	0.0	0.0	5	95.0	3	40						
EDINBURGH		AER LINGUS		S	D	45	0	0	0.0	46.7	33.3	8.9	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	6	40						
EXETER		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	100.0	0	1						
EXETER		BLUE ISLANDS LIMITED		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
GLASGOW		AER LINGUS		S	A	26	0	0	3.8	30.8	50.0	3.8	7.7	3.8	0.0	0.0	0.0	0.0	10	86.4	12	22						
GLASGOW		AER LINGUS		S	D	26	0	0	0.0	23.1	53.8	7.7	11.5	3.8	0.0	0.0	0.0	0.0	14	72.7	18	22						
LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	18	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	17						
LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	17						
GATWICK		RYANAIR		S	A	31	0	0	0.0	25.8	45.2	19.4	6.5	3.2	0.0	0.0	0.0	0.0	13	71.0	17	31						
GATWICK		RYANAIR		S	D	31	0	0	0.0	25.8	35.5	12.9	19.4	6.5	0.0	0.0	0.0	0.0	17	54.8	25	31						
HEATHROW		AER LINGUS		S	A	124	0	0	25.0	43.5	20.2	6.5	4.8	0.0	0.0	0.0	0.0	0.0	4	97.2	1	141						
HEATHROW		AER LINGUS		S	D	124	0	0	2.4	49.2	32.3	8.9	7.3	0.0	0.0	0.0	0.0	0.0	7	93.0	3	141						
LUTON		RYANAIR		S	A	31	0	0	6.5	25.8	25.8	12.9	22.6	6.5	0.0	0.0	0.0	0.0	21	0.0	0	0						
LUTON		RYANAIR		S	D	31	0	0	0.0	12.9	35.5	19.4	22.6	6.5	3.2	0.0	0.0	0.0	25	0.0	0	0						
STANSTED		RYANAIR		S	A	93	0	0	11.8	65.6	12.9	3.2	5.4	0.0	0.0	1.1	0.0	0.0	6	67.7	26	93						
STANSTED		RYANAIR		S	D	93	0	0	0.0	33.3	51.6	3.2	10.8	1.1	0.0	0.0	0.0	0.0	9	21.5	46	93						
MANCHESTER		AER LINGUS		S	A	84	0	0	32.1	41.7	14.3	4.8	6.0	0.0	1.2	0.0	0.0	0.0	6	88.8	5	80						
MANCHESTER		AER LINGUS		S	D	84	0	0	0.0	34.5	50.0	4.8	9.5	0.0	1.2	0.0	0.0	0.0	9	80.0	8	80						
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	92.3	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	92.3	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	84.6	8	26						
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	73.1	11	26						
<b>TOTAL CORK</b>						<b>1153</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>41.4</b>	<b>30.6</b>	<b>8.1</b>	<b>8.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>81.0</b>	<b>11</b>	<b>1131</b>					
CRAIOVA																												
LUTON		WIZZ AIR		S	A	39	0	0	2.6	41.0	43.6	10.3	2.6	0.0	0.0	0.0	0.0	0.0	7	93.5	10	31						

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	WIZZ AIR	S	D	39	0	0	0.0	0.0	35.9	46.2	10.3	5.1	2.6	0.0	0.0	0.0	0.0	25	58.1	25	31
<b>TOTAL CRAIOVA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>20.5</b>	<b>39.7</b>	<b>28.2</b>	<b>6.4</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>17</b>	<b>62</b>
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	25.0	68	4	
	GATWICK	THOMAS COOK AIRLINES 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	39	25.0	61	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	40.0	45	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	47	5	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>38.9</b>	<b>54</b>	<b>18</b>	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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		
DALAMAN																								
	ABERDEEN	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	26	80.0	10	5		
	ABERDEEN	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	1	100.0	3	5			
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	5			
	BELFAST INTERNATIONAL	JET2.COM 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	19	50.0	12	4			
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21.4	35.7	21.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	10	77.8	9	9			
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	14	0	0	0.0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	12	55.6	23	9			
	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	100.0	1	4			
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	30	4			
	BIRMINGHAM	JET2.COM LTD	S	A	27	0	0	29.6	29.6	18.5	3.7	11.1	3.7	0.0	0.0	3.7	0.0	47	69.6	17	23			
	BIRMINGHAM	JET2.COM LTD	S	D	27	0	0	0.0	3.7	40.7	22.2	18.5	11.1	3.7	0.0	0.0	0.0	33	65.2	20	23			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	18	0	0	11.1	22.2	27.8	22.2	5.6	11.1	0.0	0.0	0.0	0.0	21	85.7	6	21			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	0.0	22.2	27.8	33.3	5.6	11.1	0.0	0.0	0.0	39	40.9	24	22			
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	20	0	0	10.0	35.0	25.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	14	66.7	11	12			
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	21	0	0	0.0	9.5	47.6	19.0	9.5	14.3	0.0	0.0	0.0	0.0	24	38.5	19	13			
	BOURNEMOUTH	FREEBIRD AIRLINES	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	80.0	10	5			
	BOURNEMOUTH	FREEBIRD AIRLINES	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	28	50.0	19	4			
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	38.5	30.8	7.7	15.4	0.0	0.0	0.0	0.0	26	61.5	20	13			
	BRISTOL	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	18	38.5	18	13			
	BRISTOL	FREEBIRD AIRLINES	C	A	5	0	0	40.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	24	75.0	29	4			
	BRISTOL	FREEBIRD AIRLINES	C	D	5	0	0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	35	75.0	24	4			
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	22	0	0	9.1	54.5	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	6	72.7	35	22			
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	23	0	0	0.0	17.4	47.8	21.7	13.0	0.0	0.0	0.0	0.0	0.0	13	50.0	50	22			
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5			
	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	3	40.0	23	5			
	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	100.0	0	5			
	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	80.0	11	5			
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	14	0	0	7.1	28.6	28.6	21.4	14.3	0.0	0.0	0.0	0.0	0.0	12	50.0	15	8			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	14	0	0	0.0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	55.6	21	9									
CARDIFF WALES	TUI AIRWAYS LTD	C	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	0.0	5	66.7	15	9									
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	24	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	77.8	12	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	66.7	17	9									
DONCASTER SHEFFIELD	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	0.0	6	0.0	0	0									
DONCASTER SHEFFIELD	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	0.0	12	0.0	0	0									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	22.2	33.3	33.3	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	14	13									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	33.3	44.4	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	76.9	18	13									
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	38.5	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	8	9									
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	14.3	35.7	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	25	55.6	15	9									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	16	4									
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	11.1	11.1	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	50	75.0	10	8									
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	43	87.5	5	8									
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	32	4									
EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	15	5									
EDINBURGH	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	5									
EDINBURGH	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	11	100.0	7	5									
EXETER	FREEBIRD AIRLINES	C	A	9	0	0	22.2	0.0	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9									
EXETER	FREEBIRD AIRLINES	C	D	8	1	0	0.0	11.1	33.3	0.0	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	25	44.4	21	9									
GLASGOW	JET2.COM LTD	S	A	22	0	0	4.5	40.9	31.8	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	14	13									
GLASGOW	JET2.COM LTD	S	D	22	0	0	0.0	13.6	40.9	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	21	13									
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	17	10									
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	28.6	28.6	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	19	9									
GLASGOW	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	0.0	28	77.8	9	9									
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	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	24	77.8	9	9									
LEEDS BRADFORD	JET2.COM LTD	S	A	22	0	0	13.6	22.7	27.3	13.6	13.6	4.5	0.0	0.0	4.5	0.0	0.0	0.0	61	65.0	13	19									
LEEDS BRADFORD	JET2.COM LTD	S	D	20	0	1	0.0	0.0	52.4	33.3	4.8	4.8	0.0	0.0	0.0	0.0	4.8	0.0	18	78.9	31	19									

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LEEDS BRADFORD	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	88.9	13	9		
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	66.7	52	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	100.0	2	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	3	9		
LIVERPOOL (JOHN LENNON)	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	66.7	9	9		
GATWICK	BRITISH AIRWAYS PLC	S A	27	0	0	0	7.4	29.6	33.3	14.8	11.1	3.7	0.0	0.0	0.0	0.0	0.0	12	68.2	18	22		
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0	0.0	0.0	33.3	33.3	25.9	7.4	0.0	0.0	0.0	0.0	0.0	27	50.0	26	22		
GATWICK	EASYJET UK LTD	S A	31	0	0	0	0.0	3.2	6.5	12.9	61.3	12.9	3.2	0.0	0.0	0.0	0.0	45	30.8	28	26		
GATWICK	EASYJET UK LTD	S D	31	0	0	0	0.0	0.0	16.1	35.5	38.7	6.5	3.2	0.0	0.0	0.0	0.0	39	46.2	21	26		
GATWICK	PEGASUS AIRLINES	S A	4	0	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	58	50.0	21	4		
GATWICK	PEGASUS AIRLINES	S D	4	0	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	74	50.0	22	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	69	0	0	0	8.7	29.0	26.1	11.6	10.1	14.5	0.0	0.0	0.0	0.0	0.0	21	69.4	14	61		
GATWICK	THOMAS COOK AIRLINES LTD	S D	70	0	0	0	0.0	5.7	40.0	22.9	20.0	7.1	4.3	0.0	0.0	0.0	0.0	29	68.9	17	60		
GATWICK	TUI AIRWAYS LTD	C A	33	0	0	0	3.0	15.2	21.2	18.2	24.2	15.2	3.0	0.0	0.0	0.0	0.0	34	67.7	18	31		
GATWICK	TUI AIRWAYS LTD	C D	35	0	0	0	0.0	0.0	34.3	22.9	20.0	17.1	5.7	0.0	0.0	0.0	0.0	40	40.0	26	30		
LUTON	EASYJET UK LTD	S A	8	0	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	8	9		
LUTON	EASYJET UK LTD	S D	8	0	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	19	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	0	55.6	18	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	0	44.4	27	9		
LUTON	TUI AIRWAYS LTD	C A	5	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	14	75.0	14	4		
LUTON	TUI AIRWAYS LTD	C D	5	0	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	75.0	13	4		
STANSTED	EASYJET UK LTD	S A	18	0	1	0	0.0	15.8	10.5	21.1	21.1	21.1	5.3	0.0	0.0	0.0	5.3	41	35.3	32	17		
STANSTED	EASYJET UK LTD	S D	18	0	0	0	0.0	5.6	50.0	5.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	32	50.0	24	18		
STANSTED	JET2.COM LTD	S A	31	0	1	0	0.0	34.4	43.8	9.4	9.4	0.0	0.0	0.0	0.0	0.0	3.1	8	54.2	26	24		
STANSTED	JET2.COM LTD	S D	31	0	1	0	0.0	12.5	53.1	25.0	6.3	0.0	0.0	0.0	0.0	0.0	3.1	11	62.5	17	24		
STANSTED	THOMAS COOK AIRLINES LTD	S A	49	0	0	0	4.1	14.3	32.7	28.6	10.2	4.1	2.0	4.1	0.0	0.0	0.0	27	57.9	52	38		
STANSTED	THOMAS COOK AIRLINES LTD	S D	47	0	0	0	0.0	0.0	38.3	34.0	14.9	6.4	4.3	2.1	0.0	0.0	0.0	33	30.0	35	39		
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	24	9		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 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	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	8	44.4	24	9							
MANCHESTER	EASYJET UK LTD	S	A	31	0	1	0.0	18.8	40.6	15.6	12.5	6.3	0.0	3.1	0.0	0.0	3.1	23	76.2	33	21							
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	67.7	6.5	16.1	0.0	3.2	0.0	0.0	0.0	0.0	17	76.2	11	21							
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	25.0	23	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	25.0	32	4							
MANCHESTER	JET2.COM LTD	S	A	31	0	0	16.1	22.6	32.3	16.1	0.0	6.5	3.2	0.0	3.2	0.0	0.0	28	69.6	12	23							
MANCHESTER	JET2.COM LTD	S	D	32	0	0	0.0	3.1	40.6	25.0	28.1	0.0	3.1	0.0	0.0	0.0	0.0	27	52.2	20	23							
MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	8	4							
MANCHESTER	PEGASUS AIRLINES	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	45	50.0	19	4							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	71	0	0	8.5	18.3	40.8	8.5	16.9	5.6	0.0	0.0	1.4	0.0	0.0	28	58.9	32	73							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	72	0	0	0.0	6.9	56.9	13.9	15.3	5.6	0.0	0.0	1.4	0.0	0.0	31	70.8	19	72							
MANCHESTER	TUI AIRWAYS LTD	C	A	29	0	0	6.9	24.1	20.7	13.8	24.1	0.0	10.3	0.0	0.0	0.0	0.0	29	50.0	51	16							
MANCHESTER	TUI AIRWAYS LTD	C	D	30	0	0	0.0	6.7	33.3	23.3	16.7	10.0	10.0	0.0	0.0	0.0	0.0	38	31.3	60	16							
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	1	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	100.0	3	4							
NEWCASTLE	JET2.COM LTD	S	A	23	0	0	4.3	47.8	43.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	103	13							
NEWCASTLE	JET2.COM LTD	S	D	22	0	0	0.0	9.1	31.8	54.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	16	42.9	22	14							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	26	0	0	34.6	50.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.2	52	27							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	26	0	0	0.0	7.7	69.2	19.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	13	70.4	10	27							
NEWCASTLE	TUI AIRWAYS LTD	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	13	77.8	9	9							
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	61.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	77.8	8	9							
<b>TOTAL DALAMAN</b>				<b>1657</b>	<b>1</b>	<b>5</b>	<b>4.6</b>	<b>17.0</b>	<b>37.3</b>	<b>18.1</b>	<b>14.5</b>	<b>5.8</b>	<b>1.7</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.3</b>	<b>23</b>	<b>62.5</b>	<b>23</b>	<b>1466</b>							
DALLAS/FORT WORTH																												
HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	38.7	24.2	17.7	6.5	4.0	3.2	3.2	2.4	0.0	0.0	0.0	17	76.3	17	92							
HEATHROW	AMERICAN AIRLINES	S	D	124	0	0	0.0	57.3	32.3	6.5	0.8	1.6	0.0	1.6	0.0	0.0	0.0	9	83.9	11	92							
HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	14.8	25.9	25.9	18.5	3.7	7.4	0.0	0.0	0.0	0.0	3.7	13	87.1	12	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	1	0.0	3.7	40.7	25.9	14.8	11.1	0.0	0.0	0.0	0.0	3.7	27	58.1	21	31							
MANCHESTER	QATAR AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1							
<b>TOTAL DALLAS/FORT WORTH</b>				<b>300</b>	<b>0</b>	<b>2</b>	<b>17.2</b>	<b>36.1</b>	<b>26.5</b>	<b>9.3</b>	<b>3.6</b>	<b>3.6</b>	<b>1.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>78.3</b>	<b>15</b>	<b>247</b>							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018			
												NUMBER OF FLIGHTS										AUG 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)
DEBRECEN		DONCASTER SHEFFIELD		WIZZ AIR		S A		9	0	0	0.0	11.1	0.0	55.6	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
		DONCASTER SHEFFIELD		WIZZ AIR		S D		9	0	0	0.0	0.0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	47	0.0	0	0	
		LUTON		WIZZ AIR		S A		45	0	0	2.2	24.4	20.0	13.3	35.6	4.4	0.0	0.0	0.0	0.0	25	93.2	4	44	
		LUTON		WIZZ AIR		S D		45	0	0	0.0	4.4	24.4	20.0	28.9	22.2	0.0	0.0	0.0	0.0	36	63.6	14	44	
<b>TOTAL DEBRECEN</b>								<b>108</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>13.0</b>	<b>18.5</b>	<b>18.5</b>	<b>37.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.4</b>	<b>9</b>	<b>88</b>	
DELHI		BIRMINGHAM		AIR INDIA		S A		12	0	0	25.0	33.3	0.0	16.7	16.7	8.3	0.0	0.0	0.0	0.0	20	72.2	21	18	
		BIRMINGHAM		AIR INDIA		S D		8	0	0	0.0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	39	33.3	38	11	
		HEATHROW		AIR INDIA		S A		62	0	0	25.8	24.2	33.9	9.7	1.6	3.2	0.0	1.6	0.0	0.0	11	88.7	5	62	
		HEATHROW		AIR INDIA		S D		62	0	0	0.0	35.5	53.2	3.2	6.5	0.0	1.6	0.0	0.0	0.0	9	79.0	10	62	
		HEATHROW		BRITISH AIRWAYS PLC		S A		62	0	0	24.2	33.9	22.6	8.1	0.0	8.1	1.6	0.0	1.6	0.0	23	75.8	9	62	
		HEATHROW		BRITISH AIRWAYS PLC		S D		62	0	0	0.0	21.0	41.9	24.2	6.5	3.2	1.6	0.0	1.6	0.0	25	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	90.3	13	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	77.4	8	31		
		HEATHROW		UNITED AIRLINES		S D		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31	0	0	41.9	9.7	25.8	12.9	6.5	3.2	0.0	0.0	0.0	0.0	9	77.4	10	31	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		31	0	0	0.0	19.4	48.4	19.4	9.7	3.2	0.0	0.0	0.0	0.0	14	77.4	8	31	
<b>TOTAL DELHI</b>								<b>330</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>25.5</b>	<b>35.8</b>	<b>13.3</b>	<b>5.2</b>	<b>4.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.7</b>	<b>11</b>	<b>402</b>
DENVER INTERNATIONAL		GATWICK		NORWEGIAN AIR UK LTD		S A		13	0	0	0.0	0.0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	50	78.6	8	14	
		GATWICK		NORWEGIAN AIR UK LTD		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	9	69.2	23	13	
		HEATHROW		BRITISH AIRWAYS PLC		S A		31	0	0	29.0	16.1	6.5	16.1	16.1	9.7	6.5	0.0	0.0	0.0	28	61.3	29	31	
		HEATHROW		BRITISH AIRWAYS PLC		S D		31	0	0	0.0	0.0	38.7	12.9	16.1	25.8	3.2	3.2	0.0	0.0	43	38.7	40	31	
		HEATHROW		UNITED AIRLINES		S A		31	0	0	19.4	22.6	19.4	22.6	6.5	6.5	0.0	3.2	0.0	0.0	22	80.6	8	31	
		HEATHROW		UNITED AIRLINES		S D		31	0	0	0.0	54.8	32.3	6.5	0.0	3.2	0.0	3.2	0.0	0.0	12	87.1	17	31	
<b>TOTAL DENVER INTERNATIONAL</b>								<b>151</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>23.2</b>	<b>23.2</b>	<b>16.6</b>	<b>11.9</b>	<b>10.6</b>	<b>2.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.2</b>	<b>22</b>	<b>151</b>
DETROIT		HEATHROW		DELTA AIRLINES		S A		62	0	0	17.7	37.1	24.2	11.3	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	91.1	14	45
		HEATHROW		DELTA AIRLINES		S D		62	0	1	0.0	57.1	23.8	3.2	7.9	3.2	0.0	3.2	0.0	0.0	1.6	15	90.9	13	44
<b>TOTAL DETROIT</b>								<b>124</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>47.2</b>	<b>24.0</b>	<b>7.2</b>	<b>5.6</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>91.0</b>	<b>14</b>	<b>89</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										AUG 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)
DHAKHA		HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	0.0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	44.4	36	18				
		HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	0.0	11.1	55.6	27.8	0.0	5.6	0.0	0.0	0.0	0.0	18	55.6	32	18				
<b>TOTAL DHAKHA</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>47.2</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>34</b>	<b>36</b>				
DINARD		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	2	76.9	12	13				
		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	2	92.3	10	13				
		STANSTED	RYANAIR	S	A	31	0	0	3.2	51.6	29.0	9.7	6.5	0.0	0.0	0.0	0.0	0.0	8	45.2	44	31				
		STANSTED	RYANAIR	S	D	31	0	0	0.0	41.9	35.5	16.1	6.5	0.0	0.0	0.0	0.0	0.0	6	32.3	38	31				
<b>TOTAL DINARD</b>						<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>46.3</b>	<b>36.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>52.3</b>	<b>32</b>	<b>88</b>				
DOHA HAMAD		BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	6.5	41.9	38.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	6	87.1	10	31				
		BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	12.9	51.6	22.6	12.9	0.0	0.0	0.0	0.0	0.0	15	58.1	19	31				
		CARDIFF WALES	QATAR AIRWAYS	S	A	31	0	0	16.1	61.3	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	3	31				
		CARDIFF WALES	QATAR AIRWAYS	S	D	31	0	0	0.0	22.6	38.7	35.5	3.2	0.0	0.0	0.0	0.0	0.0	11	80.6	11	31				
		EDINBURGH	QATAR AIRWAYS	S	A	44	0	0	2.3	27.3	36.4	20.5	11.4	2.3	0.0	0.0	0.0	0.0	12	96.8	2	31				
		EDINBURGH	QATAR AIRWAYS	S	D	44	0	0	0.0	52.3	27.3	11.4	4.5	4.5	0.0	0.0	0.0	0.0	8	77.4	10	31				
		GATWICK	QATAR AIRWAYS	S	A	95	0	0	4.2	23.2	32.6	21.1	14.7	4.2	0.0	0.0	0.0	0.0	17	64.8	14	71				
		GATWICK	QATAR AIRWAYS	S	D	95	0	0	0.0	10.5	32.6	25.3	24.2	6.3	1.1	0.0	0.0	0.0	25	57.7	20	71				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70.0	16.7	3.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	6	0.0	0	0				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	50.0	20.0	3.3	3.3	0.0	0.0	0.0	0.0	13	0.0	0	0				
		HEATHROW	QATAR AIRWAYS	S	A	183	0	3	6.5	28.5	38.2	14.0	8.6	1.6	0.5	0.5	0.0	0.0	13	82.3	9	186				
		HEATHROW	QATAR AIRWAYS	S	D	183	0	3	0.0	5.9	44.1	25.3	15.1	7.5	0.0	0.0	0.5	0.0	25	68.8	20	186				
		MANCHESTER	QATAR AIRWAYS	S	A	93	0	0	16.1	35.5	35.5	8.6	4.3	0.0	0.0	0.0	0.0	0.0	6	75.7	14	70				
		MANCHESTER	QATAR AIRWAYS	S	D	93	0	0	0.0	26.9	39.8	20.4	8.6	3.2	1.1	0.0	0.0	0.0	15	74.6	16	71				
<b>TOTAL DOHA HAMAD</b>						<b>1014</b>	<b>0</b>	<b>6</b>	<b>5.9</b>	<b>23.9</b>	<b>36.9</b>	<b>18.1</b>	<b>10.7</b>	<b>3.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>74.7</b>	<b>14</b>	<b>841</b>			
DONCASTER SHEFFIELD		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	25	0	1	0.0	42.3	42.3	7.7	0.0	0.0	0.0	3.8	0.0	0.0	3.8	12	100.0	3	23			
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	25	0	1	0.0	11.5	61.5	19.2	3.8	0.0	0.0	0.0	0.0	0.0	3.8	10	95.7	5	23			
		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	52	0.0	0	0				
		BOURNEMOUTH	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				
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0				

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late
JERSEY		FLYBE LTD		S	A	30	0	1	3.2	35.5	38.7	12.9	3.2	0.0	3.2	0.0	0.0	0.0	3.2	12	64.5	16	31					
JERSEY		FLYBE LTD		S	D	30	0	1	0.0	6.5	61.3	16.1	6.5	0.0	3.2	0.0	3.2	0.0	3.2	31	54.8	21	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	100.0	0	1						
<b>TOTAL DONCASTER SHEFFIELD</b>						<b>113</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>23.9</b>	<b>49.6</b>	<b>13.7</b>	<b>5.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>3.4</b>	<b>17</b>	<b>76.1</b>	<b>12</b>	<b>109</b>					
DONEGAL																												
GLASGOW		LOGANAIR LTD		S	A	23	0	0	8.7	30.4	30.4	13.0	0.0	13.0	4.3	0.0	0.0	0.0	20	86.4	6	22						
GLASGOW		LOGANAIR LTD		S	D	21	0	0	0.0	28.6	38.1	9.5	4.8	14.3	4.8	0.0	0.0	0.0	25	90.9	5	22						
<b>TOTAL DONEGAL</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>34.1</b>	<b>11.4</b>	<b>2.3</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.6</b>	<b>6</b>	<b>44</b>					
DORTMUND																												
LUTON		EASYJET UK LTD		S	A	26	0	0	0.0	23.1	46.2	7.7	23.1	0.0	0.0	0.0	0.0	0.0	13	55.6	19	27						
LUTON		EASYJET UK LTD		S	D	26	0	0	0.0	23.1	53.8	3.8	19.2	0.0	0.0	0.0	0.0	0.0	11	70.4	17	27						
STANSTED		RYANAIR		S	A	31	0	0	0.0	29.0	32.3	16.1	19.4	3.2	0.0	0.0	0.0	0.0	15	45.2	27	31						
STANSTED		RYANAIR		S	D	31	0	0	0.0	22.6	41.9	19.4	16.1	0.0	0.0	0.0	0.0	0.0	13	48.4	25	31						
<b>TOTAL DORTMUND</b>						<b>114</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.6</b>	<b>43.0</b>	<b>12.3</b>	<b>19.3</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>54.3</b>	<b>22</b>	<b>116</b>						
DUBAI																												
BIRMINGHAM		EMIRATES		S	A	62	0	0	11.3	46.8	29.0	8.1	4.8	0.0	0.0	0.0	0.0	0.0	6	88.7	7	62						
BIRMINGHAM		EMIRATES		S	D	62	0	0	0.0	22.6	45.2	16.1	9.7	6.5	0.0	0.0	0.0	0.0	16	62.9	17	62						
EDINBURGH		EMIRATES		S	A	31	0	0	0.0	32.3	48.4	9.7	9.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
EDINBURGH		EMIRATES		S	D	31	0	0	0.0	38.7	45.2	12.9	0.0	3.2	0.0	0.0	0.0	0.0	8	0.0	0	0						
GLASGOW		EMIRATES		S	A	62	0	0	11.3	43.5	27.4	4.8	8.1	1.6	3.2	0.0	0.0	0.0	12	82.3	7	62						
GLASGOW		EMIRATES		S	D	62	0	0	0.0	27.4	48.4	4.8	9.7	3.2	3.2	1.6	1.6	0.0	0.0	30	56.5	24	62					
GATWICK		EMIRATES		S	A	100	0	2	14.7	29.4	37.3	11.8	3.9	1.0	0.0	0.0	0.0	2.0	8	78.5	11	93						
GATWICK		EMIRATES		S	D	100	0	3	0.0	10.7	42.7	20.4	19.4	2.9	0.0	1.0	0.0	0.0	2.9	21	59.1	16	93					
HEATHROW		BRITISH AIRWAYS PLC		S	A	84	0	0	34.5	34.5	19.0	3.6	2.4	2.4	1.2	1.2	1.2	0.0	0.0	22	88.2	6	85					
HEATHROW		BRITISH AIRWAYS PLC		S	D	84	0	0	0.0	9.5	45.2	21.4	16.7	4.8	1.2	0.0	1.2	0.0	0.0	31	59.5	20	84					
HEATHROW		EMIRATES		S	A	186	0	0	4.3	24.7	40.9	20.4	8.6	1.1	0.0	0.0	0.0	0.0	11	73.2	11	190						
HEATHROW		EMIRATES		S	D	186	0	0	0.0	7.0	56.5	25.8	8.1	2.7	0.0	0.0	0.0	0.0	15	59.5	20	190						
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	83.9	9	31						
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	67.7	16	31						
STANSTED		EMIRATES		S	A	62	0	3	26.2	29.2	29.2	6.2	4.6	0.0	0.0	0.0	0.0	4.6	5	74.2	9	31						
STANSTED		EMIRATES		S	D	62	0	3	0.0	20.0	40.0	21.5	7.7	6.2	0.0	0.0	0.0	4.6	16	61.3	17	31						
MANCHESTER		EMIRATES		S	A	93	0	0	3.2	28.0	44.1	16.1	6.5	2.2	0.0	0.0	0.0	0.0	11	87.1	7	93						
MANCHESTER		EMIRATES		S	D	93	0	1	0.0	2.1	37.2	27.7	25.5	4.3	1.1	1.1	0.0	1.1	27	61.3	15	93						
NEWCASTLE		EMIRATES		S	A	31	0	0	16.1	61.3	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4	93.5	2	31						

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 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	EMIRATES	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	14	80.6	12	31			
<b>TOTAL DUBAI</b>					<b>1422</b>	<b>0</b>	<b>12</b>	<b>6.3</b>	<b>22.8</b>	<b>40.9</b>	<b>16.1</b>	<b>9.6</b>	<b>2.5</b>	<b>0.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>71.3</b>	<b>13</b>	<b>1355</b>			
DUBLIN																									
	ABERDEEN	AER LINGUS	S	A	44	0	0	11.4	36.4	25.0	15.9	4.5	6.8	0.0	0.0	0.0	0.0	0.0	13	86.4	8	44			
	ABERDEEN	AER LINGUS	S	D	44	0	0	0.0	43.2	43.2	2.3	4.5	6.8	0.0	0.0	0.0	0.0	0.0	10	88.6	6	44			
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0			
	BELFAST CITY (GEORGE BEST)	SUN AIR OF SCANDINAVIA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0			
	BELFAST INTERNATIONAL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
	BIRMINGHAM	AER LINGUS	S	A	87	0	1	10.2	30.7	30.7	13.6	10.2	3.4	0.0	0.0	0.0	0.0	1.1	12	71.9	14	89			
	BIRMINGHAM	AER LINGUS	S	D	87	0	1	0.0	14.8	29.5	25.0	23.9	5.7	0.0	0.0	0.0	0.0	1.1	22	52.2	20	89			
	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	451	1				
	BIRMINGHAM	RYANAIR	S	A	163	0	0	17.8	28.2	31.3	14.1	7.4	1.2	0.0	0.0	0.0	0.0	0.0	9	75.6	12	162			
	BIRMINGHAM	RYANAIR	S	D	163	0	0	0.0	11.0	41.1	23.9	19.6	2.5	1.2	0.6	0.0	0.0	0.0	21	48.8	22	162			
	BIRMINGHAM	STOBART AIR	S	A	41	0	0	4.9	31.7	34.1	17.1	7.3	2.4	2.4	0.0	0.0	0.0	0.0	14	92.3	3	39			
	BIRMINGHAM	STOBART AIR	S	D	41	0	0	0.0	9.8	34.1	29.3	22.0	2.4	2.4	0.0	0.0	0.0	0.0	24	82.1	8	39			
	BOURNEMOUTH	RYANAIR	S	A	17	0	0	0.0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	17.6	17.6	35.3	17.6	11.8	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
	BRISTOL	RYANAIR	S	A	88	0	1	2.2	30.3	38.2	10.1	11.2	6.7	0.0	0.0	0.0	0.0	1.1	15	62.9	16	88			
	BRISTOL	RYANAIR	S	D	88	0	1	0.0	14.6	51.7	12.4	12.4	6.7	0.0	1.1	0.0	0.0	1.1	20	58.0	19	87			
	BRISTOL	STOBART AIR	S	A	94	0	0	0.0	12.8	41.5	26.6	11.7	7.4	0.0	0.0	0.0	0.0	0.0	21	76.1	11	91			
	BRISTOL	STOBART AIR	S	D	94	0	1	0.0	7.4	41.1	26.3	16.8	7.4	0.0	0.0	0.0	0.0	1.1	23	73.9	12	91			
	CARDIFF WALES	AER LINGUS	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
	CARDIFF WALES	AER LINGUS	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	CARDIFF WALES	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1			
	CARDIFF WALES	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1			
	CARDIFF WALES	FLYBE LTD	S	A	65	0	2	4.5	22.4	34.3	16.4	13.4	6.0	0.0	0.0	0.0	0.0	3.0	17	70.6	13	68			
	CARDIFF WALES	FLYBE LTD	S	D	65	0	2	0.0	31.3	50.7	6.0	4.5	4.5	0.0	0.0	0.0	0.0	3.0	10	86.8	7	68			
	CARDIFF WALES	RYANAIR	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
	CARDIFF WALES	STOBART AIR	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				
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	31	0	0	0.0	54.8	29.0	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	9	83.9	8	31			
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	31	0	0	0.0	38.7	58.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	100.0	0	31			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	49	0	0	0.0	28.6	44.9	16.3	6.1	4.1	0.0	0.0	0.0	0.0	0.0	13	77.6	10	58			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	49	0	0	0.0	36.7	42.9	8.2	6.1	6.1	0.0	0.0	0.0	0.0	0.0	11	75.9	14	58			

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	AER LINGUS	S A	196	0	0	0	2.0	24.5	34.7	18.4	14.3	4.6	1.0	0.0	0.5	0.0	0.0	20	71.9	12	196		
EDINBURGH	AER LINGUS	S D	195	0	0	0	0.5	14.4	36.9	23.1	15.9	7.2	1.0	0.5	0.5	0.0	0.0	25	59.2	17	196		
EDINBURGH	CITY AIRLINE	C D	0	0	0	0	0.0	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		
EDINBURGH	DANISH AIR TRANSPORT	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	2		
EDINBURGH	ENTER AIR	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	2		
EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2		
EDINBURGH	HAINAN AIRLINES	S D	9	0	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
EDINBURGH	RYANAIR	S A	102	0	0	0	10.8	54.9	12.7	12.7	5.9	2.9	0.0	0.0	0.0	0.0	0.0	8	74.0	13	100		
EDINBURGH	RYANAIR	S D	102	0	0	0	1.0	36.3	33.3	13.7	12.7	2.9	0.0	0.0	0.0	0.0	0.0	12	55.0	20	100		
EDINBURGH	TITAN AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2		
EXETER	FLYBE LTD	S A	31	0	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	90.0	4	30		
EXETER	FLYBE LTD	S D	30	0	0	0	0.0	20.0	60.0	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	12	87.1	6	31		
GLASGOW	AER LINGUS	S A	137	0	0	0	2.9	21.9	40.9	14.6	17.5	2.2	0.0	0.0	0.0	0.0	0.0	15	73.9	11	138		
GLASGOW	AER LINGUS	S D	137	0	0	0	0.0	16.8	43.1	16.8	18.2	5.1	0.0	0.0	0.0	0.0	0.0	18	63.8	15	138		
GLASGOW	RYANAIR	S A	88	0	0	0	4.5	38.6	39.8	8.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	73.6	12	87		
GLASGOW	RYANAIR	S D	88	0	0	0	0.0	21.6	46.6	19.3	11.4	1.1	0.0	0.0	0.0	0.0	0.0	13	59.8	18	87		
ISLE OF MAN	AER LINGUS	S A	52	0	1	13.2	54.7	24.5	3.8	0.0	1.9	0.0	0.0	0.0	0.0	1.9	4	90.7	5	53			
ISLE OF MAN	AER LINGUS	S D	52	0	1	5.7	58.5	28.3	3.8	0.0	1.9	0.0	0.0	0.0	0.0	1.9	4	90.7	5	53			
JERSEY	STOBART AIR	S A	27	0	0	0	0.0	11.1	40.7	22.2	25.9	0.0	0.0	0.0	0.0	0.0	0.0	18	73.1	10	26		
JERSEY	STOBART AIR	S D	27	0	0	0	0.0	7.4	40.7	22.2	25.9	3.7	0.0	0.0	0.0	0.0	0.0	22	53.8	18	26		
LEEDS BRADFORD	AER LINGUS	S A	57	0	0	0	7.0	57.9	17.5	8.8	3.5	1.8	0.0	1.8	1.8	0.0	0.0	24	89.7	4	58		
LEEDS BRADFORD	AER LINGUS	S D	57	0	0	0	0.0	47.4	35.1	10.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7	89.7	5	58		
LEEDS BRADFORD	RYANAIR	S A	62	0	0	0	4.8	37.1	38.7	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	69.4	13	62		
LEEDS BRADFORD	RYANAIR	S D	62	0	0	0	0.0	33.9	54.8	3.2	6.5	0.0	0.0	1.6	0.0	0.0	0.0	10	75.8	27	62		
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	0.0	89	1		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	106	0	0	0	2.8	26.4	43.4	13.2	11.3	1.9	0.9	0.0	0.0	0.0	0.0	12	65.7	14	104		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	106	0	0	0	0.9	31.1	49.1	6.6	9.4	2.8	0.0	0.0	0.0	0.0	0.0	9	76.2	11	104		
GATWICK	AER LINGUS	S A	145	0	0	0	5.5	22.8	31.7	15.9	15.2	6.9	2.1	0.0	0.0	0.0	0.0	21	67.3	16	147		
GATWICK	AER LINGUS	S D	144	0	1	0.7	12.4	33.8	20.0	17.9	11.0	3.4	0.0	0.0	0.0	0.7	29	51.7	25	147			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	RYANAIR	S A	212	0	0	0	3.8	22.6	32.5	17.0	18.9	3.3	1.4	0.5	0.0	0.0	0.0	20	64.9	14	209		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	RYANAIR	S	D	212	0	0	0.0	15.1	24.1	21.7	29.2	7.5	1.9	0.5	0.0	0.0	0.0	29	46.4	26	209		
HEATHROW	AER LINGUS	S	A	365	0	3	9.0	31.8	28.5	12.8	12.8	3.5	0.8	0.0	0.0	0.0	0.8	14	83.6	7	356		
HEATHROW	AER LINGUS	S	D	363	0	4	0.0	36.5	35.1	12.5	10.6	3.5	0.5	0.0	0.0	0.0	1.1	13	81.4	8	356		
HEATHROW	BRITISH AIRWAYS PLC	S	A	226	0	4	12.6	38.3	23.5	11.7	4.8	5.7	1.3	0.4	0.0	0.0	1.7	14	86.8	8	211		
HEATHROW	BRITISH AIRWAYS PLC	S	D	226	0	4	0.0	24.8	48.3	10.9	9.1	3.0	1.3	0.9	0.0	0.0	1.7	15	78.9	11	211		
HEATHROW	LUFTHANSA	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
LONDON CITY	AER LINGUS	S	A	0	154	1	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		
LONDON CITY	AER LINGUS	S	D	0	153	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5	2.5	0	0.0	0	0		
LONDON CITY	BA CITYFLYER LTD	S	A	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	84.1	7	112		
LONDON CITY	BA CITYFLYER LTD	S	D	0	99	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	77.9	12	112		
LONDON CITY	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
LONDON CITY	CITY JET	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	82.2	10	152		
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	64.1	17	150		
LUTON	RYANAIR	S	A	102	0	0	12.7	25.5	27.5	14.7	11.8	5.9	2.0	0.0	0.0	0.0	0.0	17	90.3	5	93		
LUTON	RYANAIR	S	D	102	0	0	0.0	29.4	49.0	9.8	5.9	2.9	2.0	1.0	0.0	0.0	0.0	14	82.8	13	93		
STANSTED	RYANAIR	S	A	239	0	0	5.4	32.2	30.5	14.2	9.2	7.9	0.4	0.0	0.0	0.0	0.0	16	51.7	28	234		
STANSTED	RYANAIR	S	D	239	0	0	0.0	33.5	47.3	7.1	6.3	5.0	0.4	0.4	0.0	0.0	0.0	13	34.6	37	234		
STANSTED	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	59	0.0	0	0		
STANSTED	TRADE AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
MANCHESTER	AER LINGUS	S	A	150	0	0	1.3	27.3	35.3	18.7	12.0	5.3	0.0	0.0	0.0	0.0	0.0	16	85.4	8	151		
MANCHESTER	AER LINGUS	S	D	150	0	0	0.0	15.3	45.3	11.3	20.0	6.7	1.3	0.0	0.0	0.0	0.0	21	79.5	10	151		
MANCHESTER	BRITISH AIRWAYS PLC	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	19	80.0	18	5		
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	0.0	15	75.0	2	3		
MANCHESTER	RYANAIR	S	A	164	0	0	6.1	33.5	29.3	19.5	7.9	2.4	1.2	0.0	0.0	0.0	0.0	14	65.0	20	162		
MANCHESTER	RYANAIR	S	D	164	0	0	0.6	24.4	34.1	25.0	11.6	3.7	0.6	0.0	0.0	0.0	0.0	17	43.6	30	162		
NEWCASTLE	AER LINGUS	S	A	31	0	0	0.0	35.5	45.2	3.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	11	96.8	1	31		
NEWCASTLE	AER LINGUS	S	D	31	0	0	0.0	16.1	48.4	12.9	16.1	6.5	0.0	0.0	0.0	0.0	0.0	17	93.5	3	31		
NEWCASTLE	RYANAIR	S	A	49	0	0	6.1	49.0	24.5	12.2	6.1	2.0	0.0	0.0	0.0	0.0	0.0	9	82.1	7	56		
NEWCASTLE	RYANAIR	S	D	49	0	0	0.0	22.4	49.0	12.2	12.2	4.1	0.0	0.0	0.0	0.0	0.0	14	78.6	10	56		
SOUTHAMPTON	FLYBE LTD	S	A	87	0	1	11.4	27.3	28.4	11.4	15.9	3.4	1.1	0.0	0.0	0.0	1.1	15	61.6	18	110		
SOUTHAMPTON	FLYBE LTD	S	D	87	0	0	0.0	8.0	63.2	12.6	11.5	4.6	0.0	0.0	0.0	0.0	0.0	14	71.4	15	110		
SOUTHEND	AER LINGUS	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	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
SOUTHEND	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	130	1		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	EASYJET UK LTD	S	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		
	SOUTHEND	RYANAIR	S	A	61	0	0	3.3	19.7	44.3	16.4	11.5	3.3	1.6	0.0	0.0	0.0	15	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	62	0	0	1.6	54.8	37.1	1.6	4.8	0.0	0.0	0.0	0.0	0.0	4	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	47.1	61	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	54.1	42	85		
<b>TOTAL DUBLIN</b>					<b>6762</b>	<b>509</b>	<b>35</b>	<b>3.2</b>	<b>25.6</b>	<b>33.8</b>	<b>13.7</b>	<b>11.3</b>	<b>4.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>7.0</b>	<b>0.5</b>	<b>16</b>	<b>69.9</b>	<b>15</b>	<b>7290</b>	
DUBROVNIK	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	27	66.7	19	9		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	21	77.8	9	9		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4		
	BIRMINGHAM	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	2	100.0	0	8		
	BIRMINGHAM	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	9	87.5	8	8		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	161	33.3	42	9		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	0.0	11.1	0.0	11.1	0.0	148	66.7	28	9		
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	30.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	20	44.4	19	9		
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	23.1	46.2	15.4	7.7	0.0	0.0	0.0	0.0	29	44.4	19	9		
	BRISTOL	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	6	0.0	0	0		
	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	12	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9		
	BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	6	9		
	CARDIFF WALES	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	4	0.0	0	0		
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5		
	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	100.0	0	5		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	16	9		
	EAST MIDLANDS INTERNATIONAL	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	10	77.8	10	9		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	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	60.0	15	5		
	EAST MIDLANDS INTERNATIONAL	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	12	5		



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

Origin/Destinations: D

NUMBER OF FLIGHTS

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AUG 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	14	0	0	0.0	14.3	35.7	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	38.5	40	13			
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	10	61.5	32	13				
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	5	88.9	5	9				
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	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	37	75.0	8	4				
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	28	75.0	11	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	100.0	8	5				
GLASGOW	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5				
GLASGOW	TUI AIRWAYS LTD	S A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
GLASGOW	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	0.0	0	0				
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9				
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	8	9				
GATWICK	BRITISH AIRWAYS PLC	S A	54	0	0	1.9	16.7	29.6	22.2	13.0	13.0	3.7	0.0	0.0	0.0	29	62.3	18	53				
GATWICK	BRITISH AIRWAYS PLC	S D	54	0	0	0.0	5.6	63.0	20.4	5.6	3.7	1.9	0.0	0.0	0.0	17	77.4	11	53				
GATWICK	EASYJET UK LTD	S A	48	0	0	0.0	8.3	12.5	20.8	37.5	18.8	2.1	0.0	0.0	0.0	39	29.2	35	48				
GATWICK	EASYJET UK LTD	S D	48	0	0	0.0	2.1	54.2	20.8	16.7	4.2	2.1	0.0	0.0	0.0	23	62.5	19	48				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	14	0	0	0.0	7.1	57.1	28.6	0.0	7.1	0.0	0.0	0.0	0.0	15	25.0	20	4				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	14	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	4				
GATWICK	TUI AIRWAYS LTD	S A	9	0	1	0.0	10.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	17	77.8	10	9				
GATWICK	TUI AIRWAYS LTD	S D	9	0	1	0.0	0.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	21	77.8	7	9				
LUTON	EASYJET UK LTD	S A	14	0	0	7.1	21.4	21.4	14.3	28.6	0.0	7.1	0.0	0.0	0.0	28	53.8	16	13				
LUTON	EASYJET UK LTD	S D	14	0	0	0.0	7.1	50.0	14.3	21.4	7.1	0.0	0.0	0.0	0.0	23	61.5	21	13				
STANSTED	EASYJET UK LTD	S A	27	0	0	0.0	22.2	51.9	18.5	3.7	3.7	0.0	0.0	0.0	0.0	13	81.5	10	27				
STANSTED	EASYJET UK LTD	S D	27	0	0	0.0	48.1	48.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4	96.3	2	27				
STANSTED	JET2.COM LTD	S A	27	0	0	0.0	48.1	40.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	6	70.6	20	17				
STANSTED	JET2.COM LTD	S D	27	0	0	0.0	25.9	70.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	5	17				
MANCHESTER	EASYJET UK LTD	S A	13	0	0	7.7	38.5	15.4	7.7	7.7	15.4	7.7	0.0	0.0	0.0	28	55.6	18	9				
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	7.7	30.8	23.1	15.4	15.4	7.7	0.0	0.0	0.0	34	88.9	7	9				
MANCHESTER	JET2.COM LTD	S A	23	0	0	0.0	21.7	52.2	17.4	8.7	0.0	0.0	0.0	0.0	0.0	13	100.0	3	17				
MANCHESTER	JET2.COM LTD	S D	23	0	0	0.0	8.7	47.8	21.7	21.7	0.0	0.0	0.0	0.0	0.0	16	47.1	15	17				
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	35	55.6	15	9				
MANCHESTER	THOMAS COOK AIRLINES 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	32	77.8	12	9				
MANCHESTER	TUI AIRWAYS LTD	S A	9	0	0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	24	77.8	7	9				

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	More than 150 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	77.8	8	9	
	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	80.0	5	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5	
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	10	87.5	5	8	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	100.0	4	8	
	SOUTHEND	STOBART AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	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	75.0	8	8	
<b>TOTAL DUBROVNIK</b>					<b>758</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>19.9</b>	<b>44.6</b>	<b>15.7</b>	<b>10.9</b>	<b>5.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>70.7</b>	<b>14</b>	<b>704</b>
DUNDEE																						
	STANSTED	LOGANAIR LTD	S	A	48	0	0	12.5	56.3	20.8	2.1	4.2	4.2	0.0	0.0	0.0	0.0	8	84.0	9	50	
	STANSTED	LOGANAIR LTD	S	D	48	0	0	0.0	52.1	29.2	2.1	10.4	4.2	0.0	2.1	0.0	0.0	14	78.0	12	50	
<b>TOTAL DUNDEE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>54.2</b>	<b>25.0</b>	<b>2.1</b>	<b>7.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>10</b>	<b>100</b>	
DURBAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69.2	7.7	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	13	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	0.0	28.6	42.9	7.1	14.3	7.1	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL DURBAN</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>3.7</b>	<b>18.5</b>	<b>22.2</b>	<b>7.4</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DURHAM TEES VALLEY																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	ABERDEEN	FLYBE LTD	S	A	55	0	5	53.3	26.7	3.3	1.7	1.7	5.0	0.0	0.0	0.0	8.3	6	40.0	47	41	
	ABERDEEN	FLYBE LTD	S	D	53	0	4	1.8	61.4	17.5	7.0	1.8	1.8	1.8	0.0	0.0	7.0	8	54.2	30	46	
	BRISTOL	MASTERJET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	MASTERJET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	JERSEY	FLYBE LTD	S	A	5	0	0	0.0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	65	50.0	53	4	
	JERSEY	FLYBE LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	54	25.0	58	4	
	NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL DURHAM TEES VALLEY</b>					<b>118</b>	<b>0</b>	<b>9</b>	<b>26.0</b>	<b>40.9</b>	<b>10.2</b>	<b>6.3</b>	<b>1.6</b>	<b>5.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>11</b>	<b>48.1</b>	<b>38</b>	<b>99</b>
DUSSELDORF																						
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	63	0	0	1.6	39.7	31.7	20.6	6.3	0.0	0.0	0.0	0.0	0.0	10	76.5	12	67	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	63	0	0	0.0	15.9	44.4	23.8	12.7	3.2	0.0	0.0	0.0	0.0	15	64.7	17	67	
	BIRMINGHAM	FLYBE LTD	S	A	66	0	0	3.0	39.4	30.3	12.1	7.6	6.1	0.0	1.5	0.0	0.0	17	75.2	15	103	
	BIRMINGHAM	FLYBE LTD	S	D	67	0	0	0.0	4.5	47.8	23.9	13.4	9.0	1.5	0.0	0.0	0.0	25	54.3	23	104	
	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	63.0	11	24	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.7	22	24								
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	75.0	22	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	75.0	21	4									
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	21	0	0	0.0	42.9	28.6	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	13	50.0	15	18									
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	21	0	0	0.0	9.5	57.1	28.6	0.0	4.8	0.0	0.0	0.0	0.0	0.0	14	38.9	26	18									
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	66.7	12	27									
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	59.3	25	27									
GLASGOW	LOGANAIR LTD	S	A	26	0	0	0.0	7.7	42.3	19.2	26.9	3.8	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0									
GLASGOW	LOGANAIR LTD	S	D	27	0	0	0.0	48.1	37.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0									
JERSEY	EUROWINGS LUFTVERKEHRS	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	17	66.7	21	9									
JERSEY	EUROWINGS LUFTVERKEHRS	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	26	66.7	21	9									
JERSEY	FLYBE LTD	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	4									
JERSEY	FLYBE LTD	C	D	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	18	4									
LEEDS BRADFORD	FLYBE LTD	S	A	26	0	0	7.7	53.8	26.9	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	12	88.9	5	27									
LEEDS BRADFORD	FLYBE LTD	S	D	26	0	0	0.0	3.8	73.1	11.5	3.8	3.8	0.0	3.8	0.0	0.0	0.0	17	92.6	5	27									
GATWICK	EASYJET UK LTD	S	A	25	0	2	0.0	3.7	22.2	22.2	37.0	3.7	0.0	3.7	0.0	0.0	7.4	41	0.0	0	0									
GATWICK	EASYJET UK LTD	S	D	25	0	1	0.0	3.8	42.3	23.1	23.1	3.8	0.0	0.0	0.0	0.0	3.8	24	0.0	0	0									
GATWICK	MALETH AERO	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	4	15.7	39.6	22.6	6.9	10.1	1.3	0.0	1.3	0.0	0.0	2.5	12	85.9	12	160									
HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	4	0.0	32.7	43.4	9.4	9.4	1.9	0.0	0.6	0.0	0.0	2.5	12	79.8	10	161									
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	124	0	0	15.3	42.7	20.2	12.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	67.7	17	124									
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	123	0	1	0.0	25.8	48.4	12.1	7.3	5.6	0.0	0.0	0.0	0.0	0.8	14	66.9	18	123									
LONDON CITY	BA CITYFLYER LTD	S	A	0	66	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	2.9	0	87.1	8	68									
LONDON CITY	BA CITYFLYER LTD	S	D	0	65	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.6	4.4	0	77.1	17	70									
LONDON CITY	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	81.9	10	70									
LONDON CITY	FLYBE LTD	S	D	0	58	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	76.4	13	70									
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	78	0	0	3.8	33.3	38.5	6.4	15.4	2.6	0.0	0.0	0.0	0.0	0.0	12	58.8	19	78									
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	78	0	0	0.0	21.8	43.6	15.4	17.9	1.3	0.0	0.0	0.0	0.0	0.0	15	50.0	24	78									
MANCHESTER	FLYBE LTD	S	A	83	0	0	6.0	38.6	32.5	10.8	6.0	2.4	2.4	1.2	0.0	0.0	0.0	16	81.0	7	79									

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	FLYBE LTD	S	D	83	0	0	0.0	14.5	62.7	12.0	4.8	3.6	1.2	1.2	0.0	0.0	0.0	15	74.7	12	79
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	3.8	42.3	30.8	19.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	10	70.4	14	27
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	0.0	38.5	46.2	11.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	12	66.7	15	27
	SOUTHAMPTON	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	SOUTHAMPTON	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
	SOUTHAMPTON	FLYBE LTD	S	A	22	0	0	4.5	36.4	40.9	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	96.3	3	27
	SOUTHAMPTON	FLYBE LTD	S	D	22	0	0	0.0	9.1	50.0	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	85.2	9	27
<b>TOTAL DUSSELDORF</b>					<b>1452</b>	<b>247</b>	<b>18</b>	<b>3.5</b>	<b>25.2</b>	<b>32.7</b>	<b>11.2</b>	<b>8.6</b>	<b>2.5</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>14.4</b>	<b>1.0</b>	<b>14</b>	<b>72.2</b>	<b>14</b>	<b>1837</b>

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	98	0	2	6.0	47.0	21.0	9.0	4.0	10.0	0.0	1.0	0.0	0.0	2.0	16	85.3	9	109
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	98	0	2	0.0	28.0	51.0	4.0	6.0	8.0	0.0	1.0	0.0	0.0	2.0	14	85.6	9	111
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	238	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	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	36	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	BOURNEMOUTH	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	11	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	56	0	1	7.0	33.3	22.8	10.5	8.8	10.5	5.3	0.0	0.0	0.0	1.8	23	79.7	9	59
	EDINBURGH	FLYBE LTD	S	D	57	0	0	0.0	38.6	35.1	5.3	7.0	8.8	5.3	0.0	0.0	0.0	0.0	21	80.0	11	60
	GLASGOW	FLYBE LTD	S	A	47	0	1	8.3	58.3	22.9	0.0	4.2	4.2	0.0	0.0	0.0	0.0	2.1	7	89.3	8	75
	GLASGOW	FLYBE LTD	S	D	48	0	0	0.0	43.8	39.6	6.3	4.2	6.3	0.0	0.0	0.0	0.0	0.0	10	86.7	9	75
	JERSEY	FLYBE LTD	S	A	31	0	0	3.2	25.8	61.3	0.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	77.4	10	30
	JERSEY	FLYBE LTD	S	D	31	0	0	0.0	45.2	41.9	0.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	10	80.6	8	30
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
	NEWCASTLE	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
	NEWCASTLE	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	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	22	0.0	0	0
SOUTHAMPTON	SPRINTAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
SOUTHAMPTON	SPRINTAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>472</b>	<b>0</b>	<b>6</b>	<b>3.1</b>	<b>39.1</b>	<b>35.4</b>	<b>5.6</b>	<b>5.9</b>	<b>7.7</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>83.8</b>	<b>9</b>	<b>558</b>
EDINBURGH																						
	ABERDEEN	LOGANAIR LTD	S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	114	0	0	0.9	44.7	30.7	12.3	5.3	6.1	0.0	0.0	0.0	0.0	0.0	12	76.4	10	110
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	113	0	1	0.9	44.7	43.0	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.9	7	80.9	14	110
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	100	0	0	5.0	36.0	33.0	8.0	11.0	4.0	2.0	1.0	0.0	0.0	0.0	17	67.0	19	103
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	100	0	0	0.0	44.0	36.0	3.0	11.0	5.0	0.0	1.0	0.0	0.0	0.0	14	62.1	22	103

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 A	184	0	2	3.2	31.2	38.7	8.6	6.5	8.6	2.2	0.0	0.0	0.0	1.1	17	75.4	14	190			
BIRMINGHAM	FLYBE LTD	S D	184	0	2	0.0	10.2	42.5	22.0	10.2	10.8	2.7	0.5	0.0	0.0	1.1	27	59.9	25	186			
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	7	1			
BIRMINGHAM	KLM	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	EASTERN AIRWAYS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	EASYJET UK LTD	S A	107	0	3	4.5	28.2	30.9	14.5	6.4	10.0	0.9	1.8	0.0	0.0	2.7	23	58.3	22	108			
BRISTOL	EASYJET UK LTD	S D	110	0	0	0.9	39.1	23.6	16.4	7.3	9.1	1.8	1.8	0.0	0.0	0.0	23	58.3	24	108			
CARDIFF WALES	FLYBE LTD	S A	73	0	0	1.4	30.1	42.5	6.8	11.0	5.5	1.4	1.4	0.0	0.0	0.0	20	63.8	21	58			
CARDIFF WALES	FLYBE LTD	S D	73	0	0	0.0	26.0	54.8	6.8	6.8	4.1	1.4	0.0	0.0	0.0	0.0	12	75.9	15	58			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	57	0	0	8.8	57.9	12.3	3.5	3.5	10.5	3.5	0.0	0.0	0.0	0.0	16	76.7	11	60			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	56	0	1	1.8	21.1	40.4	7.0	10.5	12.3	5.3	0.0	0.0	0.0	1.8	27	71.7	12	59			
EXETER	FLYBE LTD	S A	44	0	0	11.4	36.4	22.7	6.8	18.2	4.5	0.0	0.0	0.0	0.0	0.0	14	78.1	9	32			
EXETER	FLYBE LTD	S D	44	0	0	0.0	27.3	50.0	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	10	71.0	13	31			
GLASGOW	EASYJET UK LTD	S D	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
ISLE OF MAN	LOGANAIR LTD	S A	16	0	0	11.8	41.2	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	4	13			
ISLE OF MAN	LOGANAIR LTD	S D	17	0	0	0.0	41.2	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	5	13			
JERSEY	EASYJET UK 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	17	87.5	6	8			
JERSEY	EASYJET UK LTD	S D	9	0	0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	50.0	17	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	80.0	24	5			
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	40.0	54	5			
GATWICK	BRITISH AIRWAYS PLC	S A	102	0	0	17.6	21.6	31.4	19.6	5.9	3.9	0.0	0.0	0.0	0.0	0.0	13	71.6	15	98			
GATWICK	BRITISH AIRWAYS PLC	S D	102	0	0	0.0	37.3	33.3	13.7	8.8	6.9	0.0	0.0	0.0	0.0	0.0	14	61.4	19	98			
GATWICK	EASYJET UK LTD	S A	114	0	5	2.5	21.0	28.6	13.4	12.6	14.3	0.8	1.7	0.8	0.0	4.2	31	46.4	36	121			
GATWICK	EASYJET UK LTD	S D	114	0	5	0.0	4.2	35.3	16.0	25.2	14.3	0.0	0.8	0.0	0.0	4.2	32	34.7	42	121			
HEATHROW	BRITISH AIRWAYS PLC	S A	318	0	4	17.4	36.6	23.9	8.4	5.6	4.0	1.2	0.9	0.6	0.0	1.2	20	87.1	6	323			
HEATHROW	BRITISH AIRWAYS PLC	S D	319	0	3	0.0	27.6	43.8	12.4	9.6	3.4	1.9	0.3	0.0	0.0	0.9	16	77.2	11	323			
HEATHROW	FLYBE LTD	S A	181	0	0	6.1	47.0	31.5	8.8	5.5	1.1	0.0	0.0	0.0	0.0	0.0	7	71.7	14	120			
HEATHROW	FLYBE LTD	S D	181	0	0	0.0	36.5	50.3	6.6	3.9	1.7	1.1	0.0	0.0	0.0	0.0	9	82.5	11	120			
LONDON CITY	BA CITYFLYER LTD	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			
LONDON CITY	BA CITYFLYER LTD	S A	0	181	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	84.0	7	184			
LONDON CITY	BA CITYFLYER LTD	S D	0	183	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	75.1	12	185			
LONDON CITY	FLYBE LTD	S A	0	104	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	84.9	8	106			

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	FLYBE LTD	S	D	0	104	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	13	106
	LUTON	EASYJET UK LTD	S	A	97	0	0	15.5	28.9	20.6	12.4	12.4	8.2	1.0	1.0	0.0	0.0	0.0	21	66.0	19	99
	LUTON	EASYJET UK LTD	S	D	97	0	0	0.0	40.2	30.9	14.4	5.2	8.2	0.0	1.0	0.0	0.0	0.0	17	63.6	17	98
	STANSTED	EASYJET UK LTD	S	A	109	0	0	13.8	37.6	20.2	11.0	9.2	5.5	1.8	0.9	0.0	0.0	0.0	18	58.9	26	111
	STANSTED	EASYJET UK LTD	S	D	109	0	0	0.9	35.8	29.4	9.2	12.8	8.3	2.8	0.9	0.0	0.0	0.0	23	48.2	32	111
	STANSTED	RYANAIR	S	A	19	0	0	5.3	21.1	31.6	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	17	51.7	25	118
	STANSTED	RYANAIR	S	D	19	0	0	0.0	0.0	42.1	31.6	10.5	10.5	5.3	0.0	0.0	0.0	0.0	29	16.1	49	118
	MANCHESTER	FLYBE LTD	S	A	100	0	0	3.0	33.0	45.0	11.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	10	84.8	8	99
	MANCHESTER	FLYBE LTD	S	D	100	0	0	0.0	22.0	60.0	11.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	10	89.9	7	99
	SOUTHAMPTON	FLYBE LTD	S	A	115	0	0	0.9	33.9	39.1	14.8	5.2	6.1	0.0	0.0	0.0	0.0	0.0	12	87.7	7	113
	SOUTHAMPTON	FLYBE LTD	S	D	114	0	0	0.0	19.3	55.3	10.5	6.1	7.9	0.9	0.0	0.0	0.0	0.0	14	78.3	11	113
<b>TOTAL EDINBURGH</b>					<b>3726</b>	<b>573</b>	<b>32</b>	<b>3.7</b>	<b>27.3</b>	<b>31.3</b>	<b>9.8</b>	<b>7.1</b>	<b>5.4</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>13.2</b>	<b>0.7</b>	<b>17</b>	<b>69.7</b>	<b>17</b>	<b>4355</b>
EDMONTON																						
	GATWICK	WEST JET AIRLINES	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	67	87.5	5	8
	GATWICK	WEST JET AIRLINES	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	38	70.0	7	8
<b>TOTAL EDMONTON</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>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>77.8</b>	<b>6</b>	<b>16</b>
EINDHOVEN																						
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	53.8	24	13
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	53.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	53.8	25	13
	STANSTED	RYANAIR	S	A	93	0	0	10.8	38.7	33.3	7.5	7.5	2.2	0.0	0.0	0.0	0.0	0.0	9	66.1	28	60
	STANSTED	RYANAIR	S	D	93	0	0	0.0	30.1	50.5	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	29.0	39	62
	MANCHESTER	RYANAIR	S	A	18	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	39	22.2	60	18
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	5.6	55.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	29	18
<b>TOTAL EINDHOVEN</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>29.4</b>	<b>40.3</b>	<b>12.5</b>	<b>9.7</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>45.7</b>	<b>34</b>	<b>184</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	9	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	22	100.0	4	5
	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	15	80.0	7	5
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	8	0	1	0.0	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	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	75.0	18	4

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	0	0	0	0.0	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		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
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	0.0	13	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
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	6	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	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	43	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	4		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
LEEDS BRADFORD	NOUVELAIR TUNISIE	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	7	0.0	0	0		
LEEDS BRADFORD	NOUVELAIR TUNISIE	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	16	0.0	0	0		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	17	0	0	5.9	17.6	23.5	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	18	63.2	61	19		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	5.9	52.9	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	25	50.0	21	18		
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	41	40.0	29	5		
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	28	80.0	5	5		
LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	60.0	21	5		
STANSTED	THOMAS COOK AIRLINES 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	15	40.0	31	5		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	30	0	0	13.3	50.0	23.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	12	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	31	0	0	0.0	12.9	64.5	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	18	14		
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	135	4		
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	0.0	8	75.0	127	4		
NEWCASTLE	NOUVELAIR TUNISIE	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	
NEWCASTLE		NOUVELAIR TUNISIE		S 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		0 0		0	0	0							
NEWCASTLE		THOMAS COOK AIRLINES LTD		S A		4 0		0 0		25.0 50.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 50.0		15	4								
NEWCASTLE		THOMAS COOK AIRLINES LTD		S D		4 0		0 0		0.0 25.0		75.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 100.0		6	4								
NEWCASTLE		TUI AIRWAYS LTD		S A		5 0		0 0		0.0 0.0		40.0 40.0		0.0 20.0		0.0 0.0		0.0 0.0		25 0.0		0	0								
NEWCASTLE		TUI AIRWAYS LTD		S D		5 0		0 0		0.0 0.0		60.0 40.0		0.0 0.0		0.0 0.0		0.0 0.0		13 0.0		0	0								
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>						<b>312 0</b>		<b>1 1</b>		<b>3.5 24.3</b>		<b>41.9 16.0</b>		<b>9.6 3.8</b>		<b>0.6 0.0</b>		<b>0.0 0.0</b>		<b>14 70.1</b>		<b>28</b>	<b>134</b>								
ERFURT		GLASGOW		AUSTRIAN AIRLINES		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0 0		0	1								
<b>TOTAL ERFURT</b>						<b>0 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 100.0</b>		<b>0</b>	<b>1</b>										
ESBJERG		ABERDEEN		BMI REGIONAL		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0 87.0		7	23										
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 87.0		7	23										
ABERDEEN		DANISH AIR TRANSPORT		S A		18 0		0 0		0.0 27.8		55.6 16.7		0.0 0.0		0.0 0.0		7 0.0		0	0										
ABERDEEN		DANISH AIR TRANSPORT		S D		22 0		0 0		0.0 54.5		40.9 4.5		0.0 0.0		0.0 0.0		2 0.0		0	0										
ABERDEEN		LOGANAIR LTD		S A		26 0		0 0		15.4 46.2		26.9 3.8		3.8 0.0		0.0 0.0		12 0.0		0	0										
ABERDEEN		LOGANAIR LTD		S D		26 0		0 0		0.0 73.1		23.1 0.0		0.0 0.0		3.8 0.0		8 0.0		0	0										
<b>TOTAL ESBJERG</b>						<b>92 0</b>		<b>0 0</b>		<b>4.3 52.2</b>		<b>34.8 5.4</b>		<b>1.1 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>8 87.0</b>		<b>7</b>	<b>46</b>								
EXETER		BELFAST CITY (GEORGE BEST)		FLYBE LTD		S A		31 0		0 0		3.2 35.5		51.6 6.5		3.2 0.0		0.0 0.0		6 84.4		8	32								
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S D		32 0		0 0		0.0 21.9		53.1 18.8		3.1 3.1		0.0 0.0		0.0 0.0		8 90.3		8	31								
BIRMINGHAM		FLYBE LTD		S A		8 0		0 0		25.0 37.5		25.0 0.0		12.5 0.0		0.0 0.0		9 100.0		0	2										
BIRMINGHAM		FLYBE LTD		S D		6 0		0 0		0.0 0.0		33.3 33.3		16.7 0.0		16.7 0.0		47 100.0		6	4										
EDINBURGH		FLYBE LTD		S A		44 0		0 0		11.4 31.8		36.4 6.8		11.4 2.3		0.0 0.0		10 67.7		12	31										
EDINBURGH		FLYBE LTD		S D		44 0		0 0		0.0 18.2		47.7 6.8		20.5 6.8		0.0 0.0		18 71.0		13	31										
GLASGOW		FLYBE LTD		S A		31 0		0 0		3.2 51.6		32.3 12.9		0.0 0.0		0.0 0.0		5 64.5		12	31										
GLASGOW		FLYBE LTD		S D		31 0		0 0		0.0 19.4		48.4 22.6		6.5 3.2		0.0 0.0		13 74.2		12	31										
JERSEY		FLYBE LTD		S A		30 0		0 0		6.7 60.0		23.3 6.7		3.3 0.0		0.0 0.0		4 80.6		7	30										
JERSEY		FLYBE LTD		S D		51 0		0 0		0.0 45.1		37.3 9.8		5.9 0.0		2.0 0.0		11 79.6		9	51										
LONDON CITY		FLYBE LTD		S A		0 25		1 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 96.2		3.8 0		87.1	3	30									
LONDON CITY		FLYBE LTD		S D		0 25		1 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 96.2		3.8 0		77.4	9	30									
MANCHESTER		FLYBE LTD		S A		95 0		1 3		3.1 56.3		27.1 6.3		6.3 0.0		0.0 0.0		6 88.5		6	95										
MANCHESTER		FLYBE LTD		S D		95 0		2 0		0.0 15.5		69.1 11.3		1.0 1.0		0.0 0.0		7 84.5		12	96										
NEWCASTLE		FLYBE LTD		S A		31 0		0 0		0.0 41.9		29.0 6.5		9.7 6.5		6.5 0.0		0.0 0.0		22 80.6		9	30								

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	FLYBE LTD	S	D	31	0	0	0.0	16.1	48.4	3.2	16.1	6.5	6.5	3.2	0.0	0.0	0.0	30	67.7	13	30
	SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
<b>TOTAL EXETER</b>					<b>560</b>	<b>50</b>	<b>5</b>	<b>2.3</b>	<b>31.4</b>	<b>39.3</b>	<b>8.8</b>	<b>6.3</b>	<b>1.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>8.1</b>	<b>0.8</b>	<b>11</b>	<b>80.4</b>	<b>9</b>	<b>586</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	
FARNBOROUGH		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	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>0</b>	<b>2</b>								
FARO		ABERDEEN	RYANAIR	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	87.5	3	8									
		ABERDEEN	RYANAIR	S	D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8									
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	31	0	0	48.4	41.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	2	31									
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	31	0	0	3.2	54.8	32.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	4	96.8	1	31									
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	53	0	0	9.4	49.1	20.8	9.4	3.8	3.8	3.8	0.0	0.0	0.0	15	75.9	8	53									
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	53	0	0	0.0	37.7	41.5	7.5	5.7	5.7	1.9	0.0	0.0	0.0	15	69.8	16	53									
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	63.0	29.6	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	6	26									
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0.0	74.1	22.2	0.0	3.7	0.0	0.0	0.0	0.0	0.0	2	92.3	10	26									
		BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	7	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	62.5	16	8									
		BIRMINGHAM	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									
		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	100.0	0	1									
		BIRMINGHAM	JET2.COM LTD	S	A	58	0	0	34.5	46.6	12.1	5.2	0.0	0.0	0.0	1.7	0.0	0.0	5	87.5	6	48									
		BIRMINGHAM	JET2.COM LTD	S	D	58	0	0	0.0	20.7	70.7	3.4	1.7	1.7	0.0	1.7	0.0	0.0	10	77.1	11	48									
		BIRMINGHAM	RYANAIR	S	A	41	0	0	12.2	43.9	29.3	7.3	2.4	4.9	0.0	0.0	0.0	0.0	9	96.8	2	31									
		BIRMINGHAM	RYANAIR	S	D	41	0	0	0.0	24.4	43.9	22.0	4.9	4.9	0.0	0.0	0.0	0.0	13	83.9	9	31									
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	4									
		BIRMINGHAM	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	18	100.0	3	4									
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	76.9	7	13									
		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	13	92.3	5	13									
		BOURNEMOUTH	RYANAIR	S	A	17	0	0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	17									
		BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	70.6	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	5	88.9	6	18									
		BRISTOL	EASYJET UK LTD	S	A	70	0	1	4.2	28.2	31.0	18.3	8.5	7.0	1.4	0.0	0.0	0.0	18	65.2	17	69									
		BRISTOL	EASYJET UK LTD	S	D	71	0	0	0.0	22.5	42.3	15.5	8.5	9.9	1.4	0.0	0.0	0.0	20	62.9	21	70									
		BRISTOL	RYANAIR	S	A	31	0	0	12.9	51.6	29.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	5	74.2	24	31									
		BRISTOL	RYANAIR	S	D	31	0	0	0.0	38.7	48.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	22	31									
		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	8	4									
		BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4									
		CARDIFF WALES	FLYBE LTD	S	A	18	0	0	5.6	27.8	33.3	5.6	22.2	5.6	0.0	0.0	0.0	0.0	17	68.2	10	21									

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	18	0	0	0.0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	24	63.6	15	22		
CARDIFF WALES	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	1	88.9	9	9		
CARDIFF WALES	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	88.9	10	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	5		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	17	5		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	15	13		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	5	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	13	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	18	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	54	0	0	38.9	42.6	13.0	1.9	1.9	0.0	0.0	0.0	1.9	0.0	0.0	14	97.4	1	39		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	53	0	0	0.0	69.8	24.5	3.8	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	100.0	1	39		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	58	0	0	5.2	34.5	44.8	5.2	8.6	0.0	1.7	0.0	0.0	0.0	0.0	10	70.7	13	58		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	58	0	0	1.7	44.8	44.8	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	81.0	10	58		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	A	27	0	0	44.4	44.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.2	7	26		
EDINBURGH	JET2.COM LTD	S	D	27	0	0	0.0	51.9	40.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	4	26		
EDINBURGH	RYANAIR	S	A	17	0	0	23.5	35.3	17.6	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	94.4	3	18		
EDINBURGH	RYANAIR	S	D	17	0	0	0.0	41.2	47.1	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	72.2	9	18		
EXETER	FLYBE LTD	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	18	9		
EXETER	FLYBE LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	11	9		
EXETER	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	5		
EXETER	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	0	5		
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	50.0	41	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	50.0	52	4		
GLASGOW	EASYJET UK LTD	S	A	24	0	0	16.7	41.7	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	69.6	18	23		
GLASGOW	EASYJET UK LTD	S	D	22	0	0	0.0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.9	19	23		
GLASGOW	JET2.COM LTD	S	A	22	0	0	77.3	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	31		
GLASGOW	JET2.COM LTD	S	D	22	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	31		
LEEDS BRADFORD	JET2.COM LTD	S	A	64	0	0	59.4	23.4	7.8	3.1	1.6	3.1	1.6	0.0	0.0	0.0	0.0	7	77.0	18	61		

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

		Origin/Destinations: F																	AUG 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	40.6	46.9	4.7	4.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LEEDS BRADFORD	JET2.COM LTD	S	D	64	0	0	0.0	40.6	46.9	4.7	4.7	1.6	1.6	0.0	0.0	0.0	0.0	8	77.0	14	61
	LEEDS BRADFORD	RYANAIR	S	A	27	0	0	7.4	48.1	37.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	95.7	6	23
	LEEDS BRADFORD	RYANAIR	S	D	27	0	0	0.0	11.1	77.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	91.3	3	23
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	44	0	0	9.1	47.7	20.5	9.1	4.5	4.5	2.3	0.0	2.3	0.0	0.0	27	88.4	4	43
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	45	0	0	0.0	37.8	44.4	4.4	4.4	6.7	0.0	2.2	0.0	0.0	0.0	16	97.7	2	44
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	31	0	0	12.9	67.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.1	7	31
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	31	0	0	0.0	41.9	54.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	110	0	0	20.9	33.6	22.7	8.2	10.0	4.5	0.0	0.0	0.0	0.0	0.0	12	72.8	16	103
	GATWICK	BRITISH AIRWAYS PLC	S	D	110	0	0	0.0	11.8	47.3	24.5	11.8	4.5	0.0	0.0	0.0	0.0	0.0	18	63.1	22	103
	GATWICK	EASYJET UK LTD	S	A	165	0	0	6.1	22.4	25.5	12.7	17.0	13.9	1.8	0.6	0.0	0.0	0.0	27	58.2	25	165
	GATWICK	EASYJET UK LTD	S	D	165	0	0	0.0	12.1	40.0	21.8	12.7	12.1	0.6	0.6	0.0	0.0	0.0	25	64.6	21	164
	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	4	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	14	0	0	0.0	21.4	28.6	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	42.9	52	7
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	14.3	28.6	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	34	7
	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	66.7	9	6
	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	8	6
	GATWICK	TUI AIRWAYS LTD	C	A	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	18	87.5	3	8
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	61.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	75.0	11	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	8.3	41.7	22.2	16.7	5.6	2.8	2.8	0.0	0.0	0.0	0.0	13	88.9	7	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	27.8	25.0	27.8	13.9	2.8	2.8	0.0	0.0	0.0	0.0	18	83.3	11	18
	LONDON CITY	BA CITYFLYER 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	96.4	1	28
	LONDON CITY	BA CITYFLYER LTD	S	D	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	96.4	4	28
	LUTON	EASYJET UK LTD	S	A	79	0	0	13.9	34.2	27.8	6.3	6.3	7.6	1.3	2.5	0.0	0.0	0.0	19	75.0	14	80
	LUTON	EASYJET UK LTD	S	D	80	0	0	0.0	15.0	51.3	21.3	2.5	6.3	2.5	1.3	0.0	0.0	0.0	21	65.8	17	79
	LUTON	RYANAIR	S	A	22	0	0	13.6	40.9	31.8	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	6	22
	LUTON	RYANAIR	S	D	22	0	0	0.0	4.5	63.6	18.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	16	54.5	18	22
	LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	29	9

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	33	9
STANSTED	BA CITYFLYER LTD	S A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4
STANSTED	BA CITYFLYER 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	0.0	14	100.0	5	4
STANSTED	JET2.COM LTD	S A	54	0	0	5.6	63.0	18.5	1.9	5.6	3.7	1.9	0.0	0.0	0.0	0.0	0.0	9	61.1	63	35
STANSTED	JET2.COM LTD	S D	54	0	0	0.0	38.9	51.9	3.7	0.0	3.7	1.9	0.0	0.0	0.0	0.0	0.0	9	71.4	18	35
STANSTED	RYANAIR	S A	93	0	0	8.6	38.7	26.9	14.0	8.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	50.5	23	93
STANSTED	RYANAIR	S D	93	0	0	0.0	25.8	50.5	11.8	8.6	2.2	1.1	0.0	0.0	0.0	0.0	0.0	13	50.5	25	93
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	10	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	8	9
MANCHESTER	EASYJET UK LTD	S A	36	0	0	63.9	11.1	13.9	0.0	8.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
MANCHESTER	EASYJET UK LTD	S D	36	0	0	0.0	25.0	50.0	5.6	11.1	5.6	2.8	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
MANCHESTER	FLYBE LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	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	40	4
MANCHESTER	JET2.COM LTD	S A	62	0	0	21.0	53.2	24.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.0	9	74
MANCHESTER	JET2.COM LTD	S D	62	0	0	0.0	4.8	66.1	17.7	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	84.0	10	75
MANCHESTER	RYANAIR	S A	74	0	0	17.6	62.2	13.5	2.7	1.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	12	75
MANCHESTER	RYANAIR	S D	74	0	0	0.0	25.7	60.8	10.8	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	7	56.0	24	75
MANCHESTER	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	10	100.0	1	4
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4
MANCHESTER	TUI AIRWAYS LTD	C 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	0.0	19	92.3	14	13
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	44.4	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	34	84.6	18	13
NEWCASTLE	EASYJET UK LTD	S A	22	0	0	4.5	45.5	31.8	4.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	77.3	25	22
NEWCASTLE	EASYJET UK LTD	S D	22	0	0	0.0	50.0	36.4	0.0	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	95.5	11	22
NEWCASTLE	JET2.COM LTD	S A	31	0	0	61.3	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	7	31
NEWCASTLE	JET2.COM LTD	S D	31	0	0	0.0	35.5	61.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	6	31
NEWCASTLE	RYANAIR	S A	17	0	0	17.6	76.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	2	18
NEWCASTLE	RYANAIR	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	0.0	8	88.9	6	18
SOUTHAMPTON	FLYBE LTD	S A	14	0	0	28.6	42.9	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	28	12
SOUTHAMPTON	FLYBE LTD	S D	14	0	0	0.0	35.7	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	46	13
SOUTHEND	EASYJET UK LTD	S A	44	1	0	26.7	40.0	17.8	4.4	4.4	2.2	2.2	0.0	0.0	2.2	0.0	0.0	10	84.1	15	44
SOUTHEND	EASYJET UK LTD	S D	45	0	0	0.0	51.1	33.3	8.9	2.2	2.2	0.0	2.2	0.0	0.0	0.0	0.0	10	81.8	15	44
SOUTHEND	RYANAIR	S A	22	0	0	0.0	9.1	50.0	18.2	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
SOUTHEND	RYANAIR	S D	23	0	0	4.3	30.4	47.8	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
SOUTHEND	STOBART AIR	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL FARO</b>			<b>3482</b>	<b>53</b>	<b>1</b>	<b>10.2</b>	<b>33.9</b>	<b>33.9</b>	<b>9.9</b>	<b>5.9</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>1.5</b>	<b>0.0</b>	<b>12</b>	<b>76.6</b>	<b>14</b>	<b>3333</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F			PERCENTAGE OF FLIGHTS LATE										AUG 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
FEZ																							
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	11.1	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	46	9	
	GATWICK	AIR ARABIA MAROC	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	40.0	26	9	
	STANSTED	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	17	100.0	1	9	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	30	0.0	35	9	
<b>TOTAL FEZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>26.5</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>27</b>	<b>36</b>	
FIGARI																							
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	11.1	34	9	
	GATWICK	EASYJET UK 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	15	66.7	11	9	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	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	11	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	25	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4	
	STANSTED	AIR CORSICA	S	A	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	34	4	
	STANSTED	AIR CORSICA	S	D	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	30	25.0	49	4	
<b>TOTAL FIGARI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>25.0</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>21</b>	<b>45.2</b>	<b>23</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	0.0	0	75.0	6	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4	
	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	50.0	42	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	25.0	53	3	
	EDINBURGH	BA CITYFLYER 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	75.0	9	4	
	EDINBURGH	BA CITYFLYER 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	13	75.0	9	4	
	GATWICK	VUELING AIRLINES	S	A	47	0	2	4.1	20.4	28.6	20.4	12.2	8.2	2.0	0.0	0.0	0.0	4.1	22	52.9	28	33	
	GATWICK	VUELING AIRLINES	S	D	47	0	2	0.0	14.3	34.7	14.3	18.4	12.2	0.0	2.0	0.0	0.0	4.1	29	37.1	46	33	
	LONDON CITY	BA CITYFLYER LTD	S	A	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	63.8	24	47	
	LONDON CITY	BA CITYFLYER LTD	S	D	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	68.8	16	48	
	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	80.6	13	31	
	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	87.1	6	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	VUELING AIRLINES	S	A	8	0	0	0.0	62.5	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	30	69.2	28	13									
LUTON	VUELING AIRLINES	S	D	9	0	0	0.0	0.0	44.4	0.0	11.1	22.2	11.1	11.1	0.0	0.0	0.0	61	42.9	42	12										
STANSTED	BA CITYFLYER LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	43	7										
STANSTED	BA CITYFLYER 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	50.0	19	8										
MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	51	50.0	24	4										
MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	57	50.0	27	4										
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
<b>TOTAL FLORENCE</b>				<b>150</b>	<b>103</b>	<b>4</b>	<b>3.1</b>	<b>11.3</b>	<b>19.5</b>	<b>8.9</b>	<b>8.2</b>	<b>4.7</b>	<b>1.2</b>	<b>1.6</b>	<b>0.0</b>	<b>40.1</b>	<b>1.6</b>	<b>27</b>	<b>61.8</b>	<b>24</b>	<b>294</b>										
FORT LAUDERDALE																															
GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	30.8	0.0	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	35	84.6	18	13										
GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	21.4	28.6	14.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	25	69.2	11	13										
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	53.8	35	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	0.0	0	21.4	27	14										
<b>TOTAL FORT LAUDERDALE</b>				<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.9</b>	<b>14.8</b>	<b>18.5</b>	<b>22.2</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>56.6</b>	<b>23</b>	<b>53</b>										
FRANKFURT MAIN																															
BIRMINGHAM	LUFTHANSA	S	A	124	0	0	0.0	29.8	53.2	10.5	3.2	2.4	0.8	0.0	0.0	0.0	0.0	10	71.8	10	122										
BIRMINGHAM	LUFTHANSA	S	D	124	0	0	0.0	13.7	54.8	18.5	8.1	3.2	0.8	0.0	0.8	0.0	0.0	19	73.4	13	122										
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	58.8	20	80										
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	71.3	15	80										
EDINBURGH	LUFTHANSA	S	A	63	0	0	0.0	23.8	60.3	6.3	7.9	1.6	0.0	0.0	0.0	0.0	0.0	10	56.5	19	62										
EDINBURGH	LUFTHANSA	S	D	62	0	0	0.0	24.2	54.8	9.7	1.6	8.1	1.6	0.0	0.0	0.0	0.0	15	45.2	23	61										
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	25	1										
GLASGOW	LUFTHANSA	S	A	31	0	0	0.0	9.7	32.3	38.7	12.9	0.0	6.5	0.0	0.0	0.0	0.0	26	48.4	18	31										
GLASGOW	LUFTHANSA	S	D	31	0	0	0.0	45.2	38.7	9.7	0.0	0.0	6.5	0.0	0.0	0.0	0.0	13	64.5	17	31										
HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	3	9.6	31.3	30.7	9.6	10.2	4.8	1.2	0.0	0.6	0.0	1.8	21	77.6	12	188										
HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	3	0.0	25.9	47.6	9.0	11.4	3.6	0.6	0.0	0.0	0.0	1.8	13	79.2	11	188										
HEATHROW	LUFTHANSA	S	A	370	0	2	1.1	23.1	45.7	16.7	9.4	3.2	0.3	0.0	0.0	0.0	0.5	14	58.6	17	370										
HEATHROW	LUFTHANSA	S	D	369	0	3	0.0	16.9	54.6	14.0	9.1	4.3	0.3	0.0	0.0	0.0	0.8	14	59.1	19	369										
LONDON CITY	BA CITYFLYER LTD	S	A	0	66	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.6	9	69										
LONDON CITY	BA CITYFLYER LTD	S	D	0	66	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	17	69										



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	LUFTHANSA	S	A	0	65	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.2	5.8	0	67.6	15	66	
	LONDON CITY	LUFTHANSA	S	D	0	65	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.2	5.8	0	63.4	18	67	
	STANSTED	RYANAIR	S	A	62	0	0	0.0	8.1	40.3	24.2	16.1	9.7	1.6	0.0	0.0	0.0	0.0	27	40.0	36	56	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	0.0	25.8	22.6	33.9	17.7	0.0	0.0	0.0	0.0	0.0	39	15.0	50	56	
	MANCHESTER	CONDOR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1	
	MANCHESTER	LUFTHANSA	S	A	150	0	0	0.0	16.0	57.3	19.3	5.3	2.0	0.0	0.0	0.0	0.0	0.0	12	82.1	8	151	
	MANCHESTER	LUFTHANSA	S	D	149	0	1	0.0	12.0	55.3	22.7	5.3	4.0	0.0	0.0	0.0	0.0	0.7	14	69.5	15	150	
	MANCHESTER	RYANAIR	S	A	22	0	0	0.0	22.7	45.5	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	43.5	32	22	
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	0.0	36.4	27.3	18.2	13.6	4.5	0.0	0.0	0.0	0.0	38	8.7	55	22	
<b>TOTAL FRANKFURT MAIN</b>					<b>1967</b>	<b>262</b>	<b>20</b>	<b>0.9</b>	<b>17.7</b>	<b>42.6</b>	<b>13.7</b>	<b>8.1</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>11.6</b>	<b>0.9</b>	<b>16</b>	<b>64.4</b>	<b>17</b>	<b>2434</b>	
FUERTEVENTURA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	157	9	
	BELFAST INTERNATIONAL	JET2.COM 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	10	66.7	11	9	
	BIRMINGHAM	JET2.COM LTD	S	A	13	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	88.9	4	9	
	BIRMINGHAM	JET2.COM LTD	S	D	12	0	0	0.0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	9	
	BIRMINGHAM	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	3	100.0	7	9	
	BIRMINGHAM	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	10	88.9	7	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	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	24	88.9	11	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	7	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	88.9	13	9	
	BRISTOL	EASYJET UK 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	10	66.7	15	9	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	55.6	18	9	
	BRISTOL	TUI AIRWAYS LTD	C	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	
	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	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	3	87.5	9	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	6	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	4	9	
	EAST MIDLANDS INTERNATIONAL	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	7	88.9	3	9	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	22	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	5
EDINBURGH	JET2.COM LTD	S A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10
EDINBURGH	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	0.0	0.0	0.0	5	88.9	8	9
EDINBURGH	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	0.0	0.0	1	77.8	6	9
EDINBURGH	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	0.0	0.0	1	100.0	5	9
GLASGOW	JET2.COM LTD	S A	10	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
GLASGOW	JET2.COM 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	0.0	0.0	10	100.0	2	9
GLASGOW	THOMAS COOK AIRLINES LTD	S A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
GLASGOW	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	76.9	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	76	87.5	2	8	
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	14	8	
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	0.0	0.0	2	100.0	4	9	
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	5	0	0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	60.0	10	5	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	43	40.0	15	5	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	77.8	11	9	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9	
GATWICK	EASYJET UK LTD	S A	21	0	0	0.0	9.5	23.8	38.1	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	28	40.9	45	22	
GATWICK	EASYJET UK LTD	S D	22	0	0	0.0	9.1	50.0	31.8	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	20	63.6	19	22	
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	62.5	14	8	
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	62.5	19	8	
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	44.4	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	26	55.6	23	9	
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	39	44.4	34	9	
GATWICK	TUI AIRWAYS LTD	C A	13	0	0	7.7	38.5	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	16	5	
GATWICK	TUI AIRWAYS LTD	C 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	0.0	9	60.0	16	5	
LUTON	RYANAIR	S A	9	0	0	22.2	11.1	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8	
LUTON	RYANAIR	S D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8	
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	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	4	4	
STANSTED	JET2.COM LTD	S A	13	0	0	38.5	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	53.8	26	13	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	28	14	
	STANSTED	RYANAIR	S	A	18	0	0	72.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	32	22		
	STANSTED	RYANAIR	S	D	18	0	0	0.0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.2	21	22		
	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	75.0	7	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	50.0	10	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	100.0	0	5		
	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	100.0	1	5		
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	33.3	8.3	33.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	10	88.9	12	18		
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	34	88.9	7	18		
	MANCHESTER	RYANAIR	S	A	14	0	0	28.6	42.9	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	10	76.9	19	13		
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	7.1	71.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	76.9	16	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	20	13		
	MANCHESTER	THOMAS COOK AIRLINES 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	7	61.5	21	13		
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	38.5	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.4	20	14		
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	26	13		
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9		
	NEWCASTLE	JET2.COM LTD	S	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	88.9	3	9		
	NEWCASTLE	THOMAS COOK AIRLINES 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	100.0	1	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	9		
<b>TOTAL FUERTEVENTURA</b>					<b>596</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>26.7</b>	<b>36.4</b>	<b>10.6</b>	<b>5.0</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>15</b>	<b>647</b>		
FUNCHAL																							
	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	1	100.0	0	4		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4		
	BIRMINGHAM	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	100.0	0	4		
	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	7	100.0	2	4		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
	BRISTOL	EASYJET UK LTD	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	6	77.8	26	9		
	BRISTOL	EASYJET UK 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	8	77.8	28	9		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	19	100.0	2	4		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	TUI AIRWAYS LTD	C A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	2	4	
EDINBURGH	JET2.COM LTD	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	1	4	
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	4	
GLASGOW	JET2.COM LTD	S A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
GLASGOW	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	7	100.0	2	4	
JERSEY	EUROPE AIRPOST	C A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
JERSEY	EUROPE AIRPOST	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	19	0.0	0	0	
JERSEY	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	2	
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	0.0	40	1	
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4	
GATWICK	BRITISH AIRWAYS PLC	S A	27	0	0	51.9	22.2	3.7	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	93.9	6	33	
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0.0	11.1	51.9	14.8	18.5	0.0	3.7	0.0	0.0	0.0	0.0	19	63.6	23	33	
GATWICK	EASYJET UK LTD	S A	31	0	0	0.0	29.0	29.0	16.1	16.1	6.5	3.2	0.0	0.0	0.0	0.0	24	73.3	16	29	
GATWICK	EASYJET UK LTD	S D	31	0	0	0.0	3.2	45.2	19.4	29.0	3.2	0.0	0.0	0.0	0.0	0.0	24	50.0	21	30	
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	33.3	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	51	77.8	14	9	
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	33.3	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	49	88.9	13	9	
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	4	
LUTON	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	100.0	8	4	
STANSTED	JET2.COM LTD	S A	17	0	0	11.8	41.2	29.4	0.0	5.9	11.8	0.0	0.0	0.0	0.0	0.0	12	76.9	11	13	
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	9	13	
MANCHESTER	EASYJET UK LTD	S A	9	0	0	33.3	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	5	8	
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	44.4	29	9	
MANCHESTER	JET2.COM LTD	S A	9	0	0	33.3	33.3	0.0	0.0	22.2	0.0	0.0	0.0	11.1	0.0	0.0	86	100.0	5	9	
MANCHESTER	JET2.COM 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	19	77.8	7	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	100.0	0	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	100.0	3	9	
MANCHESTER	TUI AIRWAYS LTD	C 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	19	88.9	4	9	
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9	
NEWCASTLE	JET2.COM 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	100.0	0	4	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	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	4	100.0	0	4
<b>TOTAL FUNCHAL</b>					<b>321</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>23.7</b>	<b>34.6</b>	<b>13.4</b>	<b>12.5</b>	<b>3.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.4</b>	<b>11</b>	<b>341</b>	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	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	40.7	39	25	
	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	33.3	47	25	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	146	0	0	3.4	16.4	20.5	18.5	21.2	11.6	3.4	4.8	0.0	0.0	0.0	41	49.7	27	148	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	144	0	0	0.0	19.4	19.4	11.1	23.6	15.3	6.9	4.2	0.0	0.0	0.0	48	38.6	39	150	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	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	12	1	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	BRISTOL	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	157	0.0	41	1	
	BRISTOL	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	59	0.0	0	0	
	BRISTOL	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	41	0.0	0	0	
	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	100.0	3	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	102	0	0	4.9	42.2	23.5	12.7	9.8	6.9	0.0	0.0	0.0	0.0	0.0	13	62.7	18	98	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	102	0	0	2.0	38.2	37.3	10.8	8.8	2.9	0.0	0.0	0.0	0.0	0.0	11	72.5	15	98	
	EDINBURGH	EASYJET UK LTD	S	A	113	0	5	0.8	12.7	32.2	16.9	16.9	14.4	0.8	0.8	0.0	0.0	4.2	28	45.6	36	121	
	EDINBURGH	EASYJET UK LTD	S	D	114	0	5	0.0	21.8	26.1	16.0	16.8	10.9	1.7	1.7	0.8	0.0	4.2	31	38.4	38	121	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	101	0	1	6.9	35.3	34.3	10.8	9.8	1.0	1.0	0.0	0.0	0.0	1.0	11	70.2	16	102	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	100	0	2	0.0	41.2	38.2	7.8	7.8	2.0	1.0	0.0	0.0	0.0	2.0	11	77.9	11	101	
	GLASGOW	EASYJET UK LTD	S	A	82	0	2	7.1	10.7	27.4	16.7	15.5	15.5	3.6	1.2	0.0	0.0	2.4	35	58.8	24	83	
	GLASGOW	EASYJET UK LTD	S	D	82	0	2	0.0	9.5	31.0	16.7	16.7	19.0	3.6	1.2	0.0	0.0	2.4	40	54.1	33	83	
	ISLE OF MAN	EASYJET UK LTD	S	A	45	0	3	2.0	22.4	16.3	22.4	16.3	10.2	2.0	0.0	0.0	0.0	6.1	26	58.0	77	45	
	ISLE OF MAN	EASYJET UK LTD	S	D	46	0	3	2.0	14.3	18.4	20.4	20.4	16.3	2.0	0.0	0.0	0.0	6.1	34	57.1	81	45	
	JERSEY	BRITISH AIRWAYS PLC	S	A	150	0	2	6.6	27.6	36.2	12.5	13.2	2.6	0.0	0.0	0.0	0.0	1.3	12	79.2	12	153	
	JERSEY	BRITISH AIRWAYS PLC	S	D	150	0	1	0.7	49.0	24.5	12.6	7.3	4.0	0.7	0.7	0.0	0.0	0.7	14	79.9	10	153	
	JERSEY	EASYJET UK LTD	S	A	90	0	2	1.1	34.8	27.2	19.6	9.8	3.3	2.2	0.0	0.0	0.0	2.2	17	60.2	24	89	
	JERSEY	EASYJET UK LTD	S	D	90	0	3	3.2	19.4	33.3	16.1	15.1	8.6	1.1	0.0	0.0	0.0	3.2	23	53.8	30	89	
	LIVERPOOL (JOHN LENNON)	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	
	LIVERPOOL (JOHN LENNON)	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	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	0	0	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		
	LIVERPOOL (JOHN LENNON)	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		
	LIVERPOOL (JOHN LENNON)	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	4	0.0	0	0		
	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	0.0	46	1		
	LUTON	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	47	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	38	50.0	16	2		
	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	100.0	0	1		
	MANCHESTER	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	32	1		
	MANCHESTER	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	75	0.0	0	0		
	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	25	1		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	NEWCASTLE	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1		
<b>TOTAL GATWICK</b>					<b>1669</b>	<b>0</b>	<b>31</b>	<b>2.5</b>	<b>26.7</b>	<b>28.2</b>	<b>14.5</b>	<b>14.4</b>	<b>8.6</b>	<b>1.9</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>25</b>	<b>59.0</b>	<b>27</b>	<b>1746</b>	
GAZIANTEP																							
	LUTON	SUNEXPRESS	S	A	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	47	0.0	60	1		
	LUTON	SUNEXPRESS	S	D	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	86	0.0	55	5		
<b>TOTAL GAZIANTEP</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>0.0</b>	<b>56</b>	<b>6</b>	
GDANSK																							
	ABERDEEN	WIZZ AIR	S	A	14	0	0	7.1	50.0	14.3	7.1	21.4	0.0	0.0	0.0	0.0	0.0	13	87.5	22	8		
	ABERDEEN	WIZZ AIR	S	D	14	0	0	7.1	21.4	28.6	14.3	21.4	7.1	0.0	0.0	0.0	0.0	17	87.5	22	8		
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	4	66.7	13	9		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	14	9		
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	17	100.0	3	14		
	BRISTOL	RYANAIR	S	D	8	0	1	0.0	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	11.1	13	92.9	3	14		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	21	0	1	36.4	27.3	18.2	0.0	4.5	4.5	0.0	4.5	0.0	4.5	16	65.2	21	23		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	21	0	1	0.0	31.8	40.9	4.5	9.1	4.5	4.5	0.0	0.0	4.5	18	52.2	33	23		
	EDINBURGH	RYANAIR	S	A	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	13	13		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	14	0	0	0.0	7.1	78.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	22	13	
	LEEDS BRADFORD	RYANAIR	S	A	18	0	0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	16	18	
	LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	14	18	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	22	0	0	22.7	54.5	4.5	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	12	66.7	25	18	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	22	0	0	0.0	40.9	27.3	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	17	55.6	34	18	
	GATWICK	WIZZ AIR	S	A	31	0	0	0.0	29.0	29.0	16.1	12.9	9.7	3.2	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	12.9	48.4	9.7	22.6	3.2	3.2	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LUTON	WIZZ AIR	S	A	78	0	0	3.8	46.2	37.2	7.7	3.8	1.3	0.0	0.0	0.0	0.0	0.0	8	72.1	22	86	
	LUTON	WIZZ AIR	S	D	78	0	0	0.0	25.6	43.6	17.9	6.4	5.1	0.0	1.3	0.0	0.0	0.0	17	51.8	32	85	
	STANSTED	RYANAIR	S	A	49	0	0	2.0	44.9	34.7	4.1	12.2	2.0	0.0	0.0	0.0	0.0	0.0	10	51.9	34	52	
	STANSTED	RYANAIR	S	D	49	0	0	0.0	24.5	49.0	14.3	8.2	4.1	0.0	0.0	0.0	0.0	0.0	13	29.6	40	52	
	MANCHESTER	RYANAIR	S	A	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	12	78.6	10	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	84.6	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	71.4	12	14	
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	23	88.9	18	9	
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	66.7	30	9	
<b>TOTAL GDANSK</b>					<b>589</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>34.5</b>	<b>38.0</b>	<b>9.8</b>	<b>8.3</b>	<b>3.9</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>63.9</b>	<b>24</b>	<b>545</b>	
GENEVA																							
	BIRMINGHAM	EASYJET UK LTD	S	A	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	19	14	
	BIRMINGHAM	EASYJET UK LTD	S	D	12	0	1	0.0	30.8	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	7.7	9	42.9	28	14	
	BIRMINGHAM	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	15	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	45	0	0	0.0	22.2	26.7	15.6	17.8	17.8	0.0	0.0	0.0	0.0	0.0	28	41.3	31	44	
	BRISTOL	EASYJET UK LTD	S	D	45	0	0	0.0	33.3	15.6	11.1	24.4	13.3	0.0	2.2	0.0	0.0	0.0	31	37.8	42	44	
	EDINBURGH	EASYJET UK LTD	S	A	47	0	1	0.0	16.7	29.2	27.1	16.7	8.3	0.0	0.0	0.0	0.0	2.1	22	45.8	30	47	
	EDINBURGH	EASYJET UK LTD	S	D	48	0	1	0.0	20.4	46.9	12.2	10.2	8.2	0.0	0.0	0.0	0.0	2.0	18	52.1	26	47	
	GLASGOW	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	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	32	0	0	3.1	37.5	31.3	6.3	6.3	9.4	6.3	0.0	0.0	0.0	0.0	21	77.4	11	31	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	31	0	0	0.0	48.4	32.3	3.2	6.5	6.5	3.2	0.0	0.0	0.0	0.0	14	93.5	3	31	
	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	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	EASYJET UK LTD	S	A	161	0	1	3.1	16.7	25.9	21.0	13.6	15.4	1.9	1.9	0.0	0.0	0.6	33	44.5	36	170	
	GATWICK	EASYJET UK LTD	S	D	161	0	1	0.0	4.9	27.8	26.5	22.2	13.6	3.7	0.6	0.0	0.0	0.6	35	36.4	33	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	5	3.2	40.7	27.8	11.7	6.9	6.0	1.2	0.4	0.0	0.0	2.0	15	82.3	11	240	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: G										AUG 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	243	0	5	0.0	32.3	39.5	14.9	4.4	5.2	1.2	0.4	0.0	0.0	2.0	14	87.2	7	240							
HEATHROW	SWISS AIRLINES	S	A	147	0	0	4.8	38.1	25.9	15.6	12.9	2.7	0.0	0.0	0.0	0.0	0.0	13	65.6	16	151							
HEATHROW	SWISS AIRLINES	S	D	147	0	1	0.0	17.6	48.0	10.8	18.2	4.1	0.7	0.0	0.0	0.0	0.7	18	55.6	21	151							
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	97.6	2.4	0	86.4	7	43							
LONDON CITY	BA CITYFLYER LTD	S	D	0	42	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	81.8	8	44							
LONDON CITY	SWISS AIRLINES	S	A	0	35	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.1	7.9	0	87.5	5	40							
LONDON CITY	SWISS AIRLINES	S	D	0	35	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.7	10.3	0	82.5	11	40							
LUTON	EASYJET UK LTD	S	A	60	0	3	3.2	19.0	31.7	17.5	14.3	3.2	4.8	1.6	0.0	0.0	4.8	27	50.0	21	61							
LUTON	EASYJET UK LTD	S	D	61	0	1	0.0	11.3	51.6	9.7	19.4	1.6	4.8	0.0	0.0	0.0	1.6	22	61.3	17	62							
MANCHESTER	EASYJET UK LTD	S	A	61	0	1	0.0	19.4	40.3	16.1	11.3	6.5	1.6	3.2	0.0	0.0	1.6	26	50.0	26	62							
MANCHESTER	EASYJET UK LTD	S	D	61	0	1	0.0	16.1	48.4	12.9	11.3	8.1	0.0	1.6	0.0	0.0	1.6	20	64.5	19	62							
NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	15	9							
NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	44.4	18	9							
<b>TOTAL GENEVA</b>				<b>1638</b>	<b>153</b>	<b>33</b>	<b>1.3</b>	<b>23.3</b>	<b>31.0</b>	<b>14.1</b>	<b>11.3</b>	<b>6.8</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>8.4</b>	<b>1.8</b>	<b>21</b>	<b>63.5</b>	<b>19</b>	<b>1826</b>							
GENOA																												
BRISTOL	EASYJET UK LTD	S	A	9	0	0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	0	8							
BRISTOL	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	100.0	2	8							
GLASGOW	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	1	100.0	0	4							
GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	4							
GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	0.0	18.5	40.7	22.2	7.4	11.1	0.0	0.0	0.0	0.0	0.0	19	93.5	5	31							
GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	18.5	55.6	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	9	31							
LUTON	EASYJET UK LTD	S	A	14	0	0	35.7	57.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	3	13							
LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	9	13							
STANSTED	RYANAIR	S	A	27	0	0	3.7	37.0	25.9	3.7	22.2	3.7	3.7	0.0	0.0	0.0	0.0	20	18.5	61	27							
STANSTED	RYANAIR	S	D	27	0	0	0.0	37.0	37.0	7.4	14.8	3.7	0.0	0.0	0.0	0.0	0.0	13	18.5	41	27							
MANCHESTER	EASYJET UK LTD	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	77.8	9	9							
MANCHESTER	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	4	77.8	13	9							
<b>TOTAL GENOA</b>				<b>180</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>37.2</b>	<b>8.3</b>	<b>8.3</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.5</b>	<b>19</b>	<b>184</b>							
GIBRALTAR																												
BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	30.8	30.8	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	26	76.9	22	13							
BRISTOL	EASYJET UK LTD	S	D	12	0	1	0.0	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4	100.0	8	13							
GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	20.0	32.0	16.0	12.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	13	73.9	11	21							
GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	16.0	44.0	12.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	19	70.8	21	24							

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	57	0	0	1.8	7.0	31.6	15.8	28.1	12.3	1.8	1.8	0.0	0.0	0.0	35	63.8	21	58	
	GATWICK	EASYJET UK LTD	S	D	57	0	0	0.0	3.5	50.9	17.5	26.3	1.8	0.0	0.0	0.0	0.0	0.0	21	70.7	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	37.1	27.4	14.5	4.8	4.8	1.6	3.2	4.8	0.0	0.0	1.6	24	93.6	9	47	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	38.7	38.7	11.3	3.2	1.6	1.6	3.2	0.0	0.0	1.6	16	91.7	4	48	
	MANCHESTER	EASYJET UK LTD	S	A	16	0	1	0.0	47.1	17.6	5.9	5.9	5.9	5.9	5.9	0.0	0.0	5.9	31	42.9	83	14	
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	70.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	16	14	
<b>TOTAL GIBRALTAR</b>					<b>344</b>	<b>0</b>	<b>4</b>	<b>8.6</b>	<b>23.0</b>	<b>34.2</b>	<b>11.5</b>	<b>14.4</b>	<b>3.4</b>	<b>1.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>76.9</b>	<b>16</b>	<b>310</b>	
GIRONA	BELFAST INTERNATIONAL	JET2.COM 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	0.0	1	88.9	8	9	
	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	1	88.9	10	9	
	BELFAST INTERNATIONAL	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	4	88.9	7	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	22	9	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	11	9	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	15.4	53.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	35	17	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	30.8	38.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	17	44.4	37	17	
	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	100.0	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5	
	BIRMINGHAM	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	1	87.5	14	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	15	8	
	BOURNEMOUTH	RYANAIR	S	A	18	0	0	27.8	22.2	22.2	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	83.3	9	18	
	BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	38.9	27.8	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	88.9	7	18	
	BRISTOL	RYANAIR	S	A	26	0	0	11.5	46.2	19.2	7.7	11.5	3.8	0.0	0.0	0.0	0.0	0.0	11	52.2	19	23	
	BRISTOL	RYANAIR	S	D	26	0	0	0.0	26.9	38.5	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	47.8	22	23	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	4	
	BRISTOL	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	5	75.0	5	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8	
	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	0.0	1	75.0	9	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	11.1	40	9	

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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)
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	62	9
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	0.0	7	66.7	18	9
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	2	88.9	7	9
EDINBURGH	RYANAIR	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	7	9
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	17	9
GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9
LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	64.3	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13
LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	78.6	7.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	100.0	1	13
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	66.7	9	9
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	36	9
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	2	66.7	33	9
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	13	8
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	12	8
LUTON	RYANAIR	S	A	13	0	0	7.7	38.5	30.8	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	15	64.3	38	14
LUTON	RYANAIR	S	D	13	0	0	0.0	15.4	38.5	23.1	0.0	15.4	7.7	0.0	0.0	0.0	0.0	30	50.0	40	14
STANSTED	JET2.COM LTD	S	A	13	0	0	7.7	69.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	13
STANSTED	JET2.COM LTD	S	D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	5	13
STANSTED	RYANAIR	S	A	27	0	0	22.2	44.4	22.2	3.7	3.7	0.0	0.0	0.0	3.7	0.0	0.0	24	73.1	21	26
STANSTED	RYANAIR	S	D	27	0	0	0.0	40.7	29.6	22.2	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	11.5	59	26
MANCHESTER	JET2.COM LTD	S	A	18	0	0	44.4	33.3	11.1	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	15	94.4	14	18
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	50.0	11.1	0.0	0.0	5.6	5.6	0.0	0.0	0.0	26	88.9	21	18
MANCHESTER	RYANAIR	S	A	14	0	0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13
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	8	46.2	13	13
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	32	25.0	16	4
MANCHESTER	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	0.0	26	75.0	8	4
MANCHESTER	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	3	87.5	13	8
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	8
NEWCASTLE	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	44	9
NEWCASTLE	JET2.COM 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	3	88.9	51	9
NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	3	8

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	10	8
<b>TOTAL GIRONA</b>					<b>596</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>38.6</b>	<b>31.5</b>	<b>9.4</b>	<b>5.0</b>	<b>2.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.3</b>	<b>18</b>	<b>604</b>
GLASGOW																						
	BELFAST CITY (GEORGE BEST)	CAT AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	117	0	0	3.4	46.2	33.3	3.4	3.4	6.8	1.7	1.7	0.0	0.0	0.0	18	91.0	4	111
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	117	0	1	0.0	18.6	56.8	7.6	3.4	5.9	5.1	1.7	0.0	0.0	0.8	23	92.8	4	111
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	75	0	0	9.3	58.7	18.7	9.3	4.0	0.0	0.0	0.0	0.0	0.0	4	92.0	5	75	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	2.7	61.3	24.0	6.7	5.3	0.0	0.0	0.0	0.0	0.0	5	84.0	9	75	
	BIRMINGHAM	FLYBE LTD	S	A	177	0	7	12.0	49.5	19.0	4.9	4.9	6.0	0.0	0.0	0.0	0.0	3.8	10	74.6	15	176
	BIRMINGHAM	FLYBE LTD	S	D	178	0	6	0.0	17.9	45.7	13.0	10.9	7.6	1.6	0.0	0.0	0.0	3.3	20	58.2	23	180
	BRISTOL	EASYJET UK LTD	S	A	90	0	1	2.2	31.9	29.7	16.5	13.2	3.3	2.2	0.0	0.0	0.0	1.1	16	63.6	26	87
	BRISTOL	EASYJET UK LTD	S	D	90	0	0	0.0	43.3	26.7	13.3	12.2	3.3	1.1	0.0	0.0	0.0	0.0	15	57.5	26	86
	CARDIFF WALES	FLYBE LTD	S	A	21	0	1	0.0	45.5	31.8	4.5	9.1	4.5	0.0	0.0	0.0	0.0	4.5	11	73.7	10	19
	CARDIFF WALES	FLYBE LTD	S	D	21	0	1	0.0	59.1	22.7	0.0	9.1	4.5	0.0	0.0	0.0	0.0	4.5	9	84.2	7	19
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	48	0	0	0.0	62.5	25.0	2.1	6.3	4.2	0.0	0.0	0.0	0.0	8	89.3	7	75	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	47	0	1	0.0	45.8	41.7	2.1	4.2	4.2	0.0	0.0	0.0	0.0	2.1	8	85.3	11	75
	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	100.0	0	1	
	EDINBURGH	LUFTHANSA	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	
	EXETER	FLYBE LTD	S	A	31	0	0	12.9	25.8	41.9	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	70.0	11	30
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	29.0	51.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	8	61.3	14	31	
	JERSEY	EASYJET UK LTD	S	A	27	0	0	7.4	44.4	18.5	11.1	18.5	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	22	26
	JERSEY	EASYJET UK LTD	S	D	27	0	0	0.0	22.2	33.3	7.4	37.0	0.0	0.0	0.0	0.0	0.0	0.0	18	42.3	32	26
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	50.0	9	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	100	0	2	2.9	43.1	31.4	9.8	5.9	3.9	1.0	0.0	0.0	0.0	2.0	11	80.4	10	101
	GATWICK	BRITISH AIRWAYS PLC	S	D	101	0	1	0.0	36.3	39.2	11.8	9.8	1.0	1.0	0.0	0.0	0.0	1.0	11	71.2	17	102
	GATWICK	EASYJET UK LTD	S	A	81	0	2	2.4	15.7	26.5	8.4	18.1	21.7	3.6	1.2	0.0	0.0	2.4	39	57.6	30	83
	GATWICK	EASYJET UK LTD	S	D	81	0	1	0.0	9.8	23.2	29.3	13.4	17.1	3.7	2.4	0.0	0.0	1.2	41	48.2	29	83
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	158	1	

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	268	0	5	15.4	41.8	21.2	7.7	4.8	3.3	3.7	0.4	0.0	0.0	1.8	14	86.6	8	279
	HEATHROW	BRITISH AIRWAYS PLC	S	D	268	0	5	0.0	28.9	38.5	11.4	9.5	8.4	1.5	0.0	0.0	0.0	1.8	18	74.6	13	278
	LONDON CITY	BA CITYFLYER LTD	S	A	0	127	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	81.8	9	124
	LONDON CITY	BA CITYFLYER LTD	S	D	0	133	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	61.0	19	127
	LUTON	EASYJET UK LTD	S	A	67	0	0	22.4	28.4	20.9	9.0	11.9	6.0	1.5	0.0	0.0	0.0	0.0	16	68.1	18	67
	LUTON	EASYJET UK LTD	S	D	67	0	0	0.0	37.3	28.4	17.9	9.0	7.5	0.0	0.0	0.0	0.0	0.0	18	59.4	24	67
	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	4	0.0	0	0
	STANSTED	EASYJET UK LTD	S	A	79	0	0	8.9	39.2	31.6	5.1	7.6	5.1	1.3	1.3	0.0	0.0	0.0	14	70.4	21	79
	STANSTED	EASYJET UK LTD	S	D	79	0	0	0.0	35.4	41.8	6.3	8.9	5.1	1.3	1.3	0.0	0.0	0.0	18	54.3	31	78
	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	48.7	39	76
	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	21.1	44	76
	MANCHESTER	FLYBE LTD	S	A	56	0	1	1.8	22.8	45.6	21.1	5.3	1.8	0.0	0.0	0.0	0.0	1.8	12	87.1	5	61
	MANCHESTER	FLYBE LTD	S	D	55	0	1	0.0	17.9	67.9	5.4	3.6	3.6	0.0	0.0	0.0	0.0	1.8	9	88.7	6	60
	MANCHESTER	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	43	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	110	0	0	0.9	54.5	29.1	8.2	1.8	5.5	0.0	0.0	0.0	0.0	0.0	8	84.4	8	128
	SOUTHAMPTON	FLYBE LTD	S	D	110	0	0	0.0	26.4	54.5	8.2	6.4	4.5	0.0	0.0	0.0	0.0	0.0	11	75.0	15	128
	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	0	0.0	0	0
	SOUTHEND	LOGANAIR LTD	S	A	74	0	0	4.1	23.0	33.8	14.9	12.2	12.2	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	SOUTHEND	LOGANAIR LTD	S	D	74	0	0	0.0	27.0	37.8	9.5	13.5	9.5	1.4	1.4	0.0	0.0	0.0	24	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	43.4	54	53
	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	56.6	46	53
<b>TOTAL GLASGOW</b>					<b>2846</b>	<b>260</b>	<b>39</b>	<b>3.8</b>	<b>32.3</b>	<b>30.9</b>	<b>9.0</b>	<b>7.5</b>	<b>5.4</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>8.3</b>	<b>1.2</b>	<b>16</b>	<b>71.8</b>	<b>17</b>	<b>3316</b>
GOTEBORG (LANDVETTER)																						
	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	55	1
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	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	0.0	36	8
	EDINBURGH	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	19	0.0	54	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	0.0	22.2	11.1	22.2	22.2	11.1	11.1	0.0	0.0	0.0	69	40.0	62	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	0.0	55.6	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	43	60.0	51	5
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	39	0	0	0.0	10.3	38.5	23.1	15.4	10.3	0.0	2.6	0.0	0.0	0.0	31	61.0	21	41
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	39	0	0	0.0	12.8	30.8	23.1	20.5	12.8	0.0	0.0	0.0	0.0	0.0	27	31.7	32	41

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										AUG 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	
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	100.0	1	3							
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	100.0	0	3							
HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	19.3	38.6	22.9	9.6	6.0	3.6	0.0	0.0	0.0	0.0	0.0	9	93.1	7	87							
HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	0.0	25.3	43.4	13.3	9.6	8.4	0.0	0.0	0.0	0.0	0.0	16	86.2	11	87							
STANSTED	RYANAIR	S	A	40	0	0	20.0	37.5	17.5	10.0	7.5	5.0	2.5	0.0	0.0	0.0	0.0	16	67.5	17	38							
STANSTED	RYANAIR	S	D	40	0	0	0.0	20.0	47.5	15.0	5.0	10.0	2.5	0.0	0.0	0.0	0.0	21	12.8	44	38							
MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	4	7							
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0							
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0							
MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
<b>TOTAL GOTEBOG (LANDVETTER)</b>				<b>386</b>	<b>0</b>	<b>1</b>	<b>6.2</b>	<b>23.8</b>	<b>34.9</b>	<b>15.5</b>	<b>10.6</b>	<b>7.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>65.2</b>	<b>19</b>	<b>380</b>							
GRANADA																												
GATWICK	EASYJET UK LTD	S	A	14	0	0	0.0	14.3	28.6	35.7	0.0	14.3	7.1	0.0	0.0	0.0	0.0	31	23.1	35	13							
GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	28.6	28.6	14.3	7.1	14.3	0.0	0.0	0.0	0.0	38	38.5	35	13							
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	53.8	13	13							
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	0.0	100.0	0.0	0	53.8	22	13							
MANCHESTER	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	13	88.9	2	9							
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	100.0	3	9							
<b>TOTAL GRANADA</b>				<b>46</b>	<b>34</b>	<b>1</b>	<b>4.9</b>	<b>9.9</b>	<b>16.0</b>	<b>13.6</b>	<b>2.5</b>	<b>4.9</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>42.0</b>	<b>1.2</b>	<b>29</b>	<b>55.7</b>	<b>20</b>	<b>70</b>							
GRAND CAYMAN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	27.8	27.8	0.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	20	88.2	6	17							
HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	10.5	73.7	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	83.3	13	18							
<b>TOTAL GRAND CAYMAN</b>				<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>18.9</b>	<b>51.4</b>	<b>2.7</b>	<b>5.4</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>9</b>	<b>35</b>							
GRAZ																												
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							
<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>							
GRENADA																												
GATWICK	BRITISH AIRWAYS PLC	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	10	88.9	8	9							
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	9							
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	25.0	35	8							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										AUG 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		VIRGIN ATLANTIC AIRWAYS LTD		S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	21	4						
<b>TOTAL GRENADA</b>								<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>29.0</b>	<b>41.9</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>8</b>	<b>56.7</b>	<b>20</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	42.9	27	14							
		STANSTED		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	37	14							
<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</b>	<b>35.7</b>	<b>32</b>	<b>28</b>							
GRONINGEN																													
		GLASGOW		SPRINTAIR		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1								
		SOUTHEND		STOBART AIR		S	A	47	1	1	4.1	44.9	40.8	4.1	2.0	0.0	0.0	2.0	4	83.8	9	73							
		SOUTHEND		STOBART AIR		S	D	48	0	1	6.1	67.3	22.4	0.0	2.0	0.0	0.0	2.0	2	74.3	16	73							
<b>TOTAL GRONINGEN</b>								<b>95</b>	<b>1</b>	<b>2</b>	<b>5.1</b>	<b>56.1</b>	<b>31.6</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>2.0</b>	<b>3</b>	<b>78.5</b>	<b>13</b>	<b>147</b>						
GUANGZHOU BAIYUN INTERNATIONAL																													
		HEATHROW		CHINA SOUTHERN		S	A	37	0	0	40.5	29.7	16.2	8.1	5.4	0.0	0.0	0.0	5	75.0	19	40							
		HEATHROW		CHINA SOUTHERN		S	D	37	0	1	7.9	63.2	18.4	7.9	0.0	0.0	0.0	2.6	3	92.5	5	40							
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>								<b>74</b>	<b>0</b>	<b>1</b>	<b>24.0</b>	<b>46.7</b>	<b>17.3</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>4</b>	<b>83.8</b>	<b>12</b>	<b>80</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	82.6	13	22								
		BIRMINGHAM		FLYBE LTD		S	D	21	0	0	0.0	9.5	57.1	23.8	9.5	0.0	0.0	0.0	12	73.9	19	22							
		BRISTOL		AURIGNY AIR SERVICES		S	A	31	0	0	0.0	35.5	32.3	12.9	16.1	0.0	3.2	0.0	16	93.5	7	31							
		BRISTOL		AURIGNY AIR SERVICES		S	D	31	0	0	0.0	32.3	35.5	12.9	16.1	0.0	3.2	0.0	15	90.3	7	31							
		BRISTOL		FLYBE LTD		S	D	26	0	0	0.0	50.0	42.3	3.8	3.8	0.0	0.0	0.0	4	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	100.0	2	8							
		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	87.5	4	8							
		EAST MIDLANDS INTERNATIONAL		AURIGNY AIR SERVICES		S	A	22	0	0	0.0	68.2	18.2	4.5	9.1	0.0	0.0	0.0	6	86.4	9	22							
		EAST MIDLANDS INTERNATIONAL		AURIGNY AIR SERVICES		S	D	22	0	0	0.0	18.2	50.0	13.6	18.2	0.0	0.0	0.0	14	72.7	16	22							
		EDINBURGH		LOGANAIR LTD		S	A	7	0	0	14.3	71.4	0.0	0.0	14.3	0.0	0.0	0.0	5	0.0	0	0							
		EDINBURGH		LOGANAIR LTD		S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	6	0.0	0	0							
		EXETER		AURIGNY AIR SERVICES		S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	34	0.0	0	0							
		EXETER		FLYBE LTD		S	A	26	1	0	3.7	37.0	33.3	14.8	3.7	0.0	3.7	0.0	15	76.0	11	25							
		EXETER		FLYBE LTD		S	D	32	0	0	0.0	37.5	50.0	9.4	3.1	0.0	0.0	0.0	5	84.4	8	32							
		GLASGOW		LOGANAIR LTD		S	A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	26	75.0	8	4							
		GLASGOW		LOGANAIR LTD		S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	25	100.0	5	4							

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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
JERSEY		AURIGNY AIR SERVICES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
JERSEY		AURIGNY AIR SERVICES	S	A	44	0	0	0.0	56.8	27.3	6.8	4.5	2.3	2.3	0.0	0.0	0.0	10	0.0	0	0	
JERSEY		AURIGNY AIR SERVICES	S	D	45	0	0	0.0	46.7	35.6	6.7	6.7	0.0	2.2	2.2	0.0	0.0	15	0.0	0	0	
JERSEY		BLUE ISLANDS LIMITED	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	7	0.0	52	4	
JERSEY		BLUE ISLANDS LIMITED	S	A	143	0	1	5.6	47.2	31.3	6.9	4.2	4.2	0.0	0.0	0.0	0.0	8	79.1	9	132	
JERSEY		BLUE ISLANDS LIMITED	S	D	143	0	0	3.5	52.4	32.2	4.2	4.9	2.8	0.0	0.0	0.0	0.0	7	83.5	7	132	
JERSEY		FLYBE LTD	S	A	73	0	1	4.1	32.4	35.1	10.8	13.5	1.4	0.0	1.4	0.0	1.4	14	61.1	20	52	
JERSEY		FLYBE LTD	S	D	32	0	1	0.0	21.2	27.3	12.1	24.2	12.1	0.0	0.0	0.0	3.0	24	0.0	0	0	
JERSEY		LOGANAIR LTD	S	A	5	0	0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
LEEDS BRADFORD		AURIGNY AIR SERVICES	S	A	14	0	0	0.0	42.9	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	12	100.0	1	13	
LEEDS BRADFORD		AURIGNY AIR SERVICES	S	D	14	0	0	0.0	14.3	50.0	21.4	0.0	14.3	0.0	0.0	0.0	0.0	21	92.3	3	13	
LIVERPOOL (JOHN LENNON)		BLUE ISLANDS LIMITED	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	1	0.0	0	0	
LIVERPOOL (JOHN LENNON)		BLUE ISLANDS LIMITED	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK		AURIGNY AIR SERVICES	S	A	175	0	2	0.6	26.6	39.0	17.5	8.5	6.2	0.6	0.0	0.0	1.1	16	84.8	9	177	
GATWICK		AURIGNY AIR SERVICES	S	D	175	0	1	0.0	24.4	35.2	18.8	12.5	6.3	1.7	0.0	0.6	0.0	21	77.0	15	177	
HEATHROW		FLYBE LTD	S	A	31	0	0	0.0	19.4	16.1	16.1	38.7	9.7	0.0	0.0	0.0	0.0	30	0.0	0	0	
HEATHROW		FLYBE LTD	S	D	31	0	0	0.0	22.6	45.2	16.1	9.7	6.5	0.0	0.0	0.0	0.0	16	0.0	0	0	
STANSTED		AURIGNY AIR SERVICES	S	A	31	0	0	0.0	38.7	41.9	6.5	6.5	3.2	3.2	0.0	0.0	0.0	13	80.6	9	31	
STANSTED		AURIGNY AIR SERVICES	S	D	31	0	0	0.0	6.5	58.1	19.4	6.5	6.5	3.2	0.0	0.0	0.0	21	32.3	32	31	
MANCHESTER		AURIGNY AIR SERVICES	S	A	62	0	0	8.1	38.7	35.5	9.7	4.8	1.6	0.0	1.6	0.0	0.0	12	77.4	12	62	
MANCHESTER		AURIGNY AIR SERVICES	S	D	61	0	1	0.0	27.4	40.3	19.4	8.1	1.6	0.0	1.6	0.0	1.6	15	74.2	18	62	
SOUTHAMPTON		AURIGNY AIR SERVICES	S	A	51	0	2	1.9	50.9	26.4	7.5	5.7	0.0	1.9	1.9	0.0	3.8	17	0.0	0	0	
SOUTHAMPTON		AURIGNY AIR SERVICES	S	D	51	0	2	0.0	37.7	35.8	13.2	5.7	0.0	1.9	0.0	1.9	0.0	19	0.0	41	1	
SOUTHAMPTON		FLYBE LTD	S	A	127	0	3	3.1	33.8	31.5	10.8	12.3	3.1	3.1	0.0	0.0	2.3	17	88.4	5	128	
SOUTHAMPTON		FLYBE LTD	S	D	130	0	0	0.0	20.8	50.8	12.3	8.5	3.8	3.8	0.0	0.0	0.0	17	90.7	7	128	
SOUTHEND		BLUE ISLANDS LIMITED	S	A	31	0	0	0.0	29.0	38.7	12.9	6.5	9.7	3.2	0.0	0.0	0.0	21	0.0	0	0	



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	BLUE ISLANDS LIMITED	S	D	31	0	0	0.0	16.1	41.9	25.8	6.5	6.5	3.2	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL GUERNSEY</b>					<b>1790</b>	<b>1</b>	<b>14</b>	<b>1.7</b>	<b>34.2</b>	<b>36.4</b>	<b>12.3</b>	<b>9.3</b>	<b>3.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.8</b>	<b>15</b>	<b>80.8</b>	<b>11</b>	<b>1374</b>

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

		Origin/Destinations: H																		AUG 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						
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	61.5	13	13
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	16	13
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	9	30
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	30
<b>TOTAL HAHN</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.1</b>	<b>17</b>	<b>86</b>
HALIFAX INT		GLASGOW	WEST JET AIRLINES	S	A	26	0	0	11.5	46.2	30.8	3.8	3.8	0.0	3.8	0.0	0.0	0.0	11	0.0	48	1
	GLASGOW	WEST JET AIRLINES	S	D	26	0	0	0.0	61.5	23.1	11.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	9	0.0	89	1
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	16.1	29.0	25.8	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	51.6	32	31
	GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	16.1	61.3	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	12.9	46	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	77.4	10	29
	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	77.4	8	29
<b>TOTAL HALIFAX INT</b>						<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>36.8</b>	<b>36.0</b>	<b>14.0</b>	<b>3.5</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>54.0</b>	<b>26</b>	<b>122</b>
HAMBURG		BIRMINGHAM	FLYBE LTD	S	A	26	0	1	0.0	11.1	25.9	25.9	11.1	18.5	0.0	3.7	0.0	3.7	36	70.4	17	27
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	11.5	38.5	26.9	7.7	11.5	0.0	3.8	0.0	0.0	0.0	29	55.6	27	27
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	20
	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	65.0	23	20
	EDINBURGH	EASYJET UK LTD	S	A	18	0	0	0.0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	42	27.8	43	17
	EDINBURGH	EASYJET UK LTD	S	D	18	0	0	0.0	5.6	22.2	16.7	38.9	11.1	5.6	0.0	0.0	0.0	0.0	40	16.7	40	17
	EDINBURGH	RYANAIR	S	A	18	0	0	16.7	77.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	6	17
	EDINBURGH	RYANAIR	S	D	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	4	64.7	15	17
	GATWICK	EASYJET UK LTD	S	A	44	0	4	0.0	4.2	29.2	18.8	22.9	14.6	0.0	2.1	0.0	0.0	8.3	37	33.3	29	44
	GATWICK	EASYJET UK LTD	S	D	44	0	4	0.0	10.4	45.8	14.6	12.5	6.3	2.1	0.0	0.0	0.0	8.3	22	46.7	25	45
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	2	19.4	42.5	17.9	12.7	2.2	3.0	0.7	0.0	0.0	0.0	1.5	9	88.7	6	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	2	0.0	35.1	44.8	10.4	3.0	5.2	0.0	0.0	0.0	0.0	1.5	11	89.5	8	123
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	0	7.1	36.9	32.1	7.1	9.5	6.0	1.2	0.0	0.0	0.0	0.0	16	80.0	12	85
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	81	0	3	0.0	14.3	40.5	16.7	14.3	9.5	1.2	0.0	0.0	0.0	3.6	24	58.8	21	85
	STANSTED	RYANAIR	S	A	58	0	0	8.6	63.8	13.8	5.2	5.2	3.4	0.0	0.0	0.0	0.0	0.0	7	81.7	8	60
	STANSTED	RYANAIR	S	D	58	0	0	0.0	41.4	37.9	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	9	46.7	30	60
	MANCHESTER	EASYJET UK LTD	S	A	26	0	0	0.0	3.8	23.1	38.5	15.4	19.2	0.0	0.0	0.0	0.0	0.0	29	37.0	32	26
	MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	19.2	26.9	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	22	51.9	19	26
	MANCHESTER	RYANAIR	S	A	31	0	0	0.0	29.0	38.7	12.9	16.1	0.0	3.2	0.0	0.0	0.0	0.0	16	83.9	8	31

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
		MANCHESTER	RYANAIR	S	D	31	0	0	0.0	22.6	58.1	12.9	6.5	0.0	0.0	0.0	0.0	0.0	6	87.1	7	31						
<b>TOTAL HAMBURG</b>						<b>871</b>	<b>0</b>	<b>16</b>	<b>4.5</b>	<b>29.5</b>	<b>32.9</b>	<b>14.1</b>	<b>9.4</b>	<b>6.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>68.8</b>	<b>16</b>	<b>901</b>					
HANOI		HEATHROW	VIETNAM AIRLINES	S	A	18	0	0	16.7	16.7	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	2	18						
		HEATHROW	VIETNAM AIRLINES	S	D	18	0	1	0.0	42.1	47.4	0.0	5.3	0.0	0.0	0.0	0.0	5.3	6	61.1	17	18						
<b>TOTAL HANOI</b>						<b>36</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>29.7</b>	<b>45.9</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>7</b>	<b>77.8</b>	<b>9</b>	<b>36</b>						
HANOVER		BIRMINGHAM	FLYBE LTD	S	A	18	0	0	0.0	0.0	16.7	38.9	22.2	11.1	11.1	0.0	0.0	0.0	46	44.4	29	27						
		BIRMINGHAM	FLYBE LTD	S	D	18	0	0	0.0	5.6	33.3	27.8	11.1	16.7	5.6	0.0	0.0	0.0	38	22.2	34	27						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	5.3	28.1	35.1	14.0	5.3	8.8	3.5	0.0	0.0	0.0	20	93.8	5	80						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	21.1	54.4	7.0	12.3	3.5	1.8	0.0	0.0	0.0	16	76.5	11	81						
		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	63.0	17	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	33.3	34	26						
		MANCHESTER	FLYBE LTD	S	A	17	0	0	0.0	5.9	41.2	23.5	17.6	5.9	5.9	0.0	0.0	0.0	35	55.6	29	27						
		MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	5.9	52.9	29.4	5.9	0.0	0.0	5.9	0.0	0.0	25	44.4	36	27						
<b>TOTAL HANOVER</b>						<b>184</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.8</b>	<b>41.3</b>	<b>17.9</b>	<b>10.9</b>	<b>7.1</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>64.4</b>	<b>19</b>	<b>321</b>						
HAVANA		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	33.3	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	20	66.7	22	9						
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	24	33.3	36	9						
<b>TOTAL HAVANA</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>29</b>	<b>18</b>						
HAWARDEN		BOURNEMOUTH	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
		BOURNEMOUTH	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						
		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	75.0	6	8						
		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	88.9	3	9						
		BRISTOL	LOGANAIR LTD	C	A	12	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
		BRISTOL	LOGANAIR LTD	C	D	12	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		BRISTOL	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						
<b>TOTAL HAWARDEN</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>59.3</b>	<b>18.5</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>4</b>	<b>17</b>						
HEATHROW		ABERDEEN	BRITISH AIRWAYS PLC	S	A	178	0	3	7.2	35.9	26.0	13.8	11.0	1.1	2.2	1.1	0.0	0.0	1.7	16	83.8	9	196					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													AUG 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)
ABERDEEN	BRITISH AIRWAYS PLC	S	D	178	0	3	1.1	48.1	23.2	11.6	8.3	3.3	2.2	0.6	0.0	0.0	1.7	15	88.8	6	196			
ABERDEEN	FLYBE LTD	S	A	82	0	1	8.4	53.0	26.5	2.4	6.0	0.0	1.2	1.2	0.0	0.0	1.2	10	96.5	3	85			
ABERDEEN	FLYBE LTD	S	D	83	0	0	0.0	26.5	42.2	21.7	4.8	3.6	0.0	1.2	0.0	0.0	0.0	14	76.5	11	85			
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	110	0	1	16.2	45.0	26.1	4.5	5.4	0.9	0.0	0.0	0.9	0.0	0.9	10	91.3	6	92			
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	110	0	1	1.8	56.8	28.8	8.1	3.6	0.0	0.0	0.0	0.0	0.0	0.9	5	89.2	5	92			
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	136	0	1	3.6	37.2	31.4	8.0	14.6	2.2	2.2	0.0	0.0	0.0	0.7	15	82.6	9	129			
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	136	0	1	0.0	52.6	23.4	7.3	9.5	3.6	1.5	1.5	0.0	0.0	0.7	15	89.4	6	129			
EDINBURGH	BRITISH AIRWAYS PLC	S	A	319	0	3	3.1	32.6	36.0	12.1	8.4	4.7	1.9	0.3	0.0	0.0	0.9	16	79.4	11	323			
EDINBURGH	BRITISH AIRWAYS PLC	S	D	318	0	4	0.3	45.0	29.5	11.5	5.3	4.3	1.6	0.6	0.6	0.0	1.2	21	86.5	7	323			
EDINBURGH	FLYBE LTD	S	A	181	0	0	13.3	51.9	22.1	7.2	2.2	2.8	0.6	0.0	0.0	0.0	0.0	7	85.8	8	120			
EDINBURGH	FLYBE LTD	S	D	181	0	0	0.0	10.5	63.5	17.1	7.7	0.6	0.6	0.0	0.0	0.0	0.0	12	67.5	18	120			
GLASGOW	BRITISH AIRWAYS PLC	S	A	269	0	5	3.6	34.3	27.0	13.9	9.1	8.4	1.8	0.0	0.0	0.0	1.8	19	73.1	13	278			
GLASGOW	BRITISH AIRWAYS PLC	S	D	268	0	5	0.0	45.8	28.2	10.6	5.5	4.8	2.9	0.4	0.0	0.0	1.8	16	84.5	9	279			
ISLE OF MAN	FLYBE LTD	S	A	31	0	0	3.2	32.3	38.7	19.4	0.0	6.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
ISLE OF MAN	FLYBE LTD	S	D	31	0	0	0.0	6.5	77.4	3.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
JERSEY	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	45	0	0	0.0	37.8	31.1	17.8	6.7	4.4	2.2	0.0	0.0	0.0	0.0	17	82.2	11	44			
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	44.4	28.9	8.9	11.1	4.4	0.0	2.2	0.0	0.0	0.0	18	77.8	10	44			
GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1			
MANCHESTER	BRITISH AIRWAYS PLC	S	A	171	0	2	2.9	33.5	35.3	6.9	11.0	7.5	1.7	0.0	0.0	0.0	1.2	17	80.5	8	211			
MANCHESTER	BRITISH AIRWAYS PLC	S	D	168	0	3	0.6	36.8	33.9	7.6	7.0	8.8	1.2	2.3	0.0	0.0	1.8	22	86.0	7	211			
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	140	0	1	0.7	32.6	26.2	17.7	14.9	5.7	0.7	0.7	0.0	0.0	0.7	19	78.7	11	147			
NEWCASTLE	BRITISH AIRWAYS PLC	S	D	140	0	1	0.0	31.2	39.7	11.3	8.5	5.0	2.1	0.7	0.7	0.0	0.7	21	90.7	7	146			
<b>TOTAL HEATHROW</b>				<b>3322</b>	<b>0</b>	<b>35</b>	<b>3.0</b>	<b>38.6</b>	<b>32.0</b>	<b>11.1</b>	<b>7.8</b>	<b>4.3</b>	<b>1.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>83.1</b>	<b>9</b>	<b>3251</b>			
HELSINKI																								
EDINBURGH	FINNAIR	S	A	33	0	0	0.0	30.3	45.5	12.1	9.1	3.0	0.0	0.0	0.0	0.0	0.0	13	82.4	10	34			
EDINBURGH	FINNAIR	S	D	33	0	0	0.0	6.1	42.4	21.2	18.2	12.1	0.0	0.0	0.0	0.0	0.0	25	64.7	13	33			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	0.0	17.5	35.1	21.1	15.8	8.8	0.0	0.0	1.8	0.0	0.0	30	63.8	17	58			

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	57	0	0	0.0	5.3	35.1	21.1	24.6	14.0	0.0	0.0	0.0	0.0	0.0	29	48.3	26	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	16.1	51.6	16.1	9.7	0.0	0.0	3.2	0.0	0.0	0.0	19	83.6	8	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	41.9	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	75.4	12	61	
	HEATHROW	FINNAIR	S	A	185	0	0	5.4	34.1	34.6	16.2	8.1	1.6	0.0	0.0	0.0	0.0	0.0	10	74.2	11	155	
	HEATHROW	FINNAIR	S	D	185	0	1	0.0	23.1	52.2	16.7	4.8	2.2	0.5	0.0	0.0	0.0	0.5	11	66.5	16	155	
	MANCHESTER	FINNAIR	S	A	62	0	0	0.0	35.5	30.6	16.1	14.5	3.2	0.0	0.0	0.0	0.0	0.0	14	77.4	8	62	
	MANCHESTER	FINNAIR	S	D	62	0	0	0.0	12.9	43.5	24.2	12.9	6.5	0.0	0.0	0.0	0.0	0.0	19	61.3	13	62	
<b>TOTAL HELSINKI</b>					<b>736</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>24.3</b>	<b>41.4</b>	<b>17.5</b>	<b>10.4</b>	<b>4.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>16</b>	<b>69.7</b>	<b>13</b>	<b>739</b>	
HERAKLION	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	25.0	45	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	31	4	
	BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	0.0	34.8	13.0	17.4	17.4	8.7	8.7	0.0	0.0	0.0	0.0	34	44.4	23	18	
	BIRMINGHAM	JET2.COM LTD	S	D	23	0	0	0.0	0.0	17.4	43.5	17.4	13.0	0.0	8.7	0.0	0.0	0.0	49	38.9	26	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	29	100.0	5	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	29	66.7	15	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	7.7	46.2	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	12	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	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	25	61.5	20	13	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	69	0.0	0	0	
	BRISTOL	EASYJET UK LTD	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	0.0	27	44.4	39	9	
	BRISTOL	EASYJET UK LTD	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	18	22.2	32	9	
	BRISTOL	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	80.0	188	5	
	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	11	25.0	255	4	
	BRISTOL	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	44.4	19	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	7	33.3	26	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	12	3	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	38.5	23.1	15.4	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	11	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	69.2	12	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	0.0	4	76.9	6	13									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	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	0.0	19	64.3	13	14									
EDINBURGH	EASYJET UK 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	0.0	34	22.2	36	9									
EDINBURGH	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	0.0	14	62.5	15	8									
EDINBURGH	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	1	55.6	21	9									
EDINBURGH	JET2.COM LTD	S	D	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	0.0	12	66.7	21	9									
EXETER	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	28	0.0	0	0									
EXETER	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	39	0.0	0	0									
GLASGOW	JET2.COM LTD	S	A	8	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	35.7	28	14									
GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	25	38.5	23	13									
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	21	10									
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	13	9									
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	18	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	0.0	12	50.0	26	4									
LEEDS BRADFORD	JET2.COM LTD	S	A	23	0	0	30.4	21.7	30.4	4.3	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	17									
LEEDS BRADFORD	JET2.COM LTD	S	D	23	0	0	0.0	0.0	56.5	30.4	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	61.1	18	18									
GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	22.6	38.7	16.1	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	50	61.3	26	31									
GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	51.6	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	20	64.5	19	31									
GATWICK	EASYJET UK LTD	S	A	62	0	0	1.6	17.7	25.8	12.9	19.4	19.4	3.2	0.0	0.0	0.0	0.0	0.0	33	40.3	30	62									
GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	0.0	51.6	22.6	17.7	4.8	3.2	0.0	0.0	0.0	0.0	0.0	26	61.3	20	62									
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	100.0	1	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	6	4									
GATWICK	NORWEGIAN AIR 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	50.0	11	4									
GATWICK	NORWEGIAN AIR 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	0.0	0	50.0	12	4									
GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	38.5	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	22	57.1	42	14									
GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	30.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	31	21.4	48	14									
GATWICK	TUI AIRWAYS LTD	C	A	22	0	0	0.0	27.3	27.3	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	19	61.5	25	13									
GATWICK	TUI AIRWAYS LTD	C	D	22	0	0	0.0	0.0	40.9	27.3	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	30	14									
LUTON	EASYJET UK LTD	S	A	12	0	0	0.0	8.3	33.3	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	27	46.2	28	13									
LUTON	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	0.0	16	76.9	18	13									

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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				
LUTON	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	8	0.0	0	0
LUTON	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	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	0.0	0	100.0	4	1
STANSTED	JET2.COM LTD	S A	26	0	0	7.7	15.4	38.5	19.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	17	63.6	17	22	
STANSTED	JET2.COM LTD	S D	26	0	0	0.0	19.2	65.4	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	15	22	
STANSTED	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	8	44.4	37	9	
STANSTED	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	11	44.4	22	9	
MANCHESTER	EASYJET UK LTD	S A	19	0	0	0.0	15.8	15.8	31.6	26.3	10.5	0.0	0.0	0.0	0.0	0.0	31	38.9	35	18	
MANCHESTER	EASYJET UK LTD	S D	19	0	0	0.0	10.5	52.6	21.1	5.3	5.3	5.3	0.0	0.0	0.0	0.0	22	83.3	11	18	
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	6	4	
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	4	
MANCHESTER	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
MANCHESTER	JET2.COM LTD	S A	30	0	0	13.3	26.7	30.0	10.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	17	74.1	14	27	
MANCHESTER	JET2.COM LTD	S D	30	0	0	0.0	0.0	33.3	36.7	26.7	3.3	0.0	0.0	0.0	0.0	0.0	23	61.5	19	26	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	15.4	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	23	57.9	23	19	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	7.7	69.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	61.1	22	18	
MANCHESTER	TUI AIRWAYS LTD	C A	18	0	0	5.6	27.8	16.7	22.2	16.7	5.6	0.0	5.6	0.0	0.0	0.0	34	35.3	60	17	
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	5.6	50.0	27.8	5.6	5.6	0.0	5.6	0.0	0.0	0.0	35	38.9	64	18	
NEWCASTLE	JET2.COM LTD	S A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	6	8	
NEWCASTLE	JET2.COM 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	28	11.1	25	9	
NEWCASTLE	THOMAS COOK AIRLINES LTD	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	34	60.0	42	5	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	75.0	10	4	
NEWCASTLE	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	0.0	13	50.0	27	4	
NEWCASTLE	TUI AIRWAYS 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	36	50.0	27	4	
<b>TOTAL HERAKLION</b>			<b>873</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>15.0</b>	<b>36.4</b>	<b>20.6</b>	<b>15.2</b>	<b>7.4</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.5</b>	<b>25</b>	<b>876</b>	
HO CHI MINH CITY																					
HEATHROW	VIETNAM AIRLINES	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	8	69.2	15	13	
HEATHROW	VIETNAM AIRLINES	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	84.6	9	13	
<b>TOTAL HO CHI MINH CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</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>0.0</b>	<b>6</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
HOLGUIN (FRANK PAIS)																					
GATWICK	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	22	5	
GATWICK	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	30	50.0	31	4	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	5	0	0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE										AUG 2018					
										NUMBER OF FLIGHTS																	
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
		MANCHESTER		THOMAS COOK AIRLINES LTD		S D				5	0	0	0.0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	38	66.7	27	9
<b>TOTAL HOLGUIN (FRANK PAIS)</b>										<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.0</b>	<b>22</b>	<b>27</b>
HONG KONG (CHEK LAP KOK)																											
		GATWICK		CATHAY PACIFIC AIRWAYS		S A				31	0	1	3.1	34.4	21.9	6.3	9.4	15.6	3.1	3.1	0.0	0.0	3.1	32	77.4	14	31
		GATWICK		CATHAY PACIFIC AIRWAYS		S D				31	0	1	0.0	28.1	53.1	9.4	3.1	3.1	0.0	0.0	0.0	0.0	3.1	10	87.5	7	32
		HEATHROW		BRITISH AIRWAYS PLC		S A				62	0	0	30.6	40.3	21.0	1.6	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	85.5	6	62
		HEATHROW		BRITISH AIRWAYS PLC		S D				62	0	0	0.0	9.7	32.3	24.2	21.0	9.7	3.2	0.0	0.0	0.0	0.0	28	66.1	14	62
		HEATHROW		CATHAY PACIFIC AIRWAYS		S A				152	0	1	21.6	26.8	23.5	7.8	7.8	11.8	0.0	0.0	0.0	0.0	0.7	17	80.0	10	155
		HEATHROW		CATHAY PACIFIC AIRWAYS		S D				152	0	1	0.0	29.4	40.5	17.6	8.5	3.3	0.0	0.0	0.0	0.0	0.7	13	81.9	9	155
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A				30	0	2	50.0	28.1	6.3	0.0	0.0	3.1	0.0	3.1	3.1	0.0	6.3	34	90.3	6	31
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D				31	0	0	0.0	64.5	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	3	31
		MANCHESTER		CATHAY PACIFIC AIRWAYS		S A				30	0	1	9.7	9.7	35.5	9.7	19.4	12.9	0.0	0.0	0.0	0.0	3.2	26	83.9	25	31
		MANCHESTER		CATHAY PACIFIC AIRWAYS		S D				30	0	1	0.0	48.4	38.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	3.2	5	87.1	22	31
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>										<b>611</b>	<b>0</b>	<b>8</b>	<b>11.6</b>	<b>29.7</b>	<b>30.5</b>	<b>10.7</b>	<b>8.6</b>	<b>6.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>81.5</b>	<b>11</b>	<b>621</b>
HOUSTON																											
		HEATHROW		BRITISH AIRWAYS PLC		S A				60	0	0	23.3	41.7	15.0	8.3	5.0	3.3	3.3	0.0	0.0	0.0	0.0	12	88.7	5	62
		HEATHROW		BRITISH AIRWAYS PLC		S D				60	0	0	0.0	11.7	68.3	5.0	10.0	1.7	3.3	0.0	0.0	0.0	0.0	15	80.6	8	62
		HEATHROW		UNITED AIRLINES		S A				61	0	1	25.8	30.6	24.2	8.1	8.1	1.6	0.0	0.0	0.0	0.0	1.6	9	72.6	19	62
		HEATHROW		UNITED AIRLINES		S D				61	0	1	0.0	41.9	40.3	9.7	4.8	1.6	0.0	0.0	0.0	0.0	1.6	8	79.0	17	62
		MANCHESTER		SINGAPORE AIRLINES		S A				22	0	0	59.1	31.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	1	22
		MANCHESTER		SINGAPORE AIRLINES		S D				22	0	0	0.0	18.2	59.1	18.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	15	81.8	8	22
<b>TOTAL HOUSTON</b>										<b>286</b>	<b>0</b>	<b>2</b>	<b>14.9</b>	<b>30.6</b>	<b>36.5</b>	<b>8.0</b>	<b>5.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>81.5</b>	<b>11</b>	<b>292</b>
HUMBERSIDE																											
		ABERDEEN		FLYBE LTD		S A				48	0	1	63.3	10.2	8.2	8.2	2.0	4.1	0.0	2.0	0.0	0.0	2.0	11	50.0	26	47
		ABERDEEN		FLYBE LTD		S D				48	0	2	4.0	62.0	20.0	4.0	4.0	2.0	0.0	0.0	0.0	0.0	4.0	5	50.8	20	48
		BRISTOL		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	2	0.0	0	0
		BRISTOL		LOGANAIR LTD		C D				2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0



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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0
	CARDIFF WALES	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	4	
	JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	4	
	JERSEY	LOGANAIR LTD	S	A	5	0	0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	JERSEY	LOGANAIR LTD	S	D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	0.0	0	100.0	0	3	
	DURHAM TEES VALLEY	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	0	3	
<b>TOTAL HUMBERSIDE</b>					<b>115</b>	<b>0</b>	<b>3</b>	<b>29.7</b>	<b>35.6</b>	<b>16.9</b>	<b>5.9</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>9</b>	<b>49.3</b>	<b>24</b>	<b>109</b>	
HURGHADA																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	14	0	0	57.1	28.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	69.2	13	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	69.2	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	21	42.9	27	14	
	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	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	130	8	
	BIRMINGHAM	TUI AIRWAYS 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	11	66.7	11	9	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	4	
	BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	245	4	
	BRISTOL	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	100.0	7	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	5	0	0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	DONCASTER SHEFFIELD	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	0.0	4	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	70.0	9	9	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	50	66.7	22	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	18	0	0	0.0	16.7	33.3	11.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	23	83.3	13	18	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	0.0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	30	33.3	30	18	
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	30.8	38.5	0.0	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	83.3	9	12	
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	61.5	7.7	7.7	7.7	15.4	0.0	0.0	0.0	0.0	35	53.8	17	13	
	STANSTED	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	STANSTED	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	31	0	0	25.8	41.9	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	45	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	31	0	0	0.0	16.1	61.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	14	22	
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	7.7	23.1	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	10	8	
	MANCHESTER	TUI AIRWAYS LTD	S	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	55.6	16	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	4	
	NEWCASTLE	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	100.0	4	4	
<b>TOTAL HURGHADA</b>					<b>263</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>21.7</b>	<b>35.4</b>	<b>16.7</b>	<b>11.8</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.1</b>	<b>27</b>	<b>210</b>	
HYDERABAD ( RAJIV GHANDI )																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	32.3	22.6	6.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	9	90.3	70	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	38.7	22.6	22.6	0.0	9.7	0.0	0.0	0.0	0.0	29	67.7	55	31	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>19.4</b>	<b>30.6</b>	<b>14.5</b>	<b>12.9</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>19</b>	<b>79.0</b>	<b>62</b>	<b>62</b>	

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

		Origin/Destinations: I																	AUG 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
IASI																						
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	11.1	0.0	33.3	22.2	11.1	22.2	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	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	13.6	59.1	22.7	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	7	95.7	2	23
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	13.6	54.5	18.2	9.1	0.0	4.5	0.0	0.0	0.0	0.0	15	78.3	9	23
	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	0.0	0	84.6	13	13
	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	0.0	0	69.2	24	13
	LUTON	WIZZ AIR	S	A	31	0	0	6.5	48.4	41.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	6	31
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	25.8	54.8	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	61.3	19	31
<b>TOTAL IASI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>31.5</b>	<b>42.7</b>	<b>12.9</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.4</b>	<b>11</b>	<b>134</b>
IBIZA																						
	ABERDEEN	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	33	100.0	0	5
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	5
	BELFAST INTERNATIONAL	EASYJET UK 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	7	88.9	169	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	15	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	66.7	16.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	9	18
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	50.0	38.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	7	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	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	35	0	0	20.0	25.7	31.4	8.6	5.7	5.7	0.0	2.9	0.0	0.0	0.0	19	71.0	12	31
	BIRMINGHAM	JET2.COM LTD	S	D	35	0	0	0.0	22.9	40.0	25.7	5.7	5.7	0.0	0.0	0.0	0.0	0.0	16	74.2	13	31
	BIRMINGHAM	RYANAIR	S	A	9	0	0	55.6	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	88.9	9	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	23	44.4	21	9
	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	3	80.0	23	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	27	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	28	0	0	7.1	53.6	21.4	0.0	7.1	3.6	3.6	0.0	3.6	0.0	0.0	47	88.9	6	27
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	28	0	0	0.0	14.3	64.3	3.6	7.1	3.6	3.6	0.0	3.6	0.0	0.0	50	89.3	7	28
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	64.7	16	17			
BRISTOL	EASYJET UK LTD	S D	17	0	0	0.0	29.4	41.2	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	11	17			
BRISTOL	RYANAIR	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	6	71.4	14	14			
BRISTOL	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	9	71.4	9	14			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4			
BRISTOL	TUI AIRWAYS LTD	C A	18	0	1	5.3	68.4	5.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	5.3	6	88.9	3	18			
BRISTOL	TUI AIRWAYS LTD	C D	18	0	0	0.0	50.0	33.3	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	88.9	3	18			
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	22	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	37	4			
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	15.4	46.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	6	13			
CARDIFF WALES	TUI AIRWAYS LTD	C D	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	5	92.3	2	13			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	31	0	0	19.4	45.2	16.1	0.0	6.5	6.5	3.2	3.2	0.0	0.0	0.0	21	72.2	15	36			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	31	0	0	0.0	48.4	38.7	6.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	11	77.8	15	36			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	8			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	6	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	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	17	100.0	2	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	88.9	4	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	3	9			
EDINBURGH	JET2.COM LTD	S A	18	0	0	33.3	33.3	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	82.4	7	17			
EDINBURGH	JET2.COM LTD	S D	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	4	17			
EDINBURGH	RYANAIR	S A	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	22	66.7	12	9			
EDINBURGH	RYANAIR	S D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	5	9			
EXETER	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	100.0	0	5			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5			
GLASGOW	JET2.COM LTD	S A	23	0	0	8.7	26.1	17.4	21.7	17.4	8.7	0.0	0.0	0.0	0.0	0.0	19	77.3	16	22			
GLASGOW	JET2.COM LTD	S D	23	0	0	0.0	17.4	56.5	13.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.3	17	22			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	11	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	8	9		
GLASGOW	TUI AIRWAYS LTD	C	A	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	9		
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	14	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	40	0	0	30.0	20.0	30.0	5.0	5.0	5.0	0.0	2.5	2.5	0.0	0.0	0.0	28	81.8	11	44		
LEEDS BRADFORD	JET2.COM LTD	S	D	40	0	0	0.0	12.5	62.5	12.5	7.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	14	81.8	14	44		
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	33.3	11.1	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	22.2	36	9		
LEEDS BRADFORD	RYANAIR	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	0.0	7	100.0	1	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	100.0	0	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	2	4		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	7.7	46.2	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	5	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	7	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	100.0	4	4		
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	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	8.9	23.2	25.0	19.6	14.3	5.4	3.6	0.0	0.0	0.0	0.0	0.0	21	51.7	32	57		
GATWICK	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	21.1	50.9	12.3	5.3	8.8	1.8	0.0	0.0	0.0	0.0	0.0	18	54.2	28	58		
GATWICK	EASYJET UK LTD	S	A	94	0	1	5.3	15.8	29.5	14.7	21.1	10.5	2.1	0.0	0.0	0.0	1.1	27	58.7	33	92			
GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	20.4	37.6	15.1	18.3	6.5	2.2	0.0	0.0	0.0	0.0	0.0	23	65.6	24	93		
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	62.5	19	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	0	81.3	12	16		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	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	100.0	2	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	15.4	23.1	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	42.9	53	14		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	24	14		
GATWICK	TUI AIRWAYS LTD	C	A	38	0	0	5.3	23.7	28.9	18.4	7.9	10.5	2.6	2.6	0.0	0.0	0.0	0.0	26	87.5	8	24		
GATWICK	TUI AIRWAYS LTD	C	D	37	0	0	0.0	13.5	51.4	24.3	2.7	2.7	2.7	2.7	0.0	0.0	0.0	0.0	24	88.0	9	25		
HEATHROW	BRITISH AIRWAYS PLC	S	A	46	0	0	15.2	39.1	21.7	2.2	15.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	15	67.7	18	31		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																NUMBER OF FLIGHTS										AUG 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
HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	0.0	41.3	45.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.4	11	31						
LONDON CITY	BA CITYFLYER LTD	S	A	0	94	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	54.0	23	86						
LONDON CITY	BA CITYFLYER LTD	S	D	0	95	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	64.8	19	87							
LUTON	EASYJET UK LTD	S	A	44	0	0	11.4	27.3	20.5	9.1	15.9	13.6	2.3	0.0	0.0	0.0	0.0	26	39.5	42	43							
LUTON	EASYJET UK LTD	S	D	44	0	0	0.0	25.0	27.3	18.2	13.6	15.9	0.0	0.0	0.0	0.0	0.0	26	32.6	38	43							
LUTON	TUI AIRWAYS LTD	C	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	13	87.5	7	8							
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	8							
STANSTED	BA CITYFLYER LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	66.7	25	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	19	66.7	24	12							
STANSTED	EASYJET UK LTD	S	A	42	0	0	7.1	38.1	14.3	9.5	21.4	9.5	0.0	0.0	0.0	0.0	0.0	20	31.7	46	39							
STANSTED	EASYJET UK LTD	S	D	41	0	0	0.0	26.8	31.7	12.2	19.5	7.3	2.4	0.0	0.0	0.0	0.0	22	47.5	38	40							
STANSTED	JET2.COM LTD	S	A	36	0	0	16.7	44.4	16.7	8.3	11.1	0.0	2.8	0.0	0.0	0.0	0.0	12	78.1	24	32							
STANSTED	JET2.COM LTD	S	D	36	0	0	0.0	36.1	52.8	2.8	5.6	0.0	0.0	2.8	0.0	0.0	0.0	11	90.3	9	31							
STANSTED	RYANAIR	S	A	53	0	0	18.9	32.1	28.3	5.7	5.7	5.7	3.8	0.0	0.0	0.0	0.0	16	44.2	44	52							
STANSTED	RYANAIR	S	D	53	0	0	0.0	30.2	49.1	11.3	7.5	0.0	1.9	0.0	0.0	0.0	0.0	12	34.6	44	52							
STANSTED	TUI AIRWAYS LTD	C	A	10	0	0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	13	9							
STANSTED	TUI AIRWAYS LTD	C	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	55.6	15	9							
MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	1	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	61.9	30	21							
MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	29	22							
MANCHESTER	JET2.COM LTD	S	A	62	0	0	24.2	37.1	11.3	11.3	11.3	1.6	1.6	1.6	0.0	0.0	0.0	17	83.9	16	62							
MANCHESTER	JET2.COM LTD	S	D	62	0	0	0.0	14.5	54.8	19.4	6.5	3.2	0.0	1.6	0.0	0.0	0.0	18	83.9	20	62							
MANCHESTER	RYANAIR	S	A	40	0	0	10.0	32.5	30.0	22.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	10	82.5	11	40							
MANCHESTER	RYANAIR	S	D	40	0	0	0.0	12.5	50.0	20.0	12.5	2.5	2.5	0.0	0.0	0.0	0.0	17	65.0	22	40							
MANCHESTER	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	0.0	7	100.0	0	9							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9							
MANCHESTER	TUI AIRWAYS LTD	C	A	23	0	0	4.3	4.3	30.4	21.7	30.4	4.3	4.3	0.0	0.0	0.0	0.0	30	60.7	28	28							
MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	0.0	50.0	18.2	18.2	9.1	4.5	0.0	0.0	0.0	0.0	28	53.6	34	28							
NEWCASTLE	JET2.COM LTD	S	A	31	0	0	38.7	41.9	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	9	31							
NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	16.1	61.3	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	77.4	12	31							
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	6	100.0	1	9							
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	6	77.8	8	9							
NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	7.1	21.4	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	5	12							

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
	NEWCASTLE	TUI AIRWAYS LTD	S	D	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	13
	SOUTHAMPTON	VOLOTEA	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	SOUTHAMPTON	VOLOTEA	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	8	100.0	2	5	
	SOUTHEND	EASYJET UK LTD	S	A	14	0	0	7.1	50.0	21.4	14.3	0.0	0.0	0.0	7.1	0.0	0.0	64	76.9	15	13	
	SOUTHEND	EASYJET UK LTD	S	D	14	0	0	0.0	71.4	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	12	13	
<b>TOTAL IBIZA</b>					<b>2048</b>	<b>189</b>	<b>4</b>	<b>6.9</b>	<b>27.3</b>	<b>32.4</b>	<b>10.4</b>	<b>8.7</b>	<b>4.1</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>8.4</b>	<b>0.2</b>	<b>17</b>	<b>70.2</b>	<b>20</b>	<b>2303</b>
ILHA DO SAL C.VERDE																						
	BIRMINGHAM	TUI AIRWAYS 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	100.0	3	5	
	BIRMINGHAM	TUI AIRWAYS 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	19	50.0	22	4	
	BRISTOL	TUI AIRWAYS 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	4	100.0	0	5	
	BRISTOL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	22	100.0	0	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	75.0	12	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	75.0	22	4	
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	15	77.8	8	9	
	GATWICK	TUI AIRWAYS 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	24	77.8	8	9	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	159	44.4	60	9	
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	1	0.0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	0.0	11.1	39	55.6	54	9	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>10.9</b>	<b>25.5</b>	<b>34.5</b>	<b>7.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>43</b>	<b>73.0</b>	<b>22</b>	<b>63</b>	
INNSBRUCK																						
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	83	25.0	30	4	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	44	40.0	36	5	
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	FLYBE LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	46	0.0	87	4	
	BRISTOL	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	58	0.0	50	3	
	EDINBURGH	FLYBE LTD	C	A	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	15	4	
	EDINBURGH	FLYBE LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	75.0	26	4	
	LEEDS BRADFORD	FLYBE 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	10	50.0	27	4	
	LEEDS BRADFORD	FLYBE 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	0.0	35	4	
	GATWICK	EASYJET UK LTD	S	A	17	0	1	0.0	0.0	16.7	27.8	22.2	16.7	11.1	0.0	0.0	5.6	54	50.0	34	18	
	GATWICK	EASYJET UK LTD	S	D	17	0	1	0.0	11.1	22.2	27.8	16.7	11.1	5.6	0.0	0.0	5.6	36	77.8	16	18	
	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	19	4	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	38.5	46.2	0.0	7.7	0.0	7.7	0.0	0.0	0.0	19	84.6	5	13	
	HEATHROW	BRITISH AIRWAYS PLC	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	11	84.6	7	13	
	MANCHESTER	FLYBE LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	25	25.0	33	4	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	FLYBE LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	18	4	
	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	20.0	35	4		
	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	20.0	58	4		
<b>TOTAL INNSBRUCK</b>					<b>110</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>11.6</b>	<b>35.7</b>	<b>18.8</b>	<b>12.5</b>	<b>9.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>32</b>	<b>54.2</b>	<b>26</b>	<b>118</b>	
INVERNESS																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	31	0	0	0.0	61.3	25.8	3.2	9.7	0.0	0.0	0.0	0.0	0.0	7	87.1	12	31		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	31	0	0	0.0	32.3	61.3	0.0	3.2	3.2	0.0	0.0	0.0	0.0	5	90.3	10	31		
	BIRMINGHAM	FLYBE LTD	S	A	31	0	1	0.0	28.1	40.6	9.4	9.4	3.1	6.3	0.0	0.0	3.1	20	56.3	21	31		
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	9.7	54.8	19.4	9.7	0.0	6.5	0.0	0.0	0.0	20	71.0	19	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	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	100.0	0	2		
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	0.0	22.6	38.7	19.4	12.9	6.5	0.0	0.0	0.0	0.0	18	80.6	12	31		
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	41.9	19.4	16.1	3.2	0.0	0.0	0.0	0.0	16	83.9	13	31		
	EDINBURGH	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
	JERSEY	FLYBE 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	19	100.0	0	4		
	JERSEY	FLYBE 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	19	75.0	10	4		
	GATWICK	EASYJET UK LTD	S	A	80	0	0	0.0	13.8	35.0	20.0	18.8	11.3	1.3	0.0	0.0	0.0	27	67.5	15	79		
	GATWICK	EASYJET UK LTD	S	D	80	0	0	0.0	18.8	41.3	21.3	11.3	5.0	2.5	0.0	0.0	0.0	20	55.0	21	79		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	3	7.0	16.9	36.6	22.5	7.0	2.8	0.0	2.8	0.0	4.2	20	93.2	5	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	3	1.4	31.0	40.8	9.9	11.3	1.4	0.0	0.0	0.0	4.2	10	81.8	8	44		
	LUTON	EASYJET UK LTD	S	A	49	0	1	6.0	36.0	12.0	24.0	12.0	8.0	0.0	0.0	0.0	2.0	20	63.3	22	49		
	LUTON	EASYJET UK LTD	S	D	49	0	0	0.0	26.5	24.5	16.3	20.4	10.2	2.0	0.0	0.0	0.0	25	57.1	26	49		
	MANCHESTER	LOGANAIR LTD	S	A	67	0	0	9.0	58.2	22.4	6.0	0.0	4.5	0.0	0.0	0.0	0.0	6	98.6	1	72		
	MANCHESTER	LOGANAIR LTD	S	D	67	0	0	0.0	44.8	41.8	6.0	4.5	3.0	0.0	0.0	0.0	0.0	7	90.3	4	72		
<b>TOTAL INVERNESS</b>					<b>725</b>	<b>0</b>	<b>8</b>	<b>2.0</b>	<b>29.5</b>	<b>35.6</b>	<b>15.1</b>	<b>10.5</b>	<b>4.8</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>76.5</b>	<b>13</b>	<b>685</b>	
IRELAND WEST(KNOCK)																							
	BIRMINGHAM	FLYBE LTD	S	A	27	0	0	3.7	55.6	25.9	3.7	3.7	3.7	3.7	0.0	0.0	0.0	13	83.9	10	31		
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	0.0	11.1	55.6	22.2	3.7	3.7	3.7	0.0	0.0	0.0	21	71.0	15	31		
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	30.8	7.7	23.1	15.4	7.7	7.7	0.0	0.0	0.0	31	57.1	28	14		
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	15.4	15.4	7.7	7.7	0.0	0.0	0.0	29	50.0	21	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	18.2	45.5	9.1	13.6	13.6	0.0	0.0	0.0	0.0	19	60.9	15	23		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	4.5	63.6	9.1	18.2	4.5	0.0	0.0	0.0	0.0	17	47.8	20	23		
	EDINBURGH	FLYBE LTD	S	A	27	0	0	3.7	55.6	29.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	5	84.6	7	26		
	EDINBURGH	FLYBE LTD	S	D	27	0	0	0.0	25.9	51.9	14.8	7.4	0.0	0.0	0.0	0.0	0.0	10	92.3	6	26		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
																9.1	36.4	22.7	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	22	0	0	0	9.1	36.4	22.7	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.2	12	21						
LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	22	0	0	0	0.0	40.9	27.3	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	9	81.0	10	21						
GATWICK		AER LINGUS		S	A	30	0	1	0	0.0	16.1	25.8	32.3	12.9	3.2	6.5	0.0	0.0	0.0	3.2	25	54.8	21	31						
GATWICK		AER LINGUS		S	D	31	0	0	0	0.0	19.4	41.9	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	17	54.8	19	31						
LUTON		RYANAIR		S	A	40	0	0	0	2.5	17.5	37.5	17.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	87.5	6	40						
LUTON		RYANAIR		S	D	40	0	0	0	0.0	22.5	55.0	10.0	7.5	5.0	0.0	0.0	0.0	0.0	0.0	14	82.5	8	40						
STANSTED		RYANAIR		S	A	44	0	0	0	9.1	38.6	25.0	15.9	6.8	2.3	0.0	2.3	0.0	0.0	0.0	17	47.7	25	44						
STANSTED		RYANAIR		S	D	44	0	1	0	0.0	42.2	46.7	8.9	0.0	0.0	0.0	0.0	0.0	0.0	2.2	4	52.3	22	44						
MANCHESTER		FLYBE LTD		S	A	31	0	0	0	0.0	25.8	51.6	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	14	83.9	12	31						
MANCHESTER		FLYBE LTD		S	D	31	0	0	0	0.0	9.7	54.8	22.6	9.7	0.0	3.2	0.0	0.0	0.0	0.0	17	71.0	18	31						
<b>TOTAL IRELAND WEST (KNOCK)</b>						<b>513</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>27.4</b>	<b>40.6</b>	<b>16.3</b>	<b>8.0</b>	<b>3.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>69.2</b>	<b>15</b>	<b>522</b>							
ISLAMABAD INTERNATIONAL AIRPORT																														
BIRMINGHAM		PAKISTAN INTL AIRLINES		S	A	14	0	0	0	0.0	42.9	42.9	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	14	0.0	0	0						
BIRMINGHAM		PAKISTAN INTL AIRLINES		S	D	14	0	0	0	0.0	14.3	35.7	21.4	7.1	7.1	7.1	7.1	0.0	0.0	0.0	52	0.0	0	0						
HEATHROW		BRITISH AIRWAYS PLC		S	A	13	0	0	0	23.1	30.8	15.4	0.0	7.7	15.4	7.7	0.0	0.0	0.0	0.0	26	0.0	0	0						
HEATHROW		BRITISH AIRWAYS PLC		S	D	13	0	0	0	0.0	7.7	53.8	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	0.0	0	0						
HEATHROW		PAKISTAN INTL AIRLINES		S	A	22	0	0	0	0.0	9.1	31.8	40.9	4.5	9.1	0.0	4.5	0.0	0.0	0.0	32	72.7	18	22						
HEATHROW		PAKISTAN INTL AIRLINES		S	D	22	0	0	0	0.0	0.0	45.5	22.7	9.1	13.6	4.5	4.5	0.0	0.0	0.0	43	45.5	20	22						
MANCHESTER		PAKISTAN INTL AIRLINES		S	A	31	0	0	0	0.0	22.6	35.5	19.4	19.4	3.2	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
MANCHESTER		PAKISTAN INTL AIRLINES		S	D	31	0	0	0	0.0	19.4	41.9	19.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>						<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.5</b>	<b>38.1</b>	<b>20.0</b>	<b>10.0</b>	<b>7.5</b>	<b>3.1</b>	<b>1.9</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>							
ISLAY																														
EDINBURGH		LOGANAIR LTD		S	A	24	0	0	0	8.3	41.7	29.2	12.5	0.0	4.2	0.0	0.0	4.2	0.0	0.0	23	0.0	0	0						
EDINBURGH		LOGANAIR LTD		S	D	24	0	0	0	0.0	54.2	37.5	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
GLASGOW		LOGANAIR LTD		S	A	60	0	2	0	9.7	27.4	33.9	3.2	11.3	6.5	4.8	0.0	0.0	0.0	3.2	19	69.1	14	67						
GLASGOW		LOGANAIR LTD		S	D	62	0	1	0	0.0	23.8	49.2	6.3	6.3	6.3	6.3	0.0	0.0	0.0	1.6	22	74.6	16	67						
<b>TOTAL ISLAY</b>						<b>170</b>	<b>0</b>	<b>3</b>	<b>4.6</b>	<b>31.8</b>	<b>39.3</b>	<b>5.8</b>	<b>6.4</b>	<b>5.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>71.9</b>	<b>15</b>	<b>134</b>							
ISLE OF MAN																														
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	9	0	1	0	20.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	6	88.9	3	9						
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	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	7	100.0	6	9						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
BIRMINGHAM	FLYBE LTD	S	A	30	0	1	0.0	16.1	29.0	9.7	29.0	9.7	3.2	0.0	0.0	0.0	3.2	31	80.6	14	31																	
BIRMINGHAM	FLYBE LTD	S	D	30	0	1	0.0	0.0	32.3	22.6	19.4	22.6	0.0	0.0	0.0	0.0	3.2	39	32.3	29	31																	
BRISTOL	EASYJET UK LTD	S	A	8	0	1	0.0	11.1	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	11.1	36	33.3	24	9																	
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	19	9																	
EDINBURGH	LOGANAIR LTD	S	A	17	0	0	17.6	52.9	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	6	13																	
EDINBURGH	LOGANAIR LTD	S	D	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	13																	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	48	0	0	20.8	47.9	14.6	0.0	6.3	8.3	0.0	0.0	2.1	0.0	0.0	17	94.0	2	49																	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	50	0	0	0.0	68.0	18.0	6.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	7	95.9	2	49																	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	83	0	0	0.0	21.7	61.4	12.0	2.4	1.2	1.2	0.0	0.0	0.0	0.0	10	90.9	6	108																	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	83	0	0	0.0	25.3	66.3	3.6	2.4	1.2	1.2	0.0	0.0	0.0	0.0	6	93.6	3	108																	
GATWICK	EASYJET UK LTD	S	A	46	0	2	8.3	10.4	18.8	20.8	18.8	16.7	2.1	0.0	0.0	0.0	4.2	33	61.2	19	45																	
GATWICK	EASYJET UK LTD	S	D	46	0	1	0.0	10.6	34.0	10.6	31.9	10.6	0.0	0.0	0.0	0.0	2.1	27	60.9	18	45																	
HEATHROW	FLYBE LTD	S	A	31	0	0	0.0	35.5	48.4	3.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0																	
HEATHROW	FLYBE 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	11	0.0	0	0																	
LONDON CITY	BA CITYFLYER LTD	S	A	0	78	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.5	20	74																	
LONDON CITY	BA CITYFLYER LTD	S	D	0	78	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	54.3	23	74																	
LUTON	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	77.8	25	9																	
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	10	9																	
MANCHESTER	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1																	
MANCHESTER	FLYBE LTD	S	A	128	0	0	0.0	19.5	63.3	9.4	3.9	2.3	1.6	0.0	0.0	0.0	0.0	12	89.4	4	140																	
MANCHESTER	FLYBE LTD	S	D	128	0	0	0.0	13.3	63.3	12.5	7.0	2.3	1.6	0.0	0.0	0.0	0.0	14	83.8	7	141																	
<b>TOTAL ISLE OF MAN</b>				<b>821</b>	<b>156</b>	<b>7</b>	<b>2.0</b>	<b>20.7</b>	<b>39.0</b>	<b>8.5</b>	<b>7.8</b>	<b>4.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.1</b>	<b>15.9</b>	<b>0.7</b>	<b>15</b>	<b>79.9</b>	<b>10</b>	<b>976</b>																	
ISLES OF SCILLY (ST.MARYS)																																						
EXETER	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																	
EXETER	ISLES OF SCILLY SKYBUS	S	A	90	1	8	0.0	37.4	42.4	8.1	2.0	1.0	0.0	0.0	0.0	1.0	8.1	7	82.2	12	101																	
EXETER	ISLES OF SCILLY SKYBUS	S	D	90	1	7	10.2	42.9	34.7	2.0	0.0	1.0	0.0	1.0	0.0	1.0	7.1	6	84.3	12	102																	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>				<b>181</b>	<b>2</b>	<b>15</b>	<b>5.1</b>	<b>40.4</b>	<b>38.4</b>	<b>5.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>7.6</b>	<b>6</b>	<b>83.3</b>	<b>12</b>	<b>203</b>																	
ISTANBUL																																						
BIRMINGHAM	THY TURKISH AIRLINES	S	A	62	0	0	0.0	11.3	43.5	29.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																	
BIRMINGHAM	THY TURKISH AIRLINES	S	D	62	0	0	0.0	0.0	35.5	33.9	21.0	9.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0																	
EDINBURGH	THY TURKISH AIRLINES	S	A	29	0	0	3.4	20.7	41.4	24.1	10.3	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 AUGUST 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE												AUG 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
EDINBURGH	THY TURKISH AIRLINES	S	D	29	0	0	0.0	6.9	44.8	37.9	10.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
LIVERPOOL (JOHN LENNON)	AERONEXUS	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		
LIVERPOOL (JOHN LENNON)	MALETH AERO	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		
GATWICK	THY TURKISH AIRLINES	S	A	62	0	1	0.0	6.3	36.5	28.6	22.2	4.8	0.0	0.0	0.0	0.0	1.6	23	0.0	0	0		
GATWICK	THY TURKISH AIRLINES	S	D	62	0	1	0.0	1.6	22.2	30.2	31.7	12.7	0.0	0.0	0.0	0.0	1.6	34	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	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	49	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	25.8	33.9	25.8	8.1	3.2	1.6	0.0	0.0	0.0	0.0	1.6	7	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	16.1	43.5	21.0	12.9	3.2	1.6	0.0	0.0	0.0	1.6	18	0.0	0	0		
HEATHROW	THY TURKISH AIRLINES	S	A	168	0	0	3.6	16.7	30.4	26.8	19.6	1.8	0.6	0.6	0.0	0.0	0.0	20	0.0	0	0		
HEATHROW	THY TURKISH AIRLINES	S	D	168	0	0	0.0	3.6	45.2	25.6	20.8	3.0	0.6	1.2	0.0	0.0	0.0	24	0.0	0	0		
STANSTED	ATLASJET INTERNATIONAL	S	A	33	0	0	0.0	33.3	18.2	30.3	15.2	0.0	3.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
STANSTED	ATLASJET INTERNATIONAL	S	D	33	0	0	0.0	3.0	27.3	30.3	27.3	9.1	3.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
MANCHESTER	THY TURKISH AIRLINES	S	A	62	0	0	4.8	17.7	33.9	19.4	17.7	6.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
MANCHESTER	THY TURKISH AIRLINES	S	D	62	0	0	0.0	6.5	22.6	24.2	33.9	12.9	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
<b>TOTAL ISTANBUL</b>				<b>957</b>	<b>0</b>	<b>5</b>	<b>2.7</b>	<b>11.6</b>	<b>34.5</b>	<b>25.8</b>	<b>19.3</b>	<b>4.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ISTANBUL (SABIHA GOKCEN)																							
GATWICK	THY TURKISH AIRLINES	S	A	31	0	0	0.0	32.3	38.7	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	71.0	11	31		
GATWICK	THY TURKISH AIRLINES	S	D	31	0	0	0.0	3.2	29.0	41.9	22.6	3.2	0.0	0.0	0.0	0.0	0.0	23	41.9	22	31		
STANSTED	PEGASUS AIRLINES	S	A	139	0	0	7.9	30.9	33.8	15.8	8.6	2.2	0.7	0.0	0.0	0.0	0.0	12	71.4	10	105		
STANSTED	PEGASUS AIRLINES	S	D	140	0	0	1.4	12.9	42.9	18.6	14.3	7.9	1.4	0.7	0.0	0.0	0.0	23	51.4	26	107		
MANCHESTER	PEGASUS AIRLINES	S	A	31	0	0	9.7	45.2	25.8	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	PEGASUS AIRLINES	S	D	33	0	0	0.0	3.0	54.5	24.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>				<b>405</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>21.5</b>	<b>38.0</b>	<b>20.0</b>	<b>11.9</b>	<b>3.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>18</b>	<b>274</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	69.8	11	53		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	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	41.5	25	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	87.1	8	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	67.7	12	31
	LIVERPOOL (JOHN LENNON)	AERONEXUS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	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	58.1	17	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	40.3	28	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	80.6	10	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	77.4	19	62
	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	69.6	12	168
	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	57.7	19	168
	LUTON	MNG 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	20	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	72.0	21	25
	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	52.0	33	25
	MANCHESTER	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	MANCHESTER	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	MANCHESTER	THY TURKISH AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	MANCHESTER	THY TURKISH AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	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	64.5	12	62
	MANCHESTER	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	41.3	23	63
<b>TOTAL ISTANBUL ATATURK</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.2</b>	<b>17</b>	<b>931</b>
IZMIR (ADNAN MENDERES)																						
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES 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	40	75.0	11	4
	BIRMINGHAM	THOMAS COOK AIRLINES 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	12	100.0	4	4

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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)
BIRMINGHAM	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
BIRMINGHAM	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
GLASGOW	JET2.COM LTD	S A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
GLASGOW	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	18	0.0	0	0	
LEEDS BRADFORD	JET2.COM 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	0.0	0	0	
LEEDS BRADFORD	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	25	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	0.0	95	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	50.0	61	4	
GATWICK	EASYJET UK LTD	S A	13	0	0	0.0	0.0	30.8	15.4	30.8	15.4	7.7	0.0	0.0	0.0	0.0	46	69.2	21	13	
GATWICK	EASYJET UK LTD	S D	14	0	0	0.0	0.0	42.9	21.4	21.4	7.1	0.0	7.1	0.0	0.0	0.0	43	61.5	21	13	
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	17	9	
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	44.4	29	9	
GATWICK	TUI AIRWAYS LTD	C 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	20	0.0	59	4	
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	48	4	
HEATHROW	BRITISH AIRWAYS PLC	C A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	C D	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
LUTON	SUNEXPRESS	S A	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	75.0	9	12	
LUTON	SUNEXPRESS	S D	8	0	0	0.0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	22.2	40	9	
STANSTED	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	7	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	17	0	0	11.8	17.6	47.1	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	11	18	
STANSTED	PEGASUS AIRLINES	S D	17	0	0	0.0	0.0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	19	33.3	31	18	
MANCHESTER	JET2.COM LTD	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	0.0	17	0.0	0	0	
MANCHESTER	JET2.COM LTD	S D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	18	0	0	0.0	16.7	38.9	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	76.9	10	13	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	5.6	50.0	11.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	23	85.7	8	14	
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	25.0	25.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	66	37.5	24	8	
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	55.6	0.0	11.1	22.2	0.0	11.1	0.0	0.0	0.0	52	37.5	26	8	
NEWCASTLE	JET2.COM LTD	S A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
NEWCASTLE	JET2.COM LTD	S D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>12.2</b>	<b>41.9</b>	<b>18.5</b>	<b>17.4</b>	<b>5.2</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.1</b>	<b>23</b>	<b>168</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 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								
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	0	0	0	0.0	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															
		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	0.0	0	76.9	6	13															
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.5</b>	<b>3</b>	<b>26</b>																
JEDDAH		CARDIFF WALES	BRITISH AIRWAYS PLC	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0																
		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	41.4	20.7	17.2	13.8	3.4	0.0	0.0	0.0	0.0	0.0	3.4	6	90.3	38	31															
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	3.3	56.7	10.0	16.7	10.0	0.0	0.0	0.0	0.0	3.3	22	71.0	42	31															
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	25	0	0	4.0	12.0	40.0	16.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	26	61.8	19	34															
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	2	0.0	24.2	39.4	12.1	9.1	6.1	0.0	0.0	3.0	0.0	6.1	59	62.9	20	34															
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	16	0	0	0.0	0.0	62.5	12.5	6.3	18.8	0.0	0.0	0.0	0.0	0.0	23	79.2	25	24															
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	23	0	0	0.0	17.4	43.5	26.1	8.7	4.3	0.0	0.0	0.0	0.0	0.0	15	70.8	22	24															
<b>TOTAL JEDDAH</b>						<b>152</b>	<b>1</b>	<b>4</b>	<b>8.3</b>	<b>14.0</b>	<b>41.4</b>	<b>14.6</b>	<b>10.2</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>2.5</b>	<b>26</b>	<b>72.1</b>	<b>28</b>	<b>178</b>															
JEREZ		GATWICK	EASYJET UK LTD	S	A	14	0	0	14.3	35.7	21.4	7.1	21.4	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0																
		GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	50.0	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0															
		GATWICK	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	0.0	0.0	6	60.0	15	5															
		GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5															
		STANSTED	RYANAIR	S	A	17	0	0	29.4	35.3	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	6	18															
		STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	13	18															
		MANCHESTER	EASYJET UK LTD	S	A	13	0	0	38.5	53.8	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	14	0.0	0	0															
		MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	46.2	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	19	0.0	0	0															
<b>TOTAL JEREZ</b>						<b>98</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>36.7</b>	<b>35.7</b>	<b>5.1</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.1</b>	<b>9</b>	<b>46</b>															
JERSEY		ABERDEEN	FLYBE LTD	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	62	0.0	59	4																
		ABERDEEN	FLYBE LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	52	100.0	0	4																
		BELFAST CITY (GEORGE BEST)	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	26	1															
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	10	18															
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	11	18															
		BELFAST INTERNATIONAL	VISTAJET LTD MALTA	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															

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	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	0	0		
BIRMINGHAM	FLYBE LTD	S A	75	0	1	17.1	30.3	22.4	10.5	14.5	3.9	0.0	0.0	0.0	0.0	1.3	13	59.7	31	67			
BIRMINGHAM	FLYBE LTD	S D	55	0	0	0.0	3.6	30.9	21.8	21.8	20.0	0.0	1.8	0.0	0.0	0.0	35	49.3	30	67			
BOURNEMOUTH	LOGANAIR LTD	S A	11	0	0	9.1	27.3	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
BOURNEMOUTH	LOGANAIR LTD	S D	11	0	0	9.1	27.3	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
BRISTOL	FLYBE LTD	S A	45	1	0	6.5	56.5	17.4	15.2	0.0	2.2	0.0	0.0	0.0	2.2	0.0	7	87.5	8	40			
BRISTOL	FLYBE LTD	S D	17	1	2	0.0	30.0	45.0	10.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	3	72.5	13	40			
CARDIFF WALES	FLYBE LTD	S A	14	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	94.4	4	18			
CARDIFF WALES	FLYBE LTD	S D	14	0	0	0.0	50.0	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	83.3	6	18			
DONCASTER SHEFFIELD	FLYBE LTD	S A	30	0	1	0.0	29.0	41.9	12.9	6.5	0.0	3.2	0.0	3.2	0.0	3.2	28	67.7	16	31			
DONCASTER SHEFFIELD	FLYBE LTD	S D	30	0	1	0.0	9.7	61.3	16.1	6.5	0.0	3.2	0.0	0.0	0.0	3.2	12	58.1	18	31			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	31	0	0	3.2	71.0	12.9	0.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	7	77.4	6	30			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	31	0	0	0.0	22.6	58.1	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	71.0	13	31			
EDINBURGH	EASYJET UK LTD	S A	9	0	0	0.0	66.7	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	50.0	12	8			
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	62.5	14	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	40.0	56	5			
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	80.0	13	5			
EXETER	FLYBE LTD	S A	30	0	0	20.0	43.3	20.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	30			
EXETER	FLYBE LTD	S D	25	0	0	0.0	16.0	72.0	8.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	12	73.9	13	23			
GLASGOW	EASYJET UK LTD	S A	27	0	0	3.7	25.9	25.9	18.5	25.9	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	30	26			
GLASGOW	EASYJET UK LTD	S D	27	0	0	0.0	44.4	25.9	11.1	18.5	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	25	26			
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	75.0	4	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	100.0	1	4			
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	0.0	57.1	28.6	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	84.6	17	13			
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	71.4	14.3	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0	17	84.6	16	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	49	0	0	12.2	40.8	20.4	8.2	8.2	10.2	0.0	0.0	0.0	0.0	0.0	16	79.2	17	46			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	49	0	0	0.0	53.1	30.6	4.1	4.1	8.2	0.0	0.0	0.0	0.0	0.0	13	78.7	16	46			
GATWICK	BRITISH AIRWAYS PLC	S A	150	0	1	17.2	36.4	22.5	10.6	8.6	3.3	0.7	0.0	0.0	0.0	0.7	11	82.5	10	153			
GATWICK	BRITISH AIRWAYS PLC	S D	150	0	2	0.0	29.6	42.1	15.1	8.6	3.3	0.0	0.0	0.0	0.0	1.3	12	79.9	10	153			
GATWICK	EASYJET UK LTD	S A	90	0	3	10.8	21.5	28.0	15.1	14.0	5.4	2.2	0.0	0.0	0.0	3.2	20	59.1	28	89			
GATWICK	EASYJET UK LTD	S D	90	0	2	0.0	15.2	43.5	19.6	14.1	4.3	1.1	0.0	0.0	0.0	2.2	18	53.8	28	90			
LONDON CITY	FLYBE LTD	S A	0	47	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	89.6	14	48			

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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			
	LONDON CITY	FLYBE LTD	S	D	0	47	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	22	49	
	LUTON	EASYJET UK LTD	S	A	31	0	0	0.0	32.3	29.0	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	19	51.6	41	31	
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	38.7	9.7	19.4	6.5	0.0	0.0	0.0	0.0	0.0	20	43.8	30	32	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	0.0	11.1	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	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	36	0	0	0.0	11.1	55.6	11.1	11.1	8.3	2.8	0.0	0.0	0.0	0.0	24	45.7	28	34	
	MANCHESTER	FLYBE LTD	S	D	36	0	0	0.0	33.3	41.7	5.6	8.3	8.3	2.8	0.0	0.0	0.0	0.0	19	57.1	31	35	
	NEWCASTLE	EASYJET UK LTD	S	A	18	0	0	16.7	22.2	33.3	5.6	5.6	0.0	11.1	0.0	5.6	0.0	0.0	112	76.5	15	17	
	NEWCASTLE	EASYJET UK LTD	S	D	17	0	0	5.9	52.9	29.4	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	82.4	8	17	
	SOUTHAMPTON	FLYBE LTD	S	A	141	0	15	4.5	44.9	23.7	6.4	7.1	3.2	0.6	0.0	0.0	0.0	9.6	10	69.2	21	143	
	SOUTHAMPTON	FLYBE LTD	S	D	142	0	15	0.0	26.8	46.5	6.4	7.0	3.2	0.6	0.0	0.0	0.0	9.6	12	67.6	28	146	
	SOUTHEND	EASYJET UK LTD	S	A	23	0	0	8.7	21.7	30.4	21.7	13.0	4.3	0.0	0.0	0.0	0.0	0.0	15	71.4	26	21	
	SOUTHEND	EASYJET UK LTD	S	D	23	0	0	0.0	47.8	34.8	4.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.0	15	21	
	DURHAM TEES VALLEY	FLYBE LTD	S	A	5	0	0	0.0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	49	25.0	60	4	
	DURHAM TEES VALLEY	FLYBE LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	68	25.0	34	4	
<b>TOTAL JERSEY</b>					<b>1671</b>	<b>96</b>	<b>43</b>	<b>4.7</b>	<b>31.0</b>	<b>31.9</b>	<b>10.4</b>	<b>8.6</b>	<b>4.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>5.3</b>	<b>2.4</b>	<b>16</b>	<b>69.5</b>	<b>20</b>	<b>1761</b>	
JOHANNESBURG																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	25.8	54.8	11.3	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	95.2	7	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	12.9	30.6	19.4	21.0	14.5	1.6	0.0	0.0	0.0	0.0	30	53.2	43	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	16.1	54.8	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	14	54.8	27	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	0.0	45.2	48.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	67.7	17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	38.7	35.5	19.4	1.6	3.2	0.0	0.0	0.0	1.6	0.0	0.0	19	100.0	1	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	50.0	35.5	8.1	3.2	1.6	1.6	0.0	0.0	0.0	0.0	9	80.6	14	31	
<b>TOTAL JOHANNESBURG</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>36.8</b>	<b>29.7</b>	<b>9.4</b>	<b>6.8</b>	<b>3.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>20</b>	<b>248</b>	
JORGE CHAVEZ INTERNATIONAL																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	0.0	7.1	7.1	28.6	35.7	14.3	0.0	0.0	7.1	0.0	0.0	125	53.8	25	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	15.4	7.7	38.5	15.4	0.0	0.0	7.7	0.0	0.0	135	35.7	25	14	
<b>TOTAL JORGE CHAVEZ INTERNATIONAL</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>18.5</b>	<b>37.0</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>130</b>	<b>44.4</b>	<b>25</b>	<b>27</b>	



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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	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KALAMATA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
	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	12	50.0	13	4
	GATWICK	EASYJET UK LTD	S	A	14	0	0	0.0	0.0	35.7	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	46.2	21	13
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	5	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	16	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	16	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	15	100.0	3	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	4
	HEATHROW	BRITISH AIRWAYS PLC	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	9	77.8	9	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	7.1	50.0	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	88.9	6	9
	STANSTED	RYANAIR	S	A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	0.0	33.3	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	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES 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	18	87.5	22	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	30	8
<b>TOTAL KALAMATA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>17.7</b>	<b>45.2</b>	<b>19.4</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>15</b>	<b>75.0</b>	<b>13</b>	<b>84</b>
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	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	33	44.4	33	8
	HEATHROW	PAKISTAN INTL AIRLINES	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	15	44.4	22	8
<b>TOTAL KARACHI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.3</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>44.4</b>	<b>27</b>	<b>16</b>
KARLSRUHE/BADEN BADEN	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	35	11.1	46	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	33.3	36	9
	GLASGOW	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	0.0	40	1
	STANSTED	RYANAIR	S	A	31	0	0	16.1	48.4	19.4	6.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	9	71.0	27	31

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	32.3	41.9	12.9	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	25.8	58	31	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>8.8</b>	<b>6.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>42.0</b>	<b>42</b>	<b>81</b>	
KARUP	GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL KARUP</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
KATOWICE	BIRMINGHAM	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	6	100.0	1	9		
	BIRMINGHAM	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	100.0	6	9		
	BRISTOL	WIZZ AIR	S	A	14	0	0	0.0	28.6	42.9	7.1	21.4	0.0	0.0	0.0	0.0	0.0	14	84.6	8	13		
	BRISTOL	WIZZ AIR	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	15	69.2	14	13		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	22	0	0	9.1	68.2	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2	60.9	17	23		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	36.4	36.4	13.6	9.1	0.0	4.5	0.0	0.0	0.0	15	52.2	25	23		
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	0.0	22.2	0.0	55.6	11.1	0.0	0.0	0.0	0.0	32	22.2	32	9		
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	39	33.3	33	9		
	GLASGOW	WIZZ AIR	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	38.5	27	13		
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	23.1	38	13		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	14.3	21.4	42.9	0.0	7.1	0.0	0.0	14.3	0.0	0.0	34	100.0	3	13		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	35.7	42.9	0.0	7.1	0.0	0.0	14.3	0.0	0.0	35	84.6	6	13		
	LUTON	WIZZ AIR	S	A	75	0	0	18.7	45.3	28.0	4.0	2.7	1.3	0.0	0.0	0.0	0.0	4	73.8	20	84		
	LUTON	WIZZ AIR	S	D	75	0	0	0.0	38.7	38.7	14.7	6.7	1.3	0.0	0.0	0.0	0.0	9	56.5	31	85		
	STANSTED	RYANAIR	S	A	26	0	0	0.0	30.8	42.3	15.4	7.7	3.8	0.0	0.0	0.0	0.0	14	25.0	57	31		
	STANSTED	RYANAIR	S	D	26	0	0	0.0	26.9	42.3	11.5	11.5	7.7	0.0	0.0	0.0	0.0	15	32.3	40	30		
<b>TOTAL KATOWICE</b>					<b>356</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>36.5</b>	<b>35.4</b>	<b>8.1</b>	<b>9.6</b>	<b>2.0</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>58.4</b>	<b>26</b>	<b>390</b>		
KAUNAS	BRISTOL	RYANAIR	S	A	8	0	1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	75.0	16	12		
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	23	12		
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	8		
	EDINBURGH	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	4	8		
	GLASGOW	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	27	1		
	GLASGOW	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	30	1		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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
	LUTON	RYANAIR	S	A	26	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	14	31
	LUTON	RYANAIR	S	D	26	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	6	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	81.3	16	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	84.8	10	32	
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	11.1	40.7	29.6	7.4	7.4	3.7	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	27	0	1	0.0	25.0	50.0	14.3	3.6	3.6	0.0	0.0	0.0	0.0	3.6	11	0.0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	0.0	61.1	22.2	0.0	11.1	5.6	0.0	0.0	0.0	0.0	12	95.5	3	22	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	38.9	38.9	5.6	11.1	0.0	5.6	0.0	0.0	0.0	16	50.0	28	22	
<b>TOTAL KAUNAS</b>					<b>177</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>40.2</b>	<b>43.0</b>	<b>6.7</b>	<b>3.9</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>13</b>	<b>212</b>
KAVALA																						
	BIRMINGHAM	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	75.0	9	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	9	100.0	7	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	3	0	0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	24	25.0	0	1	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	27	0.0	41	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	80.0	10	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	60.0	13	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	44	40.0	30	5	
	GATWICK	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	40.0	16	5	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	12.5	25.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	65	50.0	17	4	
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	25.0	25.0	0.0	0.0	0.0	12.5	0.0	71	50.0	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	29	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	5	
	MANCHESTER	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	8	50.0	59	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	12	75.0	69	4	
<b>TOTAL KAVALA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>5.0</b>	<b>55.0</b>	<b>16.7</b>	<b>6.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>55.6</b>	<b>23</b>	<b>60</b>
KAZAN																						
	STANSTED	DANISH AIR TRANSPORT	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KAZAN</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KEFALLINIA																						
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	45	50.0	70	4	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	32	25.0	81	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	4	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	4	4		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	77.8	9	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	22	55.6	13	9		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	66.7	11	9		
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	13	9		
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	17	4		
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	4		
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	0.0	4	75.0	9	4		
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	18	4		
BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	30	4		
DONCASTER SHEFFIELD	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	25	40.0	36	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	60.0	19	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	10	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	21	5		
EAST MIDLANDS INTERNATIONAL	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	4	80.0	7	5		
EAST MIDLANDS 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	2	40.0	16	5		
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	11	5		
EDINBURGH	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	12	100.0	4	5		
GLASGOW	JET2.COM LTD	S	A	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	6	5		
GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	27	9		
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	7.7	0.0	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	12	9		
GATWICK	EASYJET UK LTD	S	A	35	0	0	0.0	5.7	20.0	17.1	40.0	14.3	2.9	0.0	0.0	0.0	0.0	37	41.9	30	31		
GATWICK	EASYJET UK LTD	S	D	35	0	0	0.0	8.6	42.9	28.6	17.1	0.0	2.9	0.0	0.0	0.0	0.0	20	61.3	21	31		
GATWICK	ENTER AIR	S	A	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	64	50.0	26	4		
GATWICK	ENTER AIR	S	D	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	19	4		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 A	0	0	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		
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	44.4	15	8		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	5	0	0	0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	54	100.0	9	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	5	0	0	0	0.0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	29	75.0	8	4		
GATWICK	NORWEGIAN AIR 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	0.0	423	1		
GATWICK	NORWEGIAN AIR 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	0	0.0	130	1		
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	20.0	34	5		
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	0	40.0	12	5		
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	37.5	31	8		
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	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	62.5	23	8		
GATWICK	TUI AIRWAYS LTD	C A	17	0	0	0	11.8	5.9	47.1	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	16	8		
GATWICK	TUI AIRWAYS LTD	C D	17	0	0	0	0.0	17.6	47.1	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	14	8		
HEATHROW	BRITISH AIRWAYS PLC	C A	5	0	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	4		
HEATHROW	BRITISH AIRWAYS PLC	C D	5	0	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	12	4		
HEATHROW	BRITISH AIRWAYS PLC	S A	9	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	14	50.0	18	8		
HEATHROW	BRITISH AIRWAYS PLC	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	10	8		
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	75.0	12	4		
STANSTED	JET2.COM LTD	S A	9	0	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	55.6	19	9		
STANSTED	JET2.COM LTD	S D	9	0	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	77.8	10	9		
STANSTED	RYANAIR	S A	9	0	0	0	0.0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	34	33.3	36	9		
STANSTED	RYANAIR	S D	9	0	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	22.2	45	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	75.0	6	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	75.0	13	4		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	19	4		
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	12	4		
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	0.0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	47	77.8	7	9		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0	0.0	0.0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	35	88.9	9	9		
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	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	25.0	35	4
	MANCHESTER	FLYBE LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	35	75.0	33	4
	MANCHESTER	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	75.0	41	4
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	7.7	46.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	84.6	6	13
	MANCHESTER	JET2.COM LTD	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	0.0	20	64.3	14	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	1	10.0	30.0	20.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	42	75.0	52	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	62	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	29.4	17.6	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	21	76.5	13	17
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	58.8	14	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	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	1	4
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	10	5
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	14	5
<b>TOTAL KEFALLINIA</b>					<b>497</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>16.3</b>	<b>36.3</b>	<b>19.5</b>	<b>15.1</b>	<b>7.6</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>62.1</b>	<b>20</b>	<b>495</b>
KEFLAVIK																						
	EDINBURGH	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	33.3	33	9
	EDINBURGH	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	13	33.3	25	9
	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	76.9	14	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	92.3	12	13
	GLASGOW	ICELANDAIR	S	A	31	0	0	12.9	58.1	12.9	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	48.4	62	31
	GLASGOW	ICELANDAIR	S	D	31	0	0	0.0	9.7	45.2	22.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	19	61.3	38	31
	GATWICK	EASYJET UK LTD	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	0.0	28	42.9	27	14
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	71.4	17	14
	GATWICK	ICELANDAIR	S	A	18	0	4	0.0	0.0	36.4	22.7	18.2	4.5	0.0	0.0	0.0	0.0	18.2	23	48.4	16	31
	GATWICK	ICELANDAIR	S	D	18	0	4	0.0	0.0	27.3	27.3	22.7	4.5	0.0	0.0	0.0	0.0	18.2	25	71.0	16	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	74.2	11	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	66.1	16	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	0.0	34.8	43.5	8.7	13.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.1	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	39.1	56.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	2	31
	HEATHROW	ICELANDAIR	S	A	61	0	1	8.1	22.6	40.3	9.7	6.5	6.5	1.6	3.2	0.0	0.0	1.6	22	54.8	19	62
	HEATHROW	ICELANDAIR	S	D	61	0	1	0.0	16.1	59.7	16.1	4.8	1.6	0.0	0.0	0.0	0.0	1.6	10	45.2	27	62
	LUTON	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	EASYJET UK LTD	S	A	26	0	0	11.5	57.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	27

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	LUTON	EASYJET UK LTD	S	D	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	92.6	5	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	55.6	27	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	94.4	9	18
	LUTON	WIZZ AIR UK LTD	S	A	32	0	0	15.6	31.3	18.8	12.5	12.5	6.3	3.1	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	9.7	48.4	12.9	9.7	16.1	3.2	0.0	0.0	0.0	0.0	28	0.0	0	0
	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	100.0	0	2
	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	9	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	61.3	19	31
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	40	9
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	88.9	37	9
	MANCHESTER	ICELANDAIR	S	A	21	0	0	14.3	38.1	23.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	9	95.7	2	23	
	MANCHESTER	ICELANDAIR	S	D	21	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	23	
<b>TOTAL KEFLAVIK</b>					<b>475</b>	<b>0</b>	<b>10</b>	<b>4.1</b>	<b>25.4</b>	<b>41.4</b>	<b>13.8</b>	<b>8.0</b>	<b>3.7</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>68.8</b>	<b>18</b>	<b>726</b>
KERRY COUNTY																						
	ABERDEEN	LOGANAIR LTD	C	A	7	0	1	62.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5	9	0.0	0	0
	ABERDEEN	LOGANAIR LTD	C	D	7	0	1	0.0	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	23	0.0	0	0
	LUTON	RYANAIR	S	A	31	0	0	16.1	51.6	12.9	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	11	83.9	20	31
	LUTON	RYANAIR	S	D	31	0	0	0.0	32.3	61.3	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	90.3	6	31
	STANSTED	RYANAIR	S	A	22	0	0	4.5	36.4	36.4	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	47.8	33	23
	STANSTED	RYANAIR	S	D	22	0	0	0.0	40.9	54.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	30.4	31	23
<b>TOTAL KERRY COUNTY</b>					<b>120</b>	<b>0</b>	<b>2</b>	<b>9.0</b>	<b>37.7</b>	<b>37.7</b>	<b>6.6</b>	<b>3.3</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>66.7</b>	<b>21</b>	<b>108</b>
KIEV (BORISPOL)																						
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	62	0	0	1.6	14.5	45.2	19.4	14.5	4.8	0.0	0.0	0.0	0.0	0.0	18	58.1	18	62
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	62	0	0	0.0	11.3	17.7	30.6	24.2	16.1	0.0	0.0	0.0	0.0	0.0	31	37.1	29	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	0.0	46.2	26.9	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	90.3	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	26.9	53.8	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	10	87.1	6	31
	STANSTED	RYANAIR	S	A	22	0	0	0.0	22.7	40.9	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	STANSTED	RYANAIR	S	D	22	0	0	0.0	31.8	59.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	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	19	0.0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>20.2</b>	<b>39.9</b>	<b>19.7</b>	<b>13.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.3</b>	<b>17</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	83.3	8	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	66.7	27	18

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: K										AUG 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	
LUTON	WIZZ AIR UK LTD	S	A	16	0	0	0.0	25.0	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
LUTON	WIZZ AIR UK LTD	S	D	16	0	0	0.0	6.3	81.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
<b>TOTAL KIEV (ZHULYANY)</b>				<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>71.9</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>17</b>	<b>36</b>							
KIGALI																												
GATWICK	RWANDAIR EXPRESS	S	A	20	0	0	0.0	25.0	30.0	15.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	19	23.1	28	13							
GATWICK	RWANDAIR EXPRESS	S	D	20	0	0	5.0	10.0	10.0	20.0	30.0	20.0	5.0	0.0	0.0	0.0	0.0	37	30.8	28	13							
<b>TOTAL KIGALI</b>				<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.5</b>	<b>20.0</b>	<b>17.5</b>	<b>27.5</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>26.9</b>	<b>28</b>	<b>26</b>							
KINGSTON																												
GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	0.0	33.3	16.7	22.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	32	46.2	47	13							
GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	17.6	29.4	23.5	5.9	17.6	5.9	0.0	0.0	0.0	0.0	32	21.4	44	14							
<b>TOTAL KINGSTON</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>22.9</b>	<b>22.9</b>	<b>8.6</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>33.3</b>	<b>45</b>	<b>27</b>							
KIRKWALL																												
ABERDEEN	LOGANAIR LTD	S	A	86	0	0	29.1	45.3	16.3	5.8	3.5	0.0	0.0	0.0	0.0	0.0	0.0	4	94.9	4	98							
ABERDEEN	LOGANAIR LTD	S	D	85	0	0	1.2	52.9	34.1	4.7	5.9	1.2	0.0	0.0	0.0	0.0	0.0	7	95.9	2	97							
EDINBURGH	LOGANAIR LTD	S	A	89	0	0	20.2	42.7	25.8	6.7	3.4	0.0	1.1	0.0	0.0	0.0	0.0	6	83.3	12	89							
EDINBURGH	LOGANAIR LTD	S	D	88	0	0	0.0	52.3	30.7	10.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7	84.3	10	89							
GLASGOW	LOGANAIR LTD	S	A	45	0	0	8.9	35.6	35.6	6.7	4.4	6.7	2.2	0.0	0.0	0.0	0.0	15	75.0	15	48							
GLASGOW	LOGANAIR LTD	S	D	45	0	0	0.0	28.9	40.0	17.8	4.4	6.7	2.2	0.0	0.0	0.0	0.0	15	81.3	11	48							
MANCHESTER	LOGANAIR 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	25	44.4	20	9							
MANCHESTER	LOGANAIR LTD	S	D	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	33	100.0	4	9							
<b>TOTAL KIRKWALL</b>				<b>456</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>43.9</b>	<b>29.2</b>	<b>8.8</b>	<b>5.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.9</b>	<b>8</b>	<b>487</b>							
KOS																												
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	11	9							
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	24	55.6	23	9							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	18	77.8	10	9							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	77.8	14	9							
BIRMINGHAM	TUI AIRWAYS LTD	C	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	33	44.4	26	9							
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	55.6	16	9							
BRISTOL	THOMAS COOK AIRLINES 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	32	25.0	27	4							
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	4							
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	133	8							
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	50.0	34	8							
CARDIFF WALES	TUI AIRWAYS LTD	C	A	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	16	75.0	9	4							
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	4							



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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)
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	18	4
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	0.0	7	80.0	6	5
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	0.0	29	44.4	19	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	0.0	15	77.8	13	9
EDINBURGH	JET2.COM LTD	S A	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	1	5
EDINBURGH	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	0.0	7	100.0	4	5
GLASGOW	EASYJET UK LTD	S A	9	0	0	0.0	11.1	22.2	0.0	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	65	44.4	26	9
GLASGOW	EASYJET UK LTD	S D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	53	37.5	24	8
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	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	0.0	0	50.0	16	4
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	4
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	12	13
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0.0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	46.2	23	13
GATWICK	BRITISH AIRWAYS PLC	S A	13	0	0	7.7	30.8	7.7	7.7	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S D	13	0	0	0.0	0.0	38.5	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
GATWICK	EASYJET UK LTD	S A	14	0	0	0.0	0.0	7.1	28.6	21.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	67	46.2	30	13
GATWICK	EASYJET UK LTD	S D	14	0	0	0.0	7.1	28.6	7.1	28.6	7.1	21.4	0.0	0.0	0.0	0.0	0.0	52	76.9	13	13
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	40.0	24	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	0.0	0	20.0	22	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	0.0	0	62.5	11	8
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	62.5	11	8
GATWICK	NORWEGIAN AIR SHUTTLE	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	0.0	100.0	0	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	30.8	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	16	13
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	7.7	30.8	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	69.2	18	13
GATWICK	TUI AIRWAYS LTD	C A	25	0	1	26.9	15.4	26.9	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	3.8	12	63.2	14	19
GATWICK	TUI AIRWAYS LTD	C D	24	0	1	0.0	0.0	48.0	24.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	19	61.1	21	18

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	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	
	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	100.0	4	4	
	STANSTED	JET2.COM LTD	S	A	17	0	0	11.8	11.8	23.5	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	19	53.8	19	13	
	STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	22.2	61.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	7	13	
	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	20.0	21	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	20.0	24	5	
	STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	60.0	12	5	
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	25.0	31	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	25.0	15	4	
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	23.1	7.7	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	33	61.5	19	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	34	61.5	13	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	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	18	66.7	12	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	70.6	14	17	
	MANCHESTER	TUI AIRWAYS LTD	C	A	21	0	0	9.5	23.8	23.8	14.3	19.0	4.8	4.8	0.0	0.0	0.0	0.0	24	52.2	28	23	
	MANCHESTER	TUI AIRWAYS LTD	C	D	21	0	0	0.0	4.8	57.1	9.5	23.8	0.0	4.8	0.0	0.0	0.0	0.0	29	40.9	37	22	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	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	12	5	
	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	29	66.7	17	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	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	36	55.6	27	9	
<b>TOTAL KOS</b>					<b>476</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>15.0</b>	<b>35.3</b>	<b>19.6</b>	<b>17.5</b>	<b>5.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>23</b>	<b>59.9</b>	<b>20</b>	<b>484</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	83.9	19	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	71.0	21	31	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	25.8	38.7	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	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	0.0	6	0.0	0	0	
	SOUTHEND	RYANAIR	S	A	14	0	0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KOSICE</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>43.3</b>	<b>30.0</b>	<b>7.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.4</b>	<b>20</b>	<b>62</b>	
KRAKOW																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13	
	BELFAST INTERNATIONAL	EASYJET UK 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	2	92.3	4	13	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	RYANAIR	S	A	13	0	0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	13		
BELFAST INTERNATIONAL	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	53.8	15	13		
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9		
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	0.0	12	88.9	5	9		
BIRMINGHAM	RYANAIR	S	A	12	0	0	0.0	8.3	75.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	19	9		
BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	41.7	41.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	55.6	21	9		
BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	46	66.7	25	9		
BOURNEMOUTH	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	11	22.2	39	9		
BRISTOL	EASYJET UK LTD	S	A	18	0	0	0.0	50.0	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	20	18		
BRISTOL	EASYJET UK LTD	S	D	17	0	1	0.0	11.1	72.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	5.6	9	77.8	16	18		
BRISTOL	RYANAIR	S	A	13	0	0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	7	14		
BRISTOL	RYANAIR	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	0.0	8	78.6	10	14		
DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	3	14		
EAST MIDLANDS INTERNATIONAL	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	0.0	5	71.4	14	14		
EDINBURGH	EASYJET UK LTD	S	A	17	0	0	11.8	47.1	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	12	18		
EDINBURGH	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	18		
EDINBURGH	RYANAIR	S	A	18	0	0	5.6	33.3	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	84.6	7	13		
EDINBURGH	RYANAIR	S	D	18	0	0	0.0	33.3	44.4	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	84.6	8	13		
GLASGOW	RYANAIR	S	A	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	18	9		
GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	32	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
LEEDS BRADFORD	RYANAIR	S	A	18	0	0	11.1	50.0	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	6	17		
LEEDS BRADFORD	RYANAIR	S	D	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	8	70.6	7	17		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	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	57.1	27	14		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	84.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	11	14		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	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	10	64.3	21	14		
LIVERPOOL (JOHN LENNON)	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	12	64.3	25	14		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
GATWICK	EASYJET UK LTD	S	A	48	0	0	0.0	2.1	27.1	33.3	14.6	18.8	2.1	2.1	0.0	0.0	0.0	38	47.5	25	40																	
GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	8.3	37.5	27.1	16.7	6.3	2.1	2.1	0.0	0.0	0.0	29	65.0	22	40																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	29.0	38.7	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	77.4	18	31																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	51.6	29.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	19	77.4	14	31																	
LUTON	EASYJET UK LTD	S	A	17	0	0	41.2	17.6	23.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0																	
LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	41.2	5.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0																	
LUTON	WIZZ AIR UK LTD	S	A	61	0	1	1.6	32.3	48.4	6.5	6.5	3.2	0.0	0.0	0.0	0.0	1.6	11	0.0	0	0																	
LUTON	WIZZ AIR UK LTD	S	D	61	0	1	0.0	16.1	64.5	11.3	4.8	1.6	0.0	0.0	0.0	0.0	1.6	11	0.0	0	0																	
STANSTED	RYANAIR	S	A	89	0	0	29.2	50.6	12.4	4.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4	69.0	27	83																	
STANSTED	RYANAIR	S	D	89	0	0	0.0	47.2	44.9	1.1	4.5	2.2	0.0	0.0	0.0	0.0	0.0	7	41.7	29	83																	
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	50.0	14.3	21.4	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	15	92.3	5	13																	
MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	50.0	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	23	61.5	14	13																	
MANCHESTER	JET2.COM LTD	S	A	18	0	0	11.1	38.9	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	9																	
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	33.3	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	77.8	9	9																	
MANCHESTER	RYANAIR	S	A	19	0	0	5.3	26.3	26.3	5.3	31.6	5.3	0.0	0.0	0.0	0.0	0.0	23	50.0	19	18																	
MANCHESTER	RYANAIR	S	D	18	0	0	0.0	11.1	44.4	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	27	38.9	22	18																	
NEWCASTLE	JET2.COM LTD	S	A	9	0	1	30.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	14	77.8	23	9																	
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	32	77.8	27	9																	
<b>TOTAL KRAKOW</b>				<b>1030</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>32.4</b>	<b>38.8</b>	<b>10.8</b>	<b>6.8</b>	<b>3.7</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>68.2</b>	<b>18</b>	<b>774</b>																	
KRISTIANSAND (KJEVIK)																																						
STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	24	0	1	4.0	64.0	20.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	7	63.6	12	11																	
STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	24	0	1	0.0	28.0	44.0	12.0	8.0	0.0	4.0	0.0	0.0	0.0	4.0	15	72.7	8	11																	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>				<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>46.0</b>	<b>32.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>11</b>	<b>68.2</b>	<b>10</b>	<b>22</b>																	
KUALA LUMPUR (SEPANG)																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	32.3	25.8	6.5	9.7	6.5	3.2	0.0	0.0	0.0	0.0	18	80.6	10	30																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	54.8	19.4	12.9	3.2	3.2	0.0	0.0	0.0	0.0	19	90.3	8	31																	
HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	30.6	22.6	19.4	14.5	11.3	1.6	0.0	0.0	0.0	0.0	0.0	10	77.4	26	62																	
HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	1	0.0	12.7	57.1	20.6	7.9	0.0	0.0	0.0	0.0	0.0	1.6	12	69.4	23	62																	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>				<b>186</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>18.2</b>	<b>39.0</b>	<b>16.0</b>	<b>10.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>77.4</b>	<b>19</b>	<b>185</b>																	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
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	0.0	0	88.9	5	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	33.3	27	9
	LUTON	WIZZ AIR UK 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	9	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	44	0.0	0	0
<b>TOTAL KUTAISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>27</b>	<b>61.1</b>	<b>16</b>	<b>18</b>
KUWAIT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	29.0	25.8	9.7	9.7	9.7	0.0	0.0	0.0	0.0	0.0	16	96.8	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	54.8	16.1	9.7	12.9	0.0	0.0	0.0	0.0	0.0	23	77.4	14	31
	HEATHROW	KUWAIT AIRWAYS	S	A	57	0	0	24.6	40.4	26.3	7.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	4	57.8	23	45
	HEATHROW	KUWAIT AIRWAYS	S	D	57	0	0	0.0	3.5	47.4	38.6	8.8	1.8	0.0	0.0	0.0	0.0	0.0	18	22.2	46	45
<b>TOTAL KUWAIT</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>20.5</b>	<b>38.1</b>	<b>19.3</b>	<b>6.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.2</b>	<b>24</b>	<b>152</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
LA ROCHELLE		BIRMINGHAM	FLYBE LTD	S	A	9	0	1	0.0	30.0	10.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	10.0	35	55.6	57	9	
		BIRMINGHAM	FLYBE LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	66.7	23	9	
		BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	31	8	
		BRISTOL	EASYJET 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	13	50.0	31	8	
		LEEDS BRADFORD	JET2.COM 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	3	50.0	10	4	
		LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	4	
		GATWICK	EASYJET UK LTD	S	A	31	0	0	3.2	22.6	32.3	22.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	20	58.1	20	30	
		GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	38.7	19.4	12.9	9.7	0.0	0.0	0.0	0.0	0.0	20	71.0	15	30	
		STANSTED	RYANAIR	S	A	18	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	28.6	33	21	
		STANSTED	RYANAIR	S	D	18	0	0	0.0	44.4	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	31	21	
		MANCHESTER	FLYBE LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	16	9	
		MANCHESTER	FLYBE LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	24	66.7	18	9	
		MANCHESTER	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	0.0	0	0	
		MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
		SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	11.1	38.9	38.9	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	82.4	6	16	
		SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	11.1	77.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	82.4	6	17	
<b>TOTAL LA ROCHELLE</b>						<b>200</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>28.4</b>	<b>36.3</b>	<b>14.9</b>	<b>10.4</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>60.1</b>	<b>21</b>	<b>195</b>	
LAGOS		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	38.7	12.9	0.0	16.1	3.2	0.0	0.0	6.5	0.0	0.0	66	87.1	8	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	25.8	25.8	6.5	0.0	0.0	3.2	0.0	0.0	69	58.1	25	31	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	25.8	54.8	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	4	31	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	61.3	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	4	31	
<b>TOTAL LAGOS</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>38.7</b>	<b>25.0</b>	<b>8.9</b>	<b>10.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>83.9</b>	<b>10</b>	<b>124</b>	
LAHORE		HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	0.0	7.1	21.4	35.7	35.7	0.0	0.0	0.0	0.0	0.0	0.0	23	69.2	79	13	
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	0.0	23.1	38.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	51	46.2	76	13	
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	42.9	57	7	
		MANCHESTER	PAKISTAN INTL AIRLINES	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	37.5	70	8	
<b>TOTAL LAHORE</b>						<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.4</b>	<b>26.7</b>	<b>33.3</b>	<b>26.7</b>	<b>6.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>51.2</b>	<b>73</b>	<b>41</b>	
LAMETIA-TERME		GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
		GATWICK	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	0.0	0	0	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	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	0.0	41	0.0	53	4	
	HEATHROW	BRITISH AIRWAYS PLC	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	21	0.0	39	4		
	STANSTED	RYANAIR	S	A	18	0	0	0.0	33.3	27.8	16.7	16.7	5.6	0.0	0.0	0.0	0.0	15	50.0	30	22		
	STANSTED	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	6	36.4	31	22		
	MANCHESTER	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	15	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL LAMETIA-TERME LARNACA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>43.9</b>	<b>19.7</b>	<b>12.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>36.5</b>	<b>33</b>	<b>52</b>		
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	19	66.7	15	9		
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	12	100.0	4	9		
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	31.8	36.4	18.2	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	88.2	10	17		
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	0.0	45.5	22.7	22.7	9.1	0.0	0.0	0.0	0.0	27	17.6	47	17		
	BIRMINGHAM	JET2.COM LTD	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	18	66.7	15	9		
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	0.0	15.4	46.2	38.5	0.0	0.0	0.0	0.0	0.0	27	55.6	17	9		
	BIRMINGHAM	THOMAS COOK AIRLINES 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	25	66.7	38	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	18	11.1	32	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	0.0	14.3	14.3	21.4	42.9	0.0	7.1	0.0	0.0	0.0	31	42.9	21	14		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	37	21.4	28	14		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	28	0.0	0	0		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	20.0	20.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	31	66.7	117	9		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	27	66.7	34	9		
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	66.7	127	9		
	BRISTOL	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	6	33.3	150	9		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	69	100.0	3	4		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	58	75.0	16	4		
	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	14	75.0	6	4		
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	26	50.0	15	4		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	60.0	12	5		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	7	80.0	8	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	10.0	10.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	15	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	10	9	
	EAST MIDLANDS INTERNATIONAL	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	2	75.0	19	4	
	EAST MIDLANDS INTERNATIONAL	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	6	50.0	23	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	14	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	16	80.0	10	5	
	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	35	100.0	3	5	
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	6	5	
	EDINBURGH	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	60.0	12	5	
	EXETER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	0	3	
	EXETER	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	30	75.0	50	4	
	GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	24	80.0	13	5	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	80.0	9	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	10.0	30.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	30	33.3	30	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	29	33.3	27	9	
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	15	4	
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	17	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	18	
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	5.9	41.2	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	10	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	12.5	12.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	52	77.8	11	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	87.5	6	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	13.6	18.2	22.7	18.2	13.6	0.0	4.5	0.0	9.1	0.0	0.0	99	93.8	4	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	4.3	52.2	17.4	21.7	0.0	4.3	0.0	0.0	0.0	0.0	24	81.3	7	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	71.4	18	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	40.0	29	35	
	GATWICK	EASYJET UK LTD	S	A	31	0	1	3.1	3.1	18.8	18.8	21.9	25.0	6.3	0.0	0.0	0.0	3.1	44	34.4	44	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	0.0	22.6	22.6	38.7	9.7	3.2	0.0	3.2	0.0	0.0	50	19.4	56	31	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 2018			
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	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	80.0	11	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	100.0	4	5
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	25.0	32	8
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	87.5	14	8
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	0	0	0.0	7.7	7.7	38.5	15.4	30.8	0.0	0.0	0.0	0.0	0.0	39	50.0	21	14
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0	0.0	0.0	23.1	23.1	53.8	0.0	0.0	0.0	0.0	0.0	0.0	33	42.9	23	14
GATWICK	TUI AIRWAYS LTD	C A	27	0	0	0	0.0	22.2	22.2	14.8	25.9	0.0	11.1	3.7	0.0	0.0	0.0	45	69.6	13	23
GATWICK	TUI AIRWAYS LTD	C D	26	0	0	0	0.0	0.0	46.2	30.8	3.8	7.7	3.8	7.7	0.0	0.0	0.0	46	52.2	17	23
HEATHROW	BRITISH AIRWAYS PLC	S A	92	0	1	8.6	39.8	24.7	15.1	5.4	4.3	0.0	0.0	1.1	0.0	1.1	19	59.7	34	62	
HEATHROW	BRITISH AIRWAYS PLC	S D	92	0	1	0.0	16.1	59.1	7.5	9.7	6.5	0.0	0.0	0.0	0.0	1.1	15	69.4	18	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	83.9	10	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	61.3	16	31	
LUTON	BLUE AIR TRANSPORT AERIAN	S A	18	0	0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	18	
LUTON	BLUE AIR TRANSPORT AERIAN	S D	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	25	33.3	22	18	
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	0.0	257	1	
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	4	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	60.0	18	5	
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	46.9	29	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	46.9	30	32	
LUTON	WIZZ AIR UK LTD	S A	62	0	0	9.7	21.0	19.4	16.1	32.3	0.0	0.0	1.6	0.0	0.0	0.0	23	0.0	0	0	
LUTON	WIZZ AIR UK LTD	S D	62	0	0	0.0	0.0	40.3	29.0	19.4	9.7	0.0	1.6	0.0	0.0	0.0	30	0.0	0	0	
STANSTED	COBALT	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	13	
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	15.4	28	13	
STANSTED	JET2.COM LTD	S A	31	0	0	3.2	16.1	41.9	16.1	16.1	6.5	0.0	0.0	0.0	0.0	0.0	19	45.5	40	22	
STANSTED	JET2.COM LTD	S D	31	0	0	0.0	32.3	41.9	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	34	22	
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	9	4	
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	14	4	
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	88.9	9	9	
MANCHESTER	COBALT	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	26	9	
MANCHESTER	JET2.COM LTD	S A	21	0	0	9.5	23.8	47.6	4.8	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	58.8	16	17	
MANCHESTER	JET2.COM LTD	S D	22	0	0	0.0	4.5	40.9	27.3	22.7	4.5	0.0	0.0	0.0	0.0	0.0	21	72.2	19	18	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	14	0	0	7.1	14.3	28.6	14.3	0.0	35.7	0.0	0.0	0.0	0.0	0.0	32	61.5	15	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	22	71.4	16	14
	MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	9.1	18.2	31.8	13.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	22	65.2	16	23
	MANCHESTER	TUI AIRWAYS LTD	C	D	21	0	0	0.0	0.0	52.4	23.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	26	73.9	21	23
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44.4	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	5	9
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	14	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	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	88.9	11	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	33.3	27	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	22.2	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	37	77.8	12	9
	NEWCASTLE	TUI AIRWAYS 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	48	55.6	15	9
<b>TOTAL LARNACA</b>					<b>1113</b>	<b>0</b>	<b>3</b>	<b>4.7</b>	<b>15.7</b>	<b>34.4</b>	<b>18.9</b>	<b>18.0</b>	<b>5.7</b>	<b>1.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.3</b>	<b>25</b>	<b>60.2</b>	<b>24</b>	<b>1147</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	1	4
	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	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	30.0	40.0	0.0	10.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	107	100.0	0	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	6	9
	BELFAST INTERNATIONAL	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	2	100.0	0	4
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	4
	BIRMINGHAM	JET2.COM LTD	S	A	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	10	84.6	9	13
	BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	11.1	44.4	16.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	27	76.9	8	13
	BIRMINGHAM	RYANAIR	S	A	9	0	0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	14
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	42.9	16	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	17	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	37	44.4	35	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	5	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	57.1	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	17	84.6	8	13
	BOURNEMOUTH	RYANAIR	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	5	4
	BOURNEMOUTH	RYANAIR	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	44	100.0	0	4
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	75.0	5	4
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	16	9
	BRISTOL	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	12	88.9	6	9

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

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AUG 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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	7	4		
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	0.0	16	75.0	15	4		
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	4	9		
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	4	9		
CARDIFF WALES	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	0.0	14	25.0	52	3		
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	56	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	1	88.9	19	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	24	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	36	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	45	5		
EDINBURGH	JET2.COM LTD	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	0.0	0	87.5	9	8		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	18	9		
EDINBURGH	RYANAIR	S A	9	0	0	11.1	33.3	0.0	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	31	87.5	8	8		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	0.0	66.7	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	34	100.0	3	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	0.0	0.0	0	100.0	0	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	0.0	0.0	0	100.0	6	4		
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	0.0	0	75.0	14	4		
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	0.0	0	100.0	0	4		
GLASGOW	JET2.COM LTD	S A	13	0	0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	14		
GLASGOW	JET2.COM LTD	S D	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	11	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	50.0	36	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	0.0	0	50.0	28	4		
GLASGOW	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	0.0	17	0.0	45	1		
GLASGOW	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	0.0	58	0.0	0	0		
GLASGOW	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	0.0	13	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	64.7	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	17		
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	0	0.0	38.9	33.3	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	7	17		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	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	77.8	7	9		
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	6	55.6	20	9		
	GATWICK	EASYJET UK LTD	S	A	21	0	0	0.0	14.3	33.3	14.3	19.0	19.0	0.0	0.0	0.0	0.0	29	45.5	26	22		
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	0.0	27.3	27.3	36.4	0.0	9.1	0.0	0.0	0.0	37	31.8	32	22		
	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	80.0	33	5		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	29	5		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	15	27.3	26	11		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	22	54.5	19	11		
	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	50.0	16	2		
	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	100.0	1	2		
	GATWICK	THOMAS COOK AIRLINES 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	17	92.3	2	13		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	28	61.5	15	13		
	GATWICK	TUI AIRWAYS LTD	C	A	23	0	0	4.3	26.1	21.7	8.7	21.7	4.3	8.7	4.3	0.0	0.0	36	52.9	28	17		
	GATWICK	TUI AIRWAYS LTD	C	D	23	0	0	0.0	13.0	21.7	30.4	21.7	4.3	4.3	4.3	0.0	0.0	38	35.3	29	17		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	25	100.0	0	4		
	HEATHROW	BRITISH AIRWAYS PLC	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	34	100.0	2	4		
	LUTON	RYANAIR	S	A	9	0	0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9		
	LUTON	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9		
	LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	21	100.0	2	4		
	LUTON	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	23	75.0	9	4		
	STANSTED	JET2.COM LTD	S	A	22	0	0	27.3	36.4	31.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	5	44.4	20	18		
	STANSTED	JET2.COM LTD	S	D	23	0	0	0.0	26.1	34.8	17.4	21.7	0.0	0.0	0.0	0.0	0.0	15	72.2	20	18		
	STANSTED	RYANAIR	S	A	22	0	0	22.7	45.5	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4	66.7	14	27		
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	63.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	16	27		
	STANSTED	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	23	0.0	49	5		
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	25.0	33	4		
	STANSTED	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	40	50.0	18	4		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	50.0	25	4	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	35.3	52.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	2	77.8	13	18		
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	24	70.6	13	17		
	MANCHESTER	RYANAIR	S	A	14	0	0	7.1	28.6	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18		
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	19	50.0	19	18		
	MANCHESTER	THOMAS COOK AIRLINES 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	4	84.6	6	13		
	MANCHESTER	THOMAS COOK AIRLINES 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	17	69.2	18	13		
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	0.0	22.2	50.0	11.1	0.0	16.7	0.0	0.0	0.0	0.0	20	82.4	8	17		
	MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	0.0	42.1	31.6	10.5	5.3	10.5	0.0	0.0	0.0	33	77.8	10	18		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8		
	NEWCASTLE	JET2.COM 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	7	75.0	14	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	9	4		
<b>TOTAL LAS PALMAS</b>					<b>796</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.4</b>	<b>33.5</b>	<b>13.1</b>	<b>10.2</b>	<b>4.5</b>	<b>1.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.5</b>	<b>13</b>	<b>851</b>	
LAS VEGAS	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	59	1		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	2	4.0	28.0	24.0	12.0	12.0	8.0	4.0	0.0	0.0	8.0	26	53.8	20	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	2	0.0	30.8	15.4	23.1	7.7	11.5	3.8	0.0	0.0	7.7	29	46.2	22	13		
	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	71.4	18	28		
	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	42.9	24	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	12.9	29.0	3.2	9.7	19.4	6.5	3.2	0.0	0.0	42	68.2	21	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	19.4	12.9	32.3	16.1	6.5	6.5	0.0	0.0	58	47.7	34	44		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	35.5	29.0	22.6	9.7	0.0	0.0	3.2	0.0	0.0	0.0	8	0.0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	58.1	29.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	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	53	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	33.3	45	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	22	0	0	4.5	22.7	22.7	13.6	18.2	13.6	4.5	0.0	0.0	0.0	32	71.4	21	21		

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

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AUG 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	D	23	0	0	0.0	8.7	43.5	8.7	17.4	21.7	0.0	0.0	0.0	0.0	0.0	34	66.7	19	21	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	17.6	23.5	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	14	88.9	8	9		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	15	77.8	12	9		
<b>TOTAL LAS VEGAS</b>					<b>251</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>26.3</b>	<b>25.5</b>	<b>11.4</b>	<b>12.5</b>	<b>10.2</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>59.2</b>	<b>23</b>	<b>238</b>	
LEEDS BRADFORD																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	106	0	2	5.6	50.9	25.9	10.2	4.6	0.9	0.0	0.0	0.0	0.0	1.9	6	91.3	4	125	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	107	0	1	0.0	29.6	55.6	5.6	6.5	0.9	0.9	0.0	0.0	0.0	0.9	8	91.3	4	125	
	BELFAST INTERNATIONAL	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	20	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	18	1	
	BIRMINGHAM	JET2.COM 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	50.0	16	2		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1		
	CARDIFF WALES	EASTERN AIRWAYS	C	A	1	1	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	9	100.0	4	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	1	1	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	35	100.0	0	1	
	JERSEY	JET2.COM LTD	S	A	14	0	0	7.1	71.4	0.0	7.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	16	84.6	16	13	
	JERSEY	JET2.COM LTD	S	D	14	0	0	0.0	50.0	35.7	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	84.6	17	13	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	26.7	31.1	20.0	11.1	4.4	4.4	0.0	2.2	0.0	0.0	0.0	17	84.4	7	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	40.0	33.3	15.6	6.7	2.2	0.0	2.2	0.0	0.0	0.0	14	86.7	9	44	
	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	100.0	15	1		
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	5	1		
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
	SOUTHAMPTON	FLYBE LTD	S	A	45	0	3	0.0	4.2	68.8	16.7	4.2	0.0	0.0	0.0	0.0	6.3	11	77.1	15	46		
	SOUTHAMPTON	FLYBE LTD	S	D	47	0	1	0.0	6.3	75.0	10.4	2.1	0.0	2.1	2.1	0.0	0.0	2.1	14	73.5	16	45	
<b>TOTAL LEEDS BRADFORD</b>					<b>428</b>	<b>2</b>	<b>7</b>	<b>4.6</b>	<b>32.3</b>	<b>43.0</b>	<b>10.1</b>	<b>4.8</b>	<b>1.4</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>11</b>	<b>84.8</b>	<b>8</b>	<b>465</b>	
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	23.1	47	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	7.7	56	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>15.4</b>	<b>52</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	60.0	16	5		
	GATWICK	ENTER AIR	S	D	5	0	0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: L										AUG 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	C	A	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	57	8							
HEATHROW	BRITISH AIRWAYS PLC	C	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	12	8							
<b>TOTAL LEMNOS</b>				<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>43.5</b>	<b>26.1</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>52.4</b>	<b>30</b>	<b>21</b>							
LIBERIA																													
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	35	75.0	18	4							
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	4							
<b>TOTAL LIBERIA</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>0.0</b>	<b>23</b>	<b>87.5</b>	<b>11</b>	<b>8</b>							
LIEGE																													
BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>							
LIMOGES																													
BRISTOL	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	15	9							
BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	17	9							
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	84.6	6	13							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	9	13							
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	32	13							
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	28	13							
GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18							
GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	13	18							
STANSTED	RYANAIR	S	A	31	0	0	3.2	41.9	32.3	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	13	51.6	21	31							
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	0.0	9	54.8	20	31							
MANCHESTER	RYANAIR	S	A	13	0	0	0.0	15.4	23.1	15.4	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	32	23.1	39	13							
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	23.1	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	46.2	19	13							
SOUTHAMPTON	FLYBE LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	6	13							
SOUTHAMPTON	FLYBE 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	7	76.9	7	13							
<b>TOTAL LIMOGES</b>				<b>206</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>37.9</b>	<b>34.0</b>	<b>6.8</b>	<b>8.3</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>10</b>	<b>65.5</b>	<b>17</b>	<b>220</b>							
LINZ																													
EAST MIDLANDS INTERNATIONAL	TRADE AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0							
GLASGOW	ENTER AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
GLASGOW	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	25	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	50.0	33	8							
MANCHESTER	TRADE AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
<b>TOTAL LINZ</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>56.3</b>	<b>29</b>	<b>16</b>							

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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																							
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	0.0	0.0	31.8	36.4	22.7	9.1	0.0	0.0	0.0	0.0	0.0	29	34.8	31	23	
	BRISTOL	EASYJET UK LTD	S	D	21	0	1	0.0	13.6	54.5	13.6	9.1	4.5	0.0	0.0	0.0	0.0	4.5	14	69.6	16	23	
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	7.7	15.4	23.1	23.1	23.1	0.0	0.0	7.7	0.0	0.0	0.0	31	84.6	10	13	
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	100.0	2	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	EDINBURGH	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	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	11.1	79	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	37	9	
	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	83.3	8	18	
	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	94.4	3	18	
	GATWICK	AIR PORTUGAL	S	A	48	0	0	2.1	25.0	33.3	22.9	14.6	2.1	0.0	0.0	0.0	0.0	0.0	15	72.9	12	48	
	GATWICK	AIR PORTUGAL	S	D	48	0	0	0.0	0.0	29.2	31.3	31.3	6.3	2.1	0.0	0.0	0.0	0.0	30	54.2	19	48	
	GATWICK	EASYJET UK LTD	S	A	62	0	0	9.7	22.6	21.0	19.4	11.3	8.1	4.8	1.6	1.6	0.0	0.0	36	54.8	37	60	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	0.0	43.5	22.6	22.6	4.8	6.5	0.0	0.0	0.0	0.0	33	61.3	24	61	
	HEATHROW	AIR PORTUGAL	S	A	194	0	1	5.1	16.9	30.8	20.0	15.9	10.3	0.0	0.5	0.0	0.0	0.5	23	46.2	21	195	
	HEATHROW	AIR PORTUGAL	S	D	193	0	2	0.0	21.0	44.6	11.8	14.4	5.6	1.0	0.5	0.0	0.0	1.0	18	62.6	16	194	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	14.4	35.1	27.8	10.3	5.2	4.1	2.1	0.0	1.0	0.0	0.0	16	78.5	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	0.0	24.7	37.1	24.7	7.2	5.2	1.0	0.0	0.0	0.0	0.0	16	84.9	11	93	
	LONDON CITY	AIR PORTUGAL	S	A	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	63.5	17	49	
	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	42.3	25	49	
	LUTON	EASYJET UK LTD	S	A	84	0	0	6.0	20.2	19.0	21.4	23.8	4.8	3.6	1.2	0.0	0.0	0.0	27	58.3	25	83	
	LUTON	EASYJET UK LTD	S	D	84	0	0	1.2	17.9	48.8	10.7	13.1	6.0	2.4	0.0	0.0	0.0	0.0	18	62.4	22	84	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	3.2	6.5	9.7	29.0	25.8	25.8	0.0	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	6.5	32.3	9.7	32.3	16.1	3.2	0.0	0.0	0.0	0.0	39	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	0.0	113	1	
	STANSTED	RYANAIR	S	A	119	0	0	17.6	22.7	21.8	13.4	16.0	5.9	2.5	0.0	0.0	0.0	0.0	19	51.1	30	93	
	STANSTED	RYANAIR	S	D	119	0	0	0.0	25.2	52.9	14.3	5.0	2.5	0.0	0.0	0.0	0.0	0.0	11	38.3	32	93	
	MANCHESTER	AIR PORTUGAL	S	A	59	0	0	3.4	16.9	28.8	27.1	11.9	8.5	0.0	3.4	0.0	0.0	0.0	27	60.3	23	58	
	MANCHESTER	AIR PORTUGAL	S	D	58	0	0	1.7	3.4	27.6	29.3	20.7	12.1	1.7	3.4	0.0	0.0	0.0	38	31.0	31	58	
	MANCHESTER	EASYJET UK LTD	S	A	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	17	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	35.3	47.1	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	27	0	1	0.0	32.1	25.0	14.3	17.9	3.6	0.0	3.6	0.0	0.0	3.6	28	29.6	31	27	
	MANCHESTER	RYANAIR	S	D	27	0	1	0.0	0.0	42.9	21.4	25.0	7.1	0.0	0.0	0.0	0.0	3.6	26	18.5	55	27	
<b>TOTAL LISBON</b>					<b>1561</b>	<b>102</b>	<b>6</b>	<b>3.8</b>	<b>17.7</b>	<b>32.4</b>	<b>17.0</b>	<b>14.1</b>	<b>6.4</b>	<b>1.4</b>	<b>0.6</b>	<b>0.1</b>	<b>6.1</b>	<b>0.4</b>	<b>22</b>	<b>57.1</b>	<b>22</b>	<b>1540</b>	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	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	92.3	6	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	92.3	6	26
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	136	0	0	5.1	63.2	14.7	6.6	6.6	2.9	0.7	0.0	0.0	0.0	0.0	8	89.1	7	136
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	136	0	0	1.5	51.5	25.0	8.1	9.6	3.7	0.7	0.0	0.0	0.0	0.0	11	86.9	10	136
	BOURNEMOUTH	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	82	1
	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	5	0.0	0	0
	BRISTOL	LOGANAIR 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
	CARDIFF WALES	EASTERN AIRWAYS	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	146	0.0	0	0
	CARDIFF WALES	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0
	ISLE OF MAN	EASYJET UK LTD	S	A	48	1	0	18.4	57.1	8.2	2.0	6.1	4.1	0.0	0.0	2.0	2.0	0.0	14	95.9	1	48
	ISLE OF MAN	EASYJET UK LTD	S	D	48	0	1	4.1	53.1	22.4	2.0	6.1	8.2	0.0	0.0	2.0	0.0	2.0	18	93.9	3	48
	ISLE OF MAN	FLYBE LTD	S	A	83	0	1	0.0	65.5	26.2	2.4	2.4	1.2	1.2	0.0	0.0	0.0	1.2	6	90.1	4	108
	ISLE OF MAN	FLYBE LTD	S	D	83	0	1	0.0	11.9	77.4	3.6	3.6	1.2	1.2	0.0	0.0	0.0	1.2	8	90.9	5	108
	JERSEY	EASYJET UK LTD	S	A	49	0	0	10.2	55.1	18.4	4.1	2.0	10.2	0.0	0.0	0.0	0.0	0.0	12	81.3	14	46
	JERSEY	EASYJET UK LTD	S	D	49	0	0	2.0	38.8	32.7	6.1	10.2	10.2	0.0	0.0	0.0	0.0	0.0	17	77.1	18	46
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	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	1	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	100.0	0	1
	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	25	0.0	105	1
	SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHAMPTON	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	SOUTHAMPTON	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 LIVERPOOL (JOHN LENNON)</b>					<b>642</b>	<b>1</b>	<b>3</b>	<b>4.2</b>	<b>50.0</b>	<b>28.5</b>	<b>5.1</b>	<b>6.0</b>	<b>4.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0.5</b>	<b>11</b>	<b>88.5</b>	<b>8</b>	<b>735</b>

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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		
LJUBLJANA																						
	BELFAST INTERNATIONAL	ADRIA AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST INTERNATIONAL	ADRIA AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	GATWICK	EASYJET UK LTD	S	A	17	0	0	0.0	5.9	17.6	23.5	29.4	23.5	0.0	0.0	0.0	0.0	0.0	36	38.9	48	18
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	5.9	41.2	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	22	50.0	42	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	33.3	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	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	22	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	50.0	36	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	64.7	39	17
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	0.0	0.0	35.3	5.9	29.4	11.8	11.8	5.9	0.0	0.0	0.0	57	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	0.0	29.4	35.3	11.8	5.9	11.8	5.9	0.0	0.0	0.0	54	0.0	0	0
	STANSTED	EASYJET UK LTD	S	A	40	0	0	2.5	17.5	20.0	22.5	15.0	15.0	7.5	0.0	0.0	0.0	0.0	35	42.5	41	40
	STANSTED	EASYJET UK LTD	S	D	40	0	0	0.0	25.0	42.5	20.0	2.5	7.5	2.5	0.0	0.0	0.0	0.0	18	50.0	26	40
	MANCHESTER	ADRIA AIRWAYS	S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	24	4
	MANCHESTER	ADRIA AIRWAYS	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	27	4
<b>TOTAL LJUBLJANA</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>12.2</b>	<b>34.3</b>	<b>19.2</b>	<b>15.1</b>	<b>12.8</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>49.1</b>	<b>36</b>	<b>161</b>
LODZ LUBLINEK																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	55.6	34	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	31	8
	STANSTED	RYANAIR	S	A	26	0	0	11.5	38.5	30.8	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	57.7	37	26
	STANSTED	RYANAIR	S	D	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	7	57.7	27	26
<b>TOTAL LODZ LUBLINEK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>32.9</b>	<b>38.6</b>	<b>11.4</b>	<b>10.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>56.5</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	0.0	0	64.6	16	44
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.4	25	49
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	141	0	1	12.0	48.6	22.5	6.3	7.0	2.8	0.0	0.0	0.0	0.0	0.7	9	81.1	12	143
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	143	0	0	0.7	27.3	54.5	7.7	5.6	3.5	0.7	0.0	0.0	0.0	0.0	10	81.8	12	143
	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	59	0.0	0	0
	EDINBURGH	BA CITYFLYER LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	EDINBURGH	BA CITYFLYER LTD	S	A	181	0	3	14.1	35.3	24.5	12.5	7.1	3.8	1.1	0.0	0.0	0.0	1.6	12	79.5	10	185
	EDINBURGH	BA CITYFLYER LTD	S	D	181	0	3	0.5	48.9	31.0	5.4	8.2	3.8	0.0	0.0	0.5	0.0	1.6	11	81.3	8	184
	EDINBURGH	FLYBE LTD	S	A	104	0	0	10.6	36.5	28.8	10.6	8.7	3.8	1.0	0.0	0.0	0.0	0.0	12	72.6	12	106

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	FLYBE LTD	S	D	104	0	0	0.0	13.5	59.6	10.6	10.6	4.8	1.0	0.0	0.0	0.0	0.0	15	79.2	12	106	
	EXETER	FLYBE LTD	S	A	25	0	1	3.8	50.0	11.5	11.5	11.5	7.7	0.0	0.0	0.0	0.0	3.8	17	76.7	8	30	
	EXETER	FLYBE LTD	S	D	25	0	0	0.0	64.0	24.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	90.0	3	30	
	GLASGOW	BA CITYFLYER LTD	S	A	134	0	1	7.4	43.0	19.3	15.6	10.4	3.7	0.0	0.0	0.0	0.0	0.7	12	65.4	17	127	
	GLASGOW	BA CITYFLYER LTD	S	D	129	0	2	0.0	51.1	32.8	5.3	7.6	1.5	0.0	0.0	0.0	0.0	1.5	8	81.8	11	124	
	ISLE OF MAN	BA CITYFLYER LTD	S	A	78	0	0	19.2	60.3	11.5	5.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	63.0	18	74	
	ISLE OF MAN	BA CITYFLYER LTD	S	D	78	0	0	0.0	50.0	44.9	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	77.5	19	74	
	JERSEY	BLUE ISLANDS LIMITED	S	A	47	0	0	10.6	44.7	25.5	6.4	12.8	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	21	47	
	JERSEY	BLUE ISLANDS LIMITED	S	D	47	0	0	0.0	55.3	31.9	2.1	4.3	6.4	0.0	0.0	0.0	0.0	0.0	8	89.8	17	49	
	MANCHESTER	BRITISH AIRWAYS PLC	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	17	60.0	32	5	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	62.5	16	8	
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL LONDON CITY</b>					<b>1428</b>	<b>0</b>	<b>11</b>	<b>6.0</b>	<b>42.1</b>	<b>31.7</b>	<b>8.3</b>	<b>7.6</b>	<b>3.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>76.9</b>	<b>13</b>	<b>1529</b>	
LOS ANGELES INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	CAT AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	LIVERPOOL (JOHN LENNON)	AERONEXUS	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	NORWEGIAN AIR UK LTD	S	A	34	0	0	17.6	23.5	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	69.6	34	44	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	34	0	0	0.0	8.8	55.9	14.7	8.8	8.8	2.9	0.0	0.0	0.0	0.0	22	67.4	24	45	
	HEATHROW	AMERICAN AIRLINES	S	A	61	0	1	50.0	16.1	16.1	4.8	4.8	0.0	6.5	0.0	0.0	0.0	1.6	13	85.5	7	62	
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	2	0.0	36.5	41.3	4.8	4.8	9.5	0.0	0.0	0.0	0.0	3.2	12	85.5	7	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	4	30.4	25.0	10.9	6.5	14.1	7.6	0.0	1.1	0.0	0.0	4.3	18	77.4	13	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	4	0.0	16.3	39.1	13.0	18.5	7.6	0.0	1.1	0.0	0.0	4.3	24	62.7	23	80	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	32.3	29.0	29.0	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	90.3	8	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	41.9	32.3	6.5	6.5	6.5	3.2	0.0	3.2	0.0	0.0	54	93.5	9	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	43.5	29.0	14.5	3.2	6.5	1.6	0.0	1.6	0.0	0.0	0.0	10	95.5	3	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	41.9	38.7	9.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	90.9	4	88	
	MANCHESTER	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	35	0.0	0	0	

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

		Origin/Destinations: L																	AUG 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	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	28.6	45	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	61.5	26	13
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	1	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>598</b>	<b>0</b>	<b>11</b>	<b>17.6</b>	<b>26.8</b>	<b>29.7</b>	<b>8.2</b>	<b>9.0</b>	<b>5.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>80.2</b>	<b>13</b>	<b>641</b>
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	0.0	0	64.5	27	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	37	31
	LUTON	WIZZ AIR UK LTD	S	A	39	0	0	48.7	10.3	17.9	7.7	5.1	7.7	0.0	2.6	0.0	0.0	0.0	19	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	39	0	0	0.0	25.6	33.3	23.1	15.4	0.0	0.0	0.0	2.6	0.0	0.0	23	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	76.5	13	17
	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	76.5	12	17
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>17.9</b>	<b>25.6</b>	<b>15.4</b>	<b>10.3</b>	<b>3.8</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.8</b>	<b>25</b>	<b>96</b>
LULEA																						
	BELFAST INTERNATIONAL	CSA CZECH AIRLINES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	BELFAST INTERNATIONAL	VALLJET	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0
<b>TOTAL LULEA</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>136</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON																						
	ABERDEEN	EASYJET UK LTD	S	A	22	0	0	0.0	36.4	31.8	9.1	13.6	9.1	0.0	0.0	0.0	0.0	0.0	15	65.2	21	23
	ABERDEEN	EASYJET UK LTD	S	D	22	0	0	0.0	13.6	45.5	4.5	22.7	13.6	0.0	0.0	0.0	0.0	0.0	24	56.5	27	23
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	105	0	0	3.8	31.4	29.5	17.1	12.4	3.8	1.0	1.0	0.0	0.0	0.0	17	62.6	17	107
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	105	0	0	0.0	36.2	27.6	14.3	14.3	4.8	1.9	1.0	0.0	0.0	0.0	19	59.8	20	107
	BIRMINGHAM	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	9	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	97	0	0	10.3	35.1	23.7	14.4	6.2	9.3	0.0	1.0	0.0	0.0	0.0	17	68.7	14	98
	EDINBURGH	EASYJET UK LTD	S	D	97	0	0	0.0	34.0	23.7	18.6	13.4	9.3	0.0	1.0	0.0	0.0	0.0	22	57.6	20	98
	GLASGOW	EASYJET UK LTD	S	A	68	0	0	22.1	26.5	20.6	10.3	13.2	5.9	1.5	0.0	0.0	0.0	0.0	17	63.2	20	66
	GLASGOW	EASYJET UK LTD	S	D	67	0	0	0.0	46.3	16.4	16.4	13.4	6.0	1.5	0.0	0.0	0.0	0.0	18	64.7	22	66
	ISLE OF MAN	EASYJET UK LTD	S	A	8	0	0	11.1	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9
	ISLE OF MAN	EASYJET UK 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	19	77.8	28	9
	JERSEY	EASYJET UK LTD	S	A	31	0	0	3.2	38.7	25.8	9.7	16.1	6.5	0.0	0.0	0.0	0.0	0.0	18	38.7	43	31
	JERSEY	EASYJET UK LTD	S	D	31	0	0	0.0	22.6	25.8	22.6	22.6	3.2	3.2	0.0	0.0	0.0	0.0	23	41.9	46	31

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	1	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	25	1	
	LIVERPOOL (JOHN LENNON)	JETNETHERLANDS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	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	
	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	0.0	100.0	0	0.0	0	0	
	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	100.0	0	1	
	MANCHESTER	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
	MANCHESTER	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	NEWCASTLE	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	
	NEWCASTLE	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	
<b>TOTAL LUTON</b>					<b>673</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>33.3</b>	<b>25.5</b>	<b>14.8</b>	<b>13.0</b>	<b>6.8</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>60.8</b>	<b>21</b>	<b>673</b>	
LUXEMBOURG																							
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	30.8	30.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	GLASGOW	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	
	GATWICK	EASYJET UK LTD	S	A	18	0	0	0.0	5.6	16.7	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	57	50.0	31	18	
	GATWICK	EASYJET UK LTD	S	D	18	0	0	0.0	0.0	38.9	0.0	38.9	16.7	5.6	0.0	0.0	0.0	0.0	43	50.0	29	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	29.8	33.3	17.5	7.0	7.0	3.5	0.0	0.0	0.0	0.0	1.8	10	91.9	4	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	47.4	31.6	8.8	7.0	3.5	1.8	0.0	0.0	0.0	0.0	11	88.7	8	62	
	LONDON CITY	LUXAIR	S	A	0	130	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	92.5	4	134	
	LONDON CITY	LUXAIR	S	D	0	130	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	88.8	6	134	
	STANSTED	RYANAIR	S	A	22	0	0	4.5	31.8	36.4	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	14	19.4	53	30	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	45.5	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	16.1	58	30	
	MANCHESTER	FLYBE LTD	S	A	18	0	0	27.8	33.3	11.1	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	83.3	9	18	
	MANCHESTER	FLYBE LTD	S	D	18	0	0	0.0	11.1	55.6	0.0	11.1	16.7	5.6	0.0	0.0	0.0	0.0	30	83.3	10	18	
<b>TOTAL LUXEMBOURG</b>					<b>256</b>	<b>260</b>	<b>3</b>	<b>4.6</b>	<b>13.9</b>	<b>15.2</b>	<b>4.0</b>	<b>6.7</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.1</b>	<b>0.6</b>	<b>19</b>	<b>78.7</b>	<b>13</b>	<b>524</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	0.0	0	7.1	101	14	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	13	
	LUTON	WIZZ AIR UK LTD	S	A	14	0	0	0.0	42.9	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
	STANSTED	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
<b>TOTAL LVOV</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>57.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>3.7</b>	<b>93</b>	<b>27</b>			
LYON																									
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	12.9	29.0	25.8	12.9	6.5	6.5	6.5	0.0	0.0	0.0	43	61.5	35	26			
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	0.0	35.5	19.4	25.8	9.7	3.2	6.5	0.0	0.0	0.0	45	57.7	36	26			
	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	49	1				
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	17	0.0	0	0				
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	24	0.0	0	0				
	EDINBURGH	EASYJET EUROPE	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	EDINBURGH	EASYJET EUROPE	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				
	EDINBURGH	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	113	55.6	75	8				
	EDINBURGH	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	92	55.6	37	8				
	GATWICK	EASYJET UK LTD	S	A	57	0	0	0.0	17.5	31.6	12.3	17.5	14.0	3.5	1.8	1.8	0.0	0.0	42	56.1	58	56			
	GATWICK	EASYJET UK LTD	S	D	57	0	0	0.0	1.8	15.8	22.8	28.1	19.3	10.5	1.8	0.0	0.0	52	22.4	44	56				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	19.4	40.9	25.8	3.2	7.5	2.2	1.1	0.0	0.0	0.0	9	84.9	8	93				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	36.6	41.9	8.6	9.7	2.2	1.1	0.0	0.0	0.0	12	76.3	11	93				
	LUTON	EASYJET UK LTD	S	A	27	0	0	3.7	22.2	33.3	22.2	14.8	3.7	0.0	0.0	0.0	0.0	16	39.3	33	28				
	LUTON	EASYJET UK LTD	S	D	26	0	0	0.0	50.0	15.4	26.9	7.7	0.0	0.0	0.0	0.0	0.0	11	55.6	16	27				
	MANCHESTER	FLYBE LTD	S	A	31	0	0	3.2	22.6	41.9	6.5	6.5	12.9	6.5	0.0	0.0	0.0	28	78.3	15	22				
	MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	12.9	61.3	6.5	9.7	3.2	6.5	0.0	0.0	0.0	23	65.2	15	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	69.0	49	28				
	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	65.5	37	29				
<b>TOTAL LYON</b>					<b>513</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>25.0</b>	<b>32.6</b>	<b>12.7</b>	<b>13.1</b>	<b>7.0</b>	<b>3.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>62.9</b>	<b>28</b>	<b>523</b>			

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

## Origin/Destinations: M

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

## AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MADRID																						
	BIRMINGHAM	IBERIA EXPRESS	S	A	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	94.4	2	18
	BIRMINGHAM	IBERIA EXPRESS	S	D	18	0	0	0.0	5.6	55.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	21	77.8	9	18
	BIRMINGHAM	RYANAIR	S	A	17	0	0	5.9	23.5	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	11	77.8	14	18	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	5.9	41.2	11.8	23.5	17.6	0.0	0.0	0.0	0.0	30	33.3	32	18	
	BRISTOL	EASYJET UK LTD	S	A	30	0	0	20.0	10.0	33.3	6.7	16.7	10.0	3.3	0.0	0.0	0.0	22	64.5	22	31	
	BRISTOL	EASYJET UK LTD	S	D	30	0	0	0.0	16.7	40.0	16.7	20.0	3.3	3.3	0.0	0.0	0.0	25	64.5	28	31	
	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	100.0	1	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	100.0	4	9	
	EDINBURGH	EASYJET UK LTD	S	A	40	0	0	25.0	35.0	22.5	10.0	2.5	5.0	0.0	0.0	0.0	0.0	9	70.7	18	40	
	EDINBURGH	EASYJET UK LTD	S	D	40	0	0	0.0	37.5	55.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	5	77.5	13	40	
	EDINBURGH	IBERIA EXPRESS	S	A	26	0	0	15.4	57.7	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	27	
	EDINBURGH	IBERIA EXPRESS	S	D	26	0	0	0.0	50.0	38.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	6	74.1	11	27	
	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	88.2	5	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	70.6	12	17	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	17	0	0	17.6	35.3	23.5	5.9	5.9	11.8	0.0	0.0	0.0	0.0	15	100.0	3	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	41.2	5.9	5.9	5.9	0.0	0.0	0.0	0.0	10	100.0	1	18	
	GATWICK	AIR EUROPA	S	A	62	0	0	4.8	22.6	32.3	24.2	9.7	3.2	1.6	1.6	0.0	0.0	19	67.7	14	62	
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	14.5	41.9	16.1	21.0	3.2	1.6	1.6	0.0	0.0	24	61.3	19	62	
	GATWICK	EASYJET UK LTD	S	A	101	0	1	2.9	32.4	23.5	12.7	13.7	9.8	2.0	1.0	1.0	0.0	31	69.4	30	108	
	GATWICK	EASYJET UK LTD	S	D	101	0	1	0.0	1.0	34.3	20.6	21.6	18.6	2.9	0.0	0.0	0.0	36	58.3	27	108	
	GATWICK	IBERIA EXPRESS	S	A	62	0	0	12.9	41.9	25.8	9.7	4.8	4.8	0.0	0.0	0.0	0.0	10	90.3	5	62	
	GATWICK	IBERIA EXPRESS	S	D	62	0	0	0.0	9.7	40.3	30.6	11.3	6.5	1.6	0.0	0.0	0.0	21	71.0	13	62	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	5.3	33.3	33.3	14.0	12.3	0.0	1.8	0.0	0.0	0.0	13	72.2	39	54	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	57	0	0	0.0	8.8	50.9	19.3	17.5	1.8	0.0	1.8	0.0	0.0	19	52.8	35	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	7	10.5	35.3	27.1	12.0	6.8	1.5	0.0	0.8	0.8	0.0	21	82.7	9	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	126	0	7	0.0	18.0	54.1	12.8	6.0	3.0	0.0	0.8	0.0	0.0	13	76.7	12	150	
	HEATHROW	IBERIA	S	A	185	0	2	12.8	43.3	28.9	10.2	2.7	0.5	0.5	0.0	0.0	0.0	6	89.9	5	189	
	HEATHROW	IBERIA	S	D	184	0	3	0.0	21.4	54.0	12.8	7.0	2.7	0.5	0.0	0.0	0.0	12	80.4	11	189	
	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	127	1	
	LUTON	EASYJET UK LTD	S	A	31	0	0	6.5	25.8	22.6	9.7	12.9	22.6	0.0	0.0	0.0	0.0	24	61.3	25	31	
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	48.4	16.1	22.6	9.7	0.0	0.0	0.0	0.0	26	48.4	28	31	
	STANSTED	RYANAIR	S	A	115	0	0	14.8	33.9	26.1	12.2	7.0	6.1	0.0	0.0	0.0	0.0	12	66.1	32	124	
	STANSTED	RYANAIR	S	D	115	0	0	0.0	28.7	56.5	7.0	6.1	1.7	0.0	0.0	0.0	0.0	9	35.5	43	124	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	IBERIA EXPRESS	S	A	17	0	0	0.0	58.8	29.4	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	84.6	4	13	
	MANCHESTER	IBERIA EXPRESS	S	D	17	0	0	0.0	11.8	64.7	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	18	76.9	9	13	
	MANCHESTER	RYANAIR	S	A	31	0	0	25.8	45.2	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	54.8	27	31	
	MANCHESTER	RYANAIR	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	90.3	9	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	55.6	17	9	
	NEWCASTLE	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	26	9	
<b>TOTAL MADRID</b>					<b>1869</b>	<b>0</b>	<b>21</b>	<b>5.8</b>	<b>26.9</b>	<b>38.3</b>	<b>13.2</b>	<b>9.0</b>	<b>4.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>72.1</b>	<b>18</b>	<b>2022</b>	
MAHON	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	23	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	5	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	6	5	
	BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	4.3	34.8	34.8	8.7	17.4	0.0	0.0	0.0	0.0	0.0	0.0	14	76.5	11	17	
	BIRMINGHAM	JET2.COM LTD	S	D	23	0	0	0.0	13.0	60.9	8.7	4.3	13.0	0.0	0.0	0.0	0.0	0.0	18	82.4	9	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	7	66.7	21	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	19	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	12	61.1	10	18	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	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	14	83.3	10	18	
	BOURNEMOUTH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	18	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	5.3	36.8	21.1	21.1	15.8	0.0	0.0	0.0	0.0	0.0	31	33.3	45	18	
	BRISTOL	EASYJET UK LTD	S	D	19	0	0	0.0	31.6	42.1	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	13	77.8	23	18	
	BRISTOL	THOMAS COOK AIRLINES 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	11	33.3	26	9	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	14	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	38	55.6	32	9	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	77.8	29	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	14	0	0	0.0	14.3	35.7	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	13	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	14	0	0	0.0	42.9	35.7	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	9	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	11	77.8	6	9	
	DONCASTER SHEFFIELD	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	4	88.9	2	9	



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	JET2.COM LTD	S A	18	0	0	5.6	38.9	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	9	17
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	10	17
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	77.8	12	9
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	9	9
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	55.6	23	9
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	27	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	11	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
EDINBURGH	BA CITYFLYER LTD	C A	5	0	0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	30	4
EDINBURGH	BA CITYFLYER LTD	C D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	13	4
EDINBURGH	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	66.7	13	9
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	16	9
EXETER	TUI AIRWAYS LTD	C 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	9	55.6	18	9
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
GLASGOW	BA CITYFLYER LTD	C A	5	0	0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	60	50.0	50	4
GLASGOW	BA CITYFLYER LTD	C D	5	0	0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	72	75.0	38	4
GLASGOW	JET2.COM LTD	S A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	8
GLASGOW	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	100.0	1	8
GLASGOW	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	1	3
GLASGOW	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
LEEDS BRADFORD	JET2.COM LTD	S A	26	0	0	19.2	42.3	30.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	11	21
LEEDS BRADFORD	JET2.COM LTD	S D	26	0	0	0.0	46.2	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	90.5	4	21
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	45	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	40.0	61	5
GATWICK	BRITISH AIRWAYS PLC	S A	27	0	0	3.7	7.4	25.9	25.9	22.2	14.8	0.0	0.0	0.0	0.0	0.0	28	44.4	24	18
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0.0	14.8	55.6	18.5	3.7	7.4	0.0	0.0	0.0	0.0	0.0	15	94.4	13	18
GATWICK	EASYJET UK LTD	S A	72	0	0	0.0	6.9	25.0	23.6	20.8	22.2	1.4	0.0	0.0	0.0	0.0	36	36.6	34	70

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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	EASYJET UK LTD	S D	72	0	0	0	0.0	6.9	55.6	16.7	11.1	8.3	1.4	0.0	0.0	0.0	0.0	22	64.8	19	70		
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	27.8	79	18		
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	47.4	86	19		
GATWICK	THOMAS COOK AIRLINES LTD	S A	19	0	0	0	15.8	21.1	26.3	15.8	21.1	0.0	0.0	0.0	0.0	0.0	0.0	15	52.9	15	17		
GATWICK	THOMAS COOK AIRLINES LTD	S D	19	0	0	0	0.0	26.3	57.9	5.3	0.0	10.5	0.0	0.0	0.0	0.0	0.0	13	82.4	6	17		
GATWICK	TUI AIRWAYS LTD	C A	42	0	0	0	0.0	14.3	28.6	9.5	23.8	16.7	2.4	4.8	0.0	0.0	0.0	44	53.8	22	26		
GATWICK	TUI AIRWAYS LTD	C D	41	0	0	0	0.0	12.2	46.3	22.0	2.4	12.2	2.4	2.4	0.0	0.0	0.0	26	76.9	17	26		
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	87.5	6	8		
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8		
LONDON CITY	BA CITYFLYER 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	60.0	32	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	100.0	0.0	0	77.8	8	9		
LUTON	EASYJET UK LTD	S A	44	0	1	6.7	15.6	33.3	13.3	20.0	8.9	0.0	0.0	0.0	0.0	2.2	21	40.9	34	44			
LUTON	EASYJET UK LTD	S D	44	0	1	0.0	20.0	44.4	15.6	13.3	4.4	0.0	0.0	0.0	0.0	2.2	16	59.1	23	44			
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	8	9			
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	13	100.0	4	9			
STANSTED	EASYJET UK LTD	S A	9	0	0	11.1	0.0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	40.0	41	9			
STANSTED	EASYJET UK LTD	S D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8			
STANSTED	JET2.COM LTD	S A	31	0	0	3.2	12.9	58.1	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	12	69.2	15	26			
STANSTED	JET2.COM LTD	S D	32	0	0	0.0	46.9	46.9	0.0	3.1	3.1	0.0	0.0	0.0	0.0	0.0	7	88.5	5	26			
STANSTED	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	7.7	53.8	0.0	30.8	0.0	7.7	0.0	0.0	0.0	0.0	29	60.0	65	15			
STANSTED	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	15.4	53.8	0.0	15.4	7.7	7.7	0.0	0.0	0.0	0.0	28	86.7	11	15			
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	55.6	13	9			
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	77.8	9	9			
MANCHESTER	JET2.COM LTD	S A	23	0	0	17.4	34.8	30.4	13.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	12	86.4	18	22			
MANCHESTER	JET2.COM LTD	S D	23	0	0	0.0	0.0	78.3	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	86.4	14	22			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	19	0	0	5.3	26.3	47.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	13	13			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	19	0	0	0.0	5.3	73.7	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	13			
MANCHESTER	TUI AIRWAYS LTD	C A	32	0	0	3.1	31.3	46.9	12.5	3.1	0.0	0.0	3.1	0.0	0.0	0.0	15	63.6	33	33			
MANCHESTER	TUI AIRWAYS LTD	C D	32	0	0	0.0	9.4	62.5	25.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	9	48.4	37	31			
NEWCASTLE	JET2.COM LTD	S A	14	0	0	35.7	35.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.9	6	13			
NEWCASTLE	JET2.COM LTD	S D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	13			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M										AUG 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
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	7	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	77.8	10	9		
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	1	75.0	17	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	4		
SOUTHAMPTON	FLYBE LTD	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3		
SOUTHAMPTON	FLYBE 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	4	50.0	26	4		
SOUTHEND	EASYJET UK 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	26	44.4	33	9		
SOUTHEND	EASYJET UK 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	12	77.8	25	9		
<b>TOTAL MAHON</b>				<b>1212</b>	<b>18</b>	<b>2</b>	<b>3.3</b>	<b>24.0</b>	<b>41.2</b>	<b>13.3</b>	<b>9.7</b>	<b>5.6</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>1.5</b>	<b>0.2</b>	<b>17</b>	<b>67.0</b>	<b>21</b>	<b>1213</b>		
MALAGA																							
ABERDEEN	RYANAIR	S	A	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9		
ABERDEEN	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	4	100.0	2	9		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	31	0	0	22.6	51.6	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	6	31		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	31	0	0	0.0	64.5	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	3	31		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	45	0	0	17.8	24.4	37.8	11.1	2.2	6.7	0.0	0.0	0.0	0.0	0.0	13	77.3	16	44		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	45	0	0	0.0	44.4	42.2	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	10	72.7	19	44		
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	14	0	0	50.0	21.4	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	83.3	8	12		
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	14	0	0	0.0	64.3	21.4	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0	21	83.3	14	12		
BELFAST INTERNATIONAL	RYANAIR	S	A	17	0	0	5.9	70.6	17.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	66.7	16	21		
BELFAST INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	64.7	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	11	21		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	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	6	75.0	31	4		
BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	55	4		
BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	73	4		
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	156	1		
BIRMINGHAM	JET2.COM LTD	S	A	58	0	0	29.3	31.0	20.7	8.6	1.7	5.2	1.7	1.7	0.0	0.0	0.0	15	85.0	5	40		
BIRMINGHAM	JET2.COM LTD	S	D	58	0	0	0.0	19.0	53.4	12.1	6.9	1.7	3.4	3.4	0.0	0.0	0.0	23	75.0	12	40		
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	29.6	35	27		
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	55.6	31	27		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	RYANAIR	S	A	57	0	0	14.0	33.3	29.8	15.8	3.5	3.5	0.0	0.0	0.0	0.0	0.0	9	73.2	10	41		
BIRMINGHAM	RYANAIR	S	D	57	0	0	0.0	15.8	57.9	8.8	15.8	1.8	0.0	0.0	0.0	0.0	0.0	13	65.9	16	41		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	66.7	14	18		
BIRMINGHAM	TUI AIRWAYS LTD	C	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	50.0	17	18		
BOURNEMOUTH	RYANAIR	S	A	26	0	0	38.5	50.0	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	96.3	4	27		
BOURNEMOUTH	RYANAIR	S	D	26	0	0	7.7	61.5	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	27		
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	62.5	12	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	75.0	10	8		
BRISTOL	EASYJET UK LTD	S	A	71	0	0	9.9	36.6	15.5	12.7	14.1	8.5	1.4	0.0	1.4	0.0	0.0	31	70.4	30	71		
BRISTOL	EASYJET UK LTD	S	D	70	0	1	0.0	31.0	39.4	11.3	8.5	8.5	0.0	0.0	0.0	0.0	1.4	17	69.0	21	71		
BRISTOL	RYANAIR	S	A	35	0	0	5.7	31.4	37.1	20.0	2.9	0.0	2.9	0.0	0.0	0.0	0.0	15	65.7	21	35		
BRISTOL	RYANAIR	S	D	33	0	2	0.0	31.4	37.1	8.6	14.3	0.0	0.0	2.9	0.0	0.0	5.7	17	71.4	14	35		
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	62.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	77.8	19	9		
BRISTOL	TUI AIRWAYS LTD	C	D	7	0	1	0.0	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	8	66.7	19	9		
CARDIFF WALES	RYANAIR	S	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	0.0	0	0		
CARDIFF WALES	RYANAIR	S	D	13	0	0	0.0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	14	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9		
CARDIFF WALES	VUELING AIRLINES	S	A	22	0	0	4.5	54.5	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	18	22		
CARDIFF WALES	VUELING AIRLINES	S	D	22	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	20	22		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	9	0	0	0.0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	29	69.2	17	13		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	31	84.6	13	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	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	18	77.8	13	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	5	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	36	0	0	19.4	61.1	16.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	9	31		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	36	0	0	0.0	47.2	44.4	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	12	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	58	0	0	19.0	32.8	27.6	12.1	5.2	1.7	1.7	0.0	0.0	0.0	0.0	11	69.0	18	58		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	58	0	0	0.0	46.6	32.8	13.8	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	79.3	13	58		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	8	9		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	BA CITYFLYER LTD	C A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4		
EDINBURGH	BA CITYFLYER 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	9	75.0	17	4		
EDINBURGH	JET2.COM LTD	S A	22	0	0	13.6	59.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	13	26			
EDINBURGH	JET2.COM LTD	S D	22	0	0	0.0	27.3	54.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.5	10	26			
EDINBURGH	RYANAIR	S A	31	0	0	12.9	41.9	29.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	58.1	24	31			
EDINBURGH	RYANAIR	S D	31	0	0	0.0	32.3	48.4	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	14	31			
EXETER	FLYBE LTD	S A	18	0	0	5.6	16.7	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	76.5	13	17			
EXETER	FLYBE LTD	S D	18	0	0	0.0	0.0	72.2	11.1	11.1	0.0	5.6	0.0	0.0	0.0	0.0	18	82.4	11	17			
EXETER	RYANAIR	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	0.0	0	0			
EXETER	RYANAIR	S D	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
GLASGOW	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			
GLASGOW	EASYJET UK LTD	S A	27	0	0	11.1	25.9	18.5	14.8	11.1	11.1	7.4	0.0	0.0	0.0	0.0	28	67.7	17	31			
GLASGOW	EASYJET UK LTD	S D	27	0	0	0.0	33.3	48.1	7.4	7.4	0.0	3.7	0.0	0.0	0.0	0.0	13	83.9	14	31			
GLASGOW	JET2.COM LTD	S A	23	0	0	17.4	43.5	26.1	8.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	6	95.5	2	22			
GLASGOW	JET2.COM LTD	S D	23	0	0	0.0	39.1	43.5	8.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	95.5	3	22			
GLASGOW	RYANAIR	S A	17	0	0	5.9	29.4	47.1	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	64.7	23	17			
GLASGOW	RYANAIR	S D	17	0	1	0.0	5.6	55.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	5.6	16	76.5	17	17			
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	4	4			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	14	4			
LEEDS BRADFORD	JET2.COM LTD	S A	62	0	1	25.4	33.3	20.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	1.6	10	85.7	13	62			
LEEDS BRADFORD	JET2.COM LTD	S D	62	0	0	0.0	22.6	48.4	12.9	11.3	4.8	0.0	0.0	0.0	0.0	0.0	14	75.8	11	62			
LEEDS BRADFORD	RYANAIR	S A	35	0	0	0.0	20.0	40.0	22.9	8.6	8.6	0.0	0.0	0.0	0.0	0.0	19	57.1	22	35			
LEEDS BRADFORD	RYANAIR	S D	35	0	0	2.9	25.7	51.4	14.3	2.9	2.9	0.0	0.0	0.0	0.0	0.0	10	80.0	11	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	50.0	10	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	0	4			
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	88.9	11	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	100.0	1	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	40	0	0	20.0	45.0	12.5	10.0	5.0	5.0	0.0	2.5	0.0	0.0	0.0	15	72.5	16	39			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	40	0	0	0.0	65.0	20.0	7.5	2.5	2.5	2.5	0.0	0.0	0.0	0.0	8	71.8	11	38			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												AUG 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
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	55	0	0	12.7	45.5	21.8	10.9	7.3	0.0	1.8	0.0	0.0	0.0	0.0	9	85.7	6	49
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	54	0	0	0.0	35.2	51.9	9.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	89.8	4	49
GATWICK	BRITISH AIRWAYS PLC	S	A	150	0	1	21.2	33.1	23.2	9.3	8.6	2.0	1.3	0.7	0.0	0.0	0.7	13	76.9	18	154
GATWICK	BRITISH AIRWAYS PLC	S	D	151	0	1	0.0	22.4	44.1	17.8	10.5	2.6	2.0	0.0	0.0	0.0	0.7	16	71.2	19	155
GATWICK	EASYJET UK LTD	S	A	183	0	1	5.4	17.9	23.4	17.9	16.3	13.6	3.8	0.5	0.5	0.0	0.5	34	54.9	25	182
GATWICK	EASYJET UK LTD	S	D	182	0	0	0.0	11.0	41.8	13.2	17.0	12.1	4.9	0.0	0.0	0.0	0.0	31	58.2	25	182
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	16	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	70.0	21	10
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	67	0	0	1.5	17.9	35.8	23.9	14.9	4.5	0.0	0.0	1.5	0.0	0.0	24	71.4	11	35
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	67	0	0	0.0	13.4	41.8	32.8	6.0	6.0	0.0	0.0	0.0	0.0	0.0	17	68.6	17	35
GATWICK	NORWEGIAN AIR 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	75.0	8	4
GATWICK	NORWEGIAN AIR 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	2	4
GATWICK	TUI AIRWAYS LTD	C	A	18	0	0	11.1	11.1	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	24	9
GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	11.1	77.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	11	9
HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	1	8.9	24.4	20.0	22.2	8.9	11.1	2.2	0.0	0.0	0.0	2.2	24	75.0	21	36
HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	1	0.0	26.7	42.2	8.9	8.9	11.1	0.0	0.0	0.0	0.0	2.2	18	57.1	16	35
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	80.8	7	52
LONDON CITY	BA CITYFLYER 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	63.0	12	54
LUTON	EASYJET UK LTD	S	A	93	0	0	5.4	18.3	23.7	20.4	17.2	12.9	2.2	0.0	0.0	0.0	0.0	26	47.3	34	93
LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	18.3	45.2	16.1	10.8	7.5	2.2	0.0	0.0	0.0	0.0	20	60.2	29	93
LUTON	RYANAIR	S	A	31	0	0	3.2	22.6	41.9	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
LUTON	RYANAIR	S	D	31	0	0	0.0	6.5	67.7	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	38	33.3	27	9
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	55.6	29	9
STANSTED	BA CITYFLYER LTD	S	A	10	0	0	10.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	56	4
STANSTED	BA CITYFLYER 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	17	25.0	64	4
STANSTED	EASYJET UK LTD	S	A	40	0	0	12.5	25.0	45.0	12.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	8	65.0	21	40
STANSTED	EASYJET UK LTD	S	D	39	0	0	0.0	46.2	41.0	7.7	2.6	2.6	0.0	0.0	0.0	0.0	0.0	7	67.5	23	40
STANSTED	JET2.COM LTD	S	A	31	0	0	29.0	45.2	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	6	31

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 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	JET2.COM LTD	S	D	31	0	0	0.0	51.6	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	10	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	44.4	26	36							
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	61.1	19	36							
STANSTED	RYANAIR	S	A	71	0	0	12.7	31.0	15.5	19.7	18.3	1.4	1.4	0.0	0.0	0.0	0.0	17	29.6	33	71							
STANSTED	RYANAIR	S	D	71	0	0	0.0	21.1	57.7	12.7	8.5	0.0	0.0	0.0	0.0	0.0	0.0	10	33.8	34	71							
MANCHESTER	BRITISH AIRWAYS PLC	S	A	10	0	0	40.0	20.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	19	44.4	25	9							
MANCHESTER	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	28.6	42.9	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	20	44.4	28	9							
MANCHESTER	EASYJET UK LTD	S	A	40	0	0	5.0	20.0	30.0	17.5	17.5	7.5	2.5	0.0	0.0	0.0	0.0	23	83.9	5	30							
MANCHESTER	EASYJET UK LTD	S	D	40	0	0	0.0	20.0	52.5	10.0	7.5	7.5	2.5	0.0	0.0	0.0	0.0	19	83.9	7	30							
MANCHESTER	JET2.COM LTD	S	A	54	0	0	29.6	40.7	11.1	9.3	3.7	5.6	0.0	0.0	0.0	0.0	0.0	9	84.9	10	53							
MANCHESTER	JET2.COM LTD	S	D	54	0	0	0.0	11.1	61.1	14.8	7.4	3.7	1.9	0.0	0.0	0.0	0.0	16	75.5	14	53							
MANCHESTER	RYANAIR	S	A	62	0	0	17.7	48.4	24.2	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	6	77.4	10	62							
MANCHESTER	RYANAIR	S	D	62	0	0	0.0	14.5	54.8	17.7	8.1	4.8	0.0	0.0	0.0	0.0	0.0	14	40.3	26	62							
MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	15.4	23.1	15.4	30.8	0.0	0.0	0.0	0.0	0.0	39	50.0	27	18							
MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	46.2	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	31	66.7	24	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	0.0	0	100.0	3	5							
NEWCASTLE	AIR EUROPA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5							
NEWCASTLE	EASYJET UK LTD	S	A	27	0	0	7.4	33.3	33.3	11.1	11.1	3.7	0.0	0.0	0.0	0.0	0.0	12	85.2	7	27							
NEWCASTLE	EASYJET UK LTD	S	D	27	0	0	0.0	22.2	48.1	18.5	3.7	7.4	0.0	0.0	0.0	0.0	0.0	15	74.1	12	27							
NEWCASTLE	JET2.COM LTD	S	A	31	0	0	51.6	32.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	1	31							
NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	32.3	45.2	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	9	31							
NEWCASTLE	RYANAIR	S	A	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	2	95.5	6	22							
NEWCASTLE	RYANAIR	S	D	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	33	22							
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	11.1	33.3	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	44	4							
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	19	4							
SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	44.4	33.3	11.1	0.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11	77.8	12	17							
SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	27.8	66.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	11	83.3	23	18							
SOUTHEND	EASYJET UK LTD	S	A	30	1	0	3.2	29.0	16.1	25.8	16.1	6.5	0.0	0.0	0.0	3.2	0.0	20	58.1	33	30							
SOUTHEND	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	51.6	3.2	22.6	6.5	0.0	3.2	0.0	0.0	0.0	24	64.5	31	30							
SOUTHEND	RYANAIR	S	A	22	0	0	0.0	4.5	54.5	22.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0							
SOUTHEND	RYANAIR	S	D	22	0	0	0.0	31.8	50.0	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
<b>TOTAL MALAGA</b>				<b>3943</b>	<b>103</b>	<b>12</b>	<b>7.3</b>	<b>28.4</b>	<b>35.0</b>	<b>12.3</b>	<b>8.2</b>	<b>4.4</b>	<b>1.2</b>	<b>0.2</b>	<b>0.1</b>	<b>2.5</b>	<b>0.3</b>	<b>15</b>	<b>69.9</b>	<b>18</b>	<b>3955</b>							
MALTA																												
ABERDEEN	RYANAIR	S	A	8	0	0	37.5	12.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	9							
ABERDEEN	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	8	22.2	33	9							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 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	0.0	6	80.0	11	5		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5		
BELFAST 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	0.0	0	100.0	3	8			
BELFAST INTERNATIONAL	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	1	62.5	18	8			
BIRMINGHAM	AIR MALTA	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	29	25.0	55	4			
BIRMINGHAM	AIR MALTA	S D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	46	0.0	72	4			
BIRMINGHAM	JET2.COM LTD	S A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4			
BIRMINGHAM	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	19	4			
BIRMINGHAM	RYANAIR	S A	13	0	0	15.4	7.7	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	53.8	16	13			
BIRMINGHAM	RYANAIR	S D	13	0	0	0.0	0.0	53.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	24	76.9	11	13			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	42	40.0	18	5			
BIRMINGHAM	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	19	60.0	11	5			
BIRMINGHAM	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	10	60.0	20	5			
BIRMINGHAM	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	19	60.0	20	5			
BOURNEMOUTH	RYANAIR	S A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	24	9			
BOURNEMOUTH	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	100.0	1	9			
BRISTOL	AIR MALTA	C A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
BRISTOL	AIR MALTA	C D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
BRISTOL	AIR MALTA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4			
BRISTOL	AIR MALTA	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	44	4			
BRISTOL	RYANAIR	S A	13	0	0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	7	13			
BRISTOL	RYANAIR	S D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	15	13			
BRISTOL	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	25	20.0	64	5			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	34	5			
CARDIFF WALES	RYANAIR	S A	8	0	0	25.0	50.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	24	0.0	0	0			
CARDIFF WALES	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	24	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	5	0	0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	25	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	13	0	0	23.1	23.1	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	24	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	78.6	19	14			
EDINBURGH	RYANAIR	S A	18	0	0	5.6	27.8	16.7	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	58.8	23	17			



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	RYANAIR	S D	18	0	0	0.0	22.2	55.6	5.6	5.6	5.6	0.0	5.6	0.0	0.0	0.0	26	58.8	21	17	
EXETER	RYANAIR	S A	9	0	0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
EXETER	RYANAIR	S D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	88.9	7	9	
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9	
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	11	9	
LEEDS BRADFORD	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	8	100.0	2	9	
LEEDS BRADFORD	RYANAIR	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	88.9	3	9	
LEEDS BRADFORD	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	9	88.9	5	9	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	22.2	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	19	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	12	9	
GATWICK	AIR MALTA	S A	31	0	0	0.0	19.4	38.7	16.1	22.6	3.2	0.0	0.0	0.0	0.0	0.0	18	64.5	28	31	
GATWICK	AIR MALTA	S D	31	0	0	0.0	6.5	29.0	32.3	22.6	9.7	0.0	0.0	0.0	0.0	0.0	25	51.6	34	31	
GATWICK	BRITISH AIRWAYS PLC	S A	26	0	0	7.7	26.9	23.1	19.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	18	73.3	18	30	
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0.0	18.5	40.7	29.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	16	30	
GATWICK	EASYJET UK LTD	S A	44	0	1	2.2	20.0	17.8	28.9	24.4	4.4	0.0	0.0	0.0	0.0	2.2	21	37.8	30	45	
GATWICK	EASYJET UK LTD	S D	45	0	0	0.0	4.4	73.3	20.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	10	56.8	18	44	
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	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	2	4	
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	22.2	48	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	15	66.7	12	9	
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	46	5	
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	5	
HEATHROW	AIR MALTA	S A	72	0	0	1.4	16.7	33.3	29.2	13.9	5.6	0.0	0.0	0.0	0.0	0.0	20	62.7	23	67	
HEATHROW	AIR MALTA	S D	72	0	0	0.0	22.2	40.3	16.7	13.9	6.9	0.0	0.0	0.0	0.0	0.0	18	65.7	23	67	
LUTON	RYANAIR	S A	36	0	0	2.8	25.0	47.2	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	23	36	
LUTON	RYANAIR	S D	36	0	0	0.0	8.3	52.8	16.7	13.9	8.3	0.0	0.0	0.0	0.0	0.0	19	44.4	26	36	
STANSTED	JET2.COM LTD	S A	9	0	0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	32	9	
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	88.9	16	9	
STANSTED	RYANAIR	S A	27	0	0	0.0	25.9	18.5	29.6	14.8	7.4	3.7	0.0	0.0	0.0	0.0	25	26.9	48	26	
STANSTED	RYANAIR	S D	27	0	0	0.0	33.3	55.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	34.6	42	26	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
												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
MANCHESTER	AIR MALTA	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	3	100.0	0	4				
MANCHESTER	AIR MALTA	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	13	4				
MANCHESTER	EASYJET UK LTD	S	A	31	0	0	3.2	19.4	48.4	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	41.9	23	31					
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	38.7	48.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	7	31					
MANCHESTER	JET2.COM LTD	S	A	8	0	0	12.5	0.0	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	30	66.7	13	9					
MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	77.8	9	9					
MANCHESTER	RYANAIR	S	A	13	0	0	0.0	53.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	46	14					
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	16	7.7	46	13					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	56	20.0	35	5					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	13	5					
MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	20	10					
MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	12	10					
NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	22.2	0.0	0.0	11.1	44.4	11.1	0.0	11.1	0.0	0.0	0.0	62	50.0	31	8					
NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	22.2	0.0	33.3	0.0	0.0	11.1	0.0	0.0	0.0	53	62.5	17	8					
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	6	5					
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	3	80.0	11	5					
SOUTHEND	AIR MALTA	S	A	14	0	0	21.4	35.7	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	24	13					
SOUTHEND	AIR MALTA	S	D	14	0	0	21.4	0.0	64.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	69.2	35	13					
SOUTHEND	EASYJET UK LTD	S	A	12	0	1	7.7	38.5	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	7.7	11	61.5	17	13					
SOUTHEND	EASYJET UK LTD	S	D	12	0	1	0.0	38.5	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7	6	69.2	11	13					
<b>TOTAL MALTA</b>				<b>1094</b>	<b>0</b>	<b>3</b>	<b>4.7</b>	<b>22.4</b>	<b>39.8</b>	<b>17.5</b>	<b>11.3</b>	<b>3.3</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>61.6</b>	<b>22</b>	<b>1058</b>					
MANCHESTER																										
ABERDEEN	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	114	1					
ABERDEEN	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
ABERDEEN	FLYBE LTD	S	A	152	0	1	6.5	39.9	38.6	7.2	5.2	0.7	1.3	0.0	0.0	0.0	0.7	8	82.9	13	163					
ABERDEEN	FLYBE LTD	S	D	151	0	2	0.0	46.4	40.5	7.8	2.0	0.7	1.3	0.0	0.0	0.0	1.3	7	84.8	11	162					
ABERDEEN	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	132	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	100.0	0	1					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	202	0	0	1.5	33.7	40.6	11.9	7.4	3.5	1.0	0.5	0.0	0.0	0.0	14	80.0	10	197					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	202	0	0	0.0	24.8	57.4	9.4	4.5	3.5	0.5	0.0	0.0	0.0	0.0	10	83.9	8	196					
BELFAST CITY (GEORGE BEST)	SUN AIR OF SCANDINAVIA	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	91	0	0	7.7	53.8	19.8	12.1	3.3	1.1	2.2	0.0	0.0	0.0	0.0	10	66.2	16	70					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	91	0	0	1.1	49.5	28.6	11.0	6.6	0.0	3.3	0.0	0.0	0.0	0.0	12	60.6	19	70					

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	RYANAIR	S	A	49	0	0	8.2	61.2	28.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	8	31	
	BELFAST INTERNATIONAL	RYANAIR	S	D	49	0	0	0.0	53.1	42.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	8	31	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	23	3	
	BIRMINGHAM	FLYBE LTD	S	D	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	29	50.0	53	2	
	BIRMINGHAM	JET2.COM 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	22	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	7	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	121	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	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	107	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	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	273	1	
	CARDIFF WALES	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
	CARDIFF WALES	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	EDINBURGH	FLYBE LTD	S	A	100	0	0	9.0	44.0	28.0	10.0	5.0	3.0	1.0	0.0	0.0	0.0	0.0	10	92.9	6	99	
	EDINBURGH	FLYBE LTD	S	D	100	0	0	0.0	19.0	55.0	14.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12	82.8	8	99	
	EXETER	AURIGNY AIR SERVICES	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0	
	EXETER	FLYBE LTD	S	A	94	0	0	2.1	53.2	31.9	10.6	1.1	1.1	0.0	0.0	0.0	0.0	0.0	6	85.4	10	95	
	EXETER	FLYBE LTD	S	D	95	0	0	0.0	34.7	50.5	6.3	7.4	1.1	0.0	0.0	0.0	0.0	0.0	7	87.4	7	95	
	GLASGOW	FLYBE LTD	S	A	55	0	1	3.6	42.9	35.7	10.7	1.8	3.6	0.0	0.0	0.0	0.0	1.8	8	90.3	3	60	
	GLASGOW	FLYBE LTD	S	D	57	0	1	0.0	19.0	51.7	25.9	0.0	1.7	0.0	0.0	0.0	0.0	1.7	10	86.9	7	60	
	ISLE OF MAN	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	ISLE OF MAN	FLYBE LTD	S	A	128	0	0	3.9	39.8	35.2	9.4	6.3	3.9	1.6	0.0	0.0	0.0	0.0	13	81.7	8	140	
	ISLE OF MAN	FLYBE LTD	S	D	128	0	0	0.8	20.3	67.2	3.9	3.9	2.3	1.6	0.0	0.0	0.0	0.0	8	90.1	4	140	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE													AUG 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)
JERSEY	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0			
JERSEY	EASYJET UK LTD	S	A	9	0	0	44.4	33.3	11.1	11.1	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	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
JERSEY	FLYBE LTD	S	A	36	0	0	2.8	50.0	19.4	5.6	11.1	8.3	2.8	0.0	0.0	0.0	0.0	18	68.6	19	34			
JERSEY	FLYBE LTD	S	D	36	0	0	0.0	16.7	52.8	5.6	11.1	11.1	2.8	0.0	0.0	0.0	0.0	23	42.9	28	34			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1			
GATWICK	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	12	1			
GATWICK	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
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	BRITISH AIRWAYS PLC	S	A	168	0	3	15.2	33.3	22.2	9.9	7.6	6.4	1.2	2.3	0.0	0.0	1.8	21	87.4	6	211			
HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	2	0.0	23.8	45.3	10.5	9.9	8.1	1.2	0.0	0.0	0.0	1.2	17	82.3	9	211			
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	50.0	17	8			
LONDON CITY	BA CITYFLYER LTD	S	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	60.0	35	5			
LUTON	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	87	0.0	74	1			
LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0			
STANSTED	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	100.0	1	1			
STANSTED	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	41	1			
NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
SOUTHAMPTON	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			
SOUTHAMPTON	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
SOUTHAMPTON	FLYBE LTD	S	A	134	0	3	2.2	31.4	38.0	13.1	5.8	6.6	0.7	0.0	0.0	0.0	2.2	15	80.4	11	136			
SOUTHAMPTON	FLYBE LTD	S	D	134	0	3	0.0	13.1	60.6	10.9	5.1	6.6	1.5	0.0	0.0	0.0	2.2	15	76.8	14	136			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 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								
SOUTHAMPTON		JOTA AVIATION LTD		C A		2 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		0.0 0.0		18 0.0		0 0																
SOUTHAMPTON		JOTA AVIATION LTD		C D		2 0		0 0		0.0 50.0		50.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 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 70.4		19 79																
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 61.7		23 79																
<b>TOTAL MANCHESTER</b>						<b>2476</b>	<b>12</b>	<b>18</b>	<b>3.2</b>	<b>34.0</b>	<b>41.2</b>	<b>9.9</b>	<b>5.5</b>	<b>3.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.7</b>	<b>12</b>	<b>80.7</b>	<b>11</b>	<b>2663</b>															
MANILA																																						
HEATHROW		PHILIPPINE AIRLINES		S A		23 0		0 0		78.3 8.7		13.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 67.7		10 29																
HEATHROW		PHILIPPINE AIRLINES		S D		23 0		0 0		8.7 69.6		17.4 0.0		4.3 0.0		0.0 0.0		0.0 0.0		2 61.3		15 29																
<b>TOTAL MANILA</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>43.5</b>	<b>39.1</b>	<b>15.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>64.5</b>	<b>12</b>	<b>58</b>															
MARIBOR																																						
GLASGOW		ALK Airlines/Air Lubo		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		8 1																
GLASGOW		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		0 100.0		15 1																
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 0.0		28 1																
GLASGOW		CROATIA 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		0 100.0		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		0 100.0		6 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		0 100.0		5 1																
<b>TOTAL MARIBOR</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>															
MARRAKESH																																						
BIRMINGHAM		TUI AIRWAYS LTD		S A		5 0		0 0		0.0 0.0		20.0 60.0		0.0 20.0		0.0 0.0		0.0 0.0		35 100.0		5 4																
BIRMINGHAM		TUI AIRWAYS LTD		S D		5 0		0 0		0.0 0.0		60.0 20.0		20.0 0.0		0.0 0.0		0.0 0.0		22 100.0		5 5																
BRISTOL		TUI AIRWAYS LTD		S A		4 0		0 0		0.0 25.0		50.0 0.0		25.0 0.0		0.0 0.0		0.0 0.0		10 0.0		0 0																
BRISTOL		TUI AIRWAYS LTD		S D		4 0		0 0		0.0 50.0		25.0 0.0		25.0 0.0		0.0 0.0		0.0 0.0		13 0.0		0 0																
LIVERPOOL (JOHN LENNON)		RYANAIR		S A		9 0		0 0		55.6 33.3		11.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 88.9		7 9																
LIVERPOOL (JOHN LENNON)		RYANAIR		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		2 100.0		0 9																
GATWICK		AIR ARABIA MAROC		S A		9 0		0 0		0.0 22.2		44.4 22.2		11.1 0.0		0.0 0.0		0.0 0.0		14 40.0		84 5																
GATWICK		AIR ARABIA MAROC		S D		9 0		0 0		0.0 11.1		44.4 44.4		0.0 0.0		0.0 0.0		0.0 0.0		13 40.0		86 5																
GATWICK		BRITISH AIRWAYS PLC		S A		22 0		0 0		36.4 22.7		36.4 4.5		0.0 0.0		0.0 0.0		0.0 0.0		4 73.3		19 15																
GATWICK		BRITISH AIRWAYS PLC		S D		22 0		0 0		0.0 9.1		50.0 18.2		18.2 4.5		0.0 0.0		0.0 0.0		20 60.0		31 15																
GATWICK		EASYJET UK LTD		S A		39 0		0 0		5.1 17.9		23.1 25.6		15.4 5.1		5.1 2.6		0.0 0.0		37 60.0		15 35																
GATWICK		EASYJET UK LTD		S D		40 0		0 0		0.0 2.5		52.5 27.5		5.0 7.5		0.0 5.0		0.0 0.0		32 71.4		14 35																
GATWICK		TUI AIRWAYS LTD		S A		9 0		0 0		11.1 0.0		33.3 44.4		11.1 0.0		0.0 0.0		0.0 0.0		19 44.4		23 9																

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	55.6	20	9																	
LUTON	RYANAIR	S	A	18	0	0	0.0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	76.5	9	17																	
LUTON	RYANAIR	S	D	18	0	0	0.0	0.0	77.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	8	17																	
STANSTED	RYANAIR	S	A	31	0	0	0.0	32.3	32.3	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	74.2	12	31																	
STANSTED	RYANAIR	S	D	31	0	0	0.0	29.0	64.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	58.1	16	31																	
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	21.4	28.6	35.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	66.7	13	9																	
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	22	9																	
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0																	
MANCHESTER	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	15	0.0	0	0																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	27	0.0	0	0																	
MANCHESTER	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	14	62.5	26	8																	
MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	34	9																	
<b>TOTAL MARRAKESH</b>				<b>374</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>16.0</b>	<b>46.0</b>	<b>20.9</b>	<b>7.5</b>	<b>2.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.1</b>	<b>18</b>	<b>286</b>																	
MARSA ALAM																																						
BIRMINGHAM	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	6	75.0	5	4																	
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	13	75.0	21	4																	
GATWICK	TUI AIRWAYS 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	0.0	10	60.0	15	5																	
GATWICK	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	0.0	25	100.0	8	5																	
<b>TOTAL MARSA ALAM</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</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>0.0</b>	<b>15</b>	<b>77.8</b>	<b>12</b>	<b>18</b>																	
MARSEILLE																																						
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1																	
BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	31	38.5	29	13																	
BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	35.7	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	69.2	14	13																	
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	10	9																	
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	23	22.2	24	9																	
GLASGOW	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	12.5	25.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	57	22.2	65	9																	
GLASGOW	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	20.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	45	22.2	60	9																	
GATWICK	EASYJET UK LTD	S	A	63	0	0	0.0	9.5	22.2	15.9	15.9	25.4	11.1	0.0	0.0	0.0	0.0	49	27.3	42	64																	
GATWICK	EASYJET UK LTD	S	D	63	0	0	0.0	3.2	44.4	15.9	15.9	15.9	4.8	0.0	0.0	0.0	0.0	34	63.6	23	64																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	20.2	33.9	24.2	12.9	5.6	1.6	1.6	0.0	0.0	0.0	0.0	11	67.7	18	93																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	0.0	36.3	44.4	8.1	7.3	3.2	0.8	0.0	0.0	0.0	0.0	12	84.9	11	93																	
LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	64.7	11.8	0.0	5.9	0.0	17.6	0.0	0.0	0.0	0.0	28	94.4	4	18																	
LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	47.1	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	22	77.8	8	18																	
STANSTED	RYANAIR	S	A	54	0	0	13.0	37.0	27.8	3.7	11.1	7.4	0.0	0.0	0.0	0.0	0.0	13	38.8	47	49																	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
MAURITIOUS		GATWICK		BRITISH AIRWAYS PLC		S	A	13	0	0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13															
		GATWICK		BRITISH AIRWAYS PLC		S	D	14	0	0	0.0	35.7	50.0	7.1	0.0	7.1	0.0	0.0	0.0	9	69.2	26	13															
		GATWICK		TUI AIRWAYS LTD		S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4															
		GATWICK		TUI AIRWAYS LTD		S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	14	75.0	12	4															
		HEATHROW		AIR MAURITIUS LTD		S	A	18	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18															
		HEATHROW		AIR MAURITIUS LTD		S	D	18	0	0	0.0	22.2	61.1	5.6	11.1	0.0	0.0	0.0	0.0	10	55.6	21	18															
<b>TOTAL MAURITIUS</b>								<b>71</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>31.0</b>	<b>32.4</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.6</b>	<b>13</b>	<b>70</b>													
MEDINA		HEATHROW		SAUDI ARABIAN AIRLINES		S	A	12	0	0	0.0	0.0	8.3	16.7	41.7	16.7	16.7	0.0	0.0	59	0.0	0	0															
		MANCHESTER		SAUDI ARABIAN AIRLINES		S	A	7	0	0	0.0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	38	0.0	0	0															
<b>TOTAL MEDINA</b>								<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>15.8</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>													
MELBOURNE		HEATHROW		QANTAS		S	A	31	0	0	41.9	35.5	6.5	6.5	3.2	6.5	0.0	0.0	0.0	10	96.8	2	31															
		HEATHROW		QANTAS		S	D	31	0	0	0.0	41.9	48.4	9.7	0.0	0.0	0.0	0.0	0.0	4	74.2	15	31															
<b>TOTAL MELBOURNE</b>								<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>38.7</b>	<b>27.4</b>	<b>8.1</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>7</b>	<b>85.5</b>	<b>8</b>	<b>62</b>													
MEMMINGEN ALLGAU		EDINBURGH		RYANAIR		S	A	9	0	0	0.0	44.4	11.1	22.2	0.0	11.1	11.1	0.0	0.0	28	0.0	0	0															
		EDINBURGH		RYANAIR		S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	24	0.0	0	0															
		STANSTED		RYANAIR		S	A	22	0	0	0.0	31.8	40.9	18.2	9.1	0.0	0.0	0.0	0.0	12	63.6	11	22															
		STANSTED		RYANAIR		S	D	22	0	0	0.0	31.8	50.0	9.1	9.1	0.0	0.0	0.0	0.0	10	72.7	11	22															
<b>TOTAL MEMMINGEN ALLGAU</b>								<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>43.5</b>	<b>12.9</b>	<b>8.1</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>15</b>	<b>68.2</b>	<b>11</b>	<b>44</b>													
MEXICO CITY		HEATHROW		AEROMEXICO		S	A	31	0	0	77.4	6.5	6.5	0.0	6.5	3.2	0.0	0.0	0.0	6	87.1	4	31															
		HEATHROW		AEROMEXICO		S	D	31	0	0	0.0	29.0	61.3	9.7	0.0	0.0	0.0	0.0	0.0	5	96.8	3	31															
		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	51.6	32.3	3.2	3.2	6.5	3.2	0.0	0.0	0.0	8	93.5	3	31															
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	6.5	48.4	29.0	12.9	0.0	3.2	0.0	0.0	21	77.4	10	31															
<b>TOTAL MEXICO CITY</b>								<b>124</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>18.5</b>	<b>29.8</b>	<b>10.5</b>	<b>6.5</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>10</b>	<b>88.7</b>	<b>5</b>	<b>124</b>													

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

		Origin/Destinations: M																	AUG 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							
MIAMI INTERNATIONAL																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	28	0	3	22.6	32.3	6.5	6.5	6.5	9.7	3.2	3.2	0.0	0.0	9.7	25	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	29	0	2	0.0	6.5	38.7	22.6	9.7	9.7	3.2	0.0	3.2	0.0	6.5	41	0.0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	19.4	16.1	22.6	12.9	16.1	6.5	0.0	6.5	0.0	0.0	0.0	37	58.1	19	62	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	64.5	22.6	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	9.7	17.2	28.0	16.1	8.6	12.9	3.2	3.2	1.1	0.0	0.0	36	66.1	27	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	10.8	29.0	23.7	11.8	19.4	1.1	4.3	0.0	0.0	0.0	39	67.7	24	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	68.8	9.4	6.3	3.1	3.1	3.1	3.1	0.0	0.0	0.0	3.1	11	83.9	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	54.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	3	31	
	MANCHESTER	ATLAS AIR INC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>367</b>	<b>0</b>	<b>6</b>	<b>11.8</b>	<b>20.9</b>	<b>26.8</b>	<b>14.7</b>	<b>8.6</b>	<b>10.5</b>	<b>1.9</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>29</b>	<b>74.0</b>	<b>17</b>	<b>311</b>	
MIKONOS																							
	GATWICK	EASYJET UK LTD	S	A	49	0	0	0.0	4.1	20.4	16.3	26.5	24.5	8.2	0.0	0.0	0.0	0.0	50	20.4	58	48	
	GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	4.1	26.5	26.5	20.4	16.3	6.1	0.0	0.0	0.0	0.0	39	44.9	33	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	19.4	16.1	16.1	32.3	6.5	6.5	0.0	0.0	0.0	0.0	35	48.4	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	38.7	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	14	77.4	10	31	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	30	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	36.4	46	22	
	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	21.7	34	23	
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	42	22.2	31	9	
	LUTON	EASYJET UK 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	14	44.4	21	9	
	STANSTED	BA CITYFLYER LTD	S	A	5	0	0	20.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	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	17	0.0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	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	28	0.0	57	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	40	25.0	49	4	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	0.0	0.0	10.0	0.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	63	22.2	42	9	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	10	9	
	MANCHESTER	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	36	50.0	29	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	25.0	40	4	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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													
		SOUTHEND		BA CITYFLYER LTD		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		45 1																			
<b>TOTAL MIKONOS</b>								<b>224</b>		<b>61</b>		<b>0</b>		<b>0.7</b>		<b>7.7</b>		<b>20.4</b>		<b>15.1</b>		<b>20.4</b>		<b>10.5</b>		<b>3.9</b>		<b>0.0</b>		<b>0.0</b>		<b>21.4</b>		<b>0.0</b>		<b>36</b>		<b>39.9</b>		<b>34</b>		<b>257</b>	
MILAN (LINATE)																																											
		GATWICK		EASYJET UK LTD		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		64.5 28		93															
		GATWICK		EASYJET UK LTD		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		63.4 24		93															
		HEATHROW		ALITALIA (CAI)		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		80.6 10		62															
		HEATHROW		ALITALIA (CAI)		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		83.9 9		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		76.3 12		186															
		HEATHROW		BRITISH AIRWAYS PLC		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		89.8 7		186															
		LONDON CITY		ALITALIA (CAI)		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		81.3 8		106															
		LONDON CITY		ALITALIA (CAI)		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		77.8 13		106															
		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		84.0 6		92															
		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		64.9 19		92															
		STANSTED		BA CITYFLYER LTD		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		87.5 5		8															
		STANSTED		BA CITYFLYER LTD		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0		50.0 35		8															
<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</b>		<b>77.4</b>		<b>13</b>		<b>1094</b>			
MILAN (MALPENSA)																																											
		BIRMINGHAM		FLYBE LTD		S A		42 0		1 0		0.0 9.3		11.6 11.6		39.5 16.3		4.7 4.7		0.0 0.0		2.3 54		66.7 22		44																	
		BIRMINGHAM		FLYBE LTD		S D		43 0		0 0		0.0 0.0		23.3 39.5		23.3 9.3		4.7 0.0		0.0 0.0		0.0 36		62.2 22		44																	
		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		25.0 36		8																	
		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		50.0 23		8																	
		BRISTOL		EASYJET EUROPE		S D		1 0		0 0		0.0 0.0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		112 0		0.0 0		0																	
		BRISTOL		EASYJET UK LTD		S A		18 0		0 0		11.1 33.3		27.8 16.7		11.1 0.0		0.0 0.0		0.0 0.0		11 0		0.0 0		0																	
		BRISTOL		EASYJET UK LTD		S D		18 0		0 0		0.0 38.9		44.4 5.6		11.1 0.0		0.0 0.0		0.0 0.0		10 0		0.0 0		0																	
		BRISTOL		RYANAIR		S A		13 0		0 0		69.2 7.7		7.7 15.4		0.0 0.0		0.0 0.0		0.0 0.0		4 0		0.0 0		0																	
		BRISTOL		RYANAIR		S D		13 0		0 0		0.0 30.8		46.2 7.7		0.0 15.4		0.0 0.0		0.0 0.0		19 0		0.0 0		0																	
		CARDIFF WALES		FLYBE LTD		S A		9 0		0 0		0.0 0.0		11.1 55.6		11.1 11.1		11.1 0.0		0.0 0.0		40 23.1		32 13																			
		CARDIFF WALES		FLYBE LTD		S D		9 0		0 0		0.0 0.0		55.6 33.3		0.0 11.1		0.0 0.0		0.0 0.0		18 53.8		17 13																			
		CARDIFF WALES		KLASJET UAB		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		118 0.0		0 0																			
		CARDIFF WALES		MALETH AERO		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		75 0.0		0 0																			
		EDINBURGH		ALITALIA (CAI)		S A		5 0		0 0		40.0 0.0		0.0 40.0		20.0 20.0		0.0 0.0		0.0 0.0		17 0.0		0 0																			
		EDINBURGH		ALITALIA (CAI)		S D		5 0		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																			
		EDINBURGH		EASYJET EUROPE		S A		51 0		0 0		2.0 33.3		23.5 17.6		15.7 3.9		2.0 2.0		0.0 0.0		23 0.0		0 0																			

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 EUROPE	S D	52	0	0	0.0	17.3	32.7	15.4	15.4	11.5	3.8	1.9	1.9	0.0	0.0	38	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	39.6	40	53			
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	17.0	57	53			
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	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	14	4			
GLASGOW	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	69.2	15	13			
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	30.8	25	13			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	0	0	0.0	7.1	35.7	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	15.4	78	13			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	30	23.1	60	13			
GATWICK	EASYJET UK LTD	S A	245	0	1	2.4	5.7	32.5	17.9	21.1	15.4	3.7	0.8	0.0	0.0	0.4	35	38.2	47	163			
GATWICK	EASYJET UK LTD	S D	245	0	2	0.0	2.8	32.4	18.6	25.1	14.2	4.9	1.2	0.0	0.0	0.8	39	37.2	46	162			
HEATHROW	ALITALIA (CAI)	S A	62	0	0	1.6	9.7	22.6	17.7	40.3	8.1	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
HEATHROW	ALITALIA (CAI)	S D	62	0	0	1.6	50.0	25.8	6.5	11.3	4.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
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	19	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	200	0	3	3.0	17.2	29.6	15.8	18.2	9.4	2.5	1.5	1.5	0.0	1.5	41	71.7	14	97			
HEATHROW	BRITISH AIRWAYS PLC	S D	200	0	3	0.0	23.6	46.8	13.3	10.3	3.4	0.0	1.0	0.0	0.0	1.5	15	73.5	13	96			
LONDON CITY	ALITALIA (CAI)	S A	0	102	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			
LONDON CITY	ALITALIA (CAI)	S D	0	102	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.1	2.9	0	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S A	0	45	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S D	0	45	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	4.3	0	0.0	0	0			
LUTON	EASYJET EUROPE	S A	31	0	0	0.0	22.6	35.5	6.5	16.1	16.1	3.2	0.0	0.0	0.0	0.0	28	0.0	0	0			
LUTON	EASYJET EUROPE	S D	31	0	0	0.0	0.0	32.3	12.9	29.0	19.4	3.2	3.2	0.0	0.0	0.0	47	0.0	0	0			
LUTON	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	35	45.7	37	45			
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	36.4	36	43			
LUTON	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
STANSTED	RYANAIR	S A	57	0	0	1.8	36.8	31.6	14.0	8.8	5.3	1.8	0.0	0.0	0.0	0.0	17	43.5	46	60			
STANSTED	RYANAIR	S D	57	0	0	0.0	12.3	52.6	19.3	12.3	3.5	0.0	0.0	0.0	0.0	0.0	15	8.1	61	61			
MANCHESTER	EASYJET EUROPE	S A	26	0	0	0.0	30.8	26.9	11.5	19.2	11.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
MANCHESTER	EASYJET EUROPE	S D	26	0	0	0.0	19.2	30.8	15.4	11.5	15.4	7.7	0.0	0.0	0.0	0.0	34	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	66.7	19	27			
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	48.1	28	27			
MANCHESTER	FLYBE LTD	S A	35	0	0	0.0	0.0	5.7	25.7	37.1	28.6	0.0	2.9	0.0	0.0	0.0	55	54.8	28	31			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M										AUG 2018									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
TOTAL MILAN (MALPENSA)		MINNEAPOLIS-ST PAUL		MINSK INT'L		MOLDE		MONTEGO BAY		1650	294	19	1.5	12.3	27.7	14.7	16.0	9.0	2.0	0.8	0.2	15.0	1.0	30	46.8	36	1186		
MANCHESTER	FLYBE LTD	S	D	35	0	0	0.0	0.0	57.1	22.9	11.4	8.6	0.0	0.0	0.0	0.0	0.0	22	67.7	19	31								
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	65.2	42	23								
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	69.6	44	23								
HEATHROW	DELTA AIRLINES	S	A	31	0	0	16.1	25.8	25.8	12.9	0.0	9.7	6.5	3.2	0.0	0.0	0.0	32	83.9	5	31								
HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	54.8	29.0	6.5	0.0	3.2	0.0	6.5	0.0	0.0	0.0	20	93.5	3	31								
TOTAL MINNEAPOLIS-ST PAUL				62	0	0	8.1	40.3	27.4	9.7	0.0	6.5	3.2	4.8	0.0	0.0	0.0	26	88.7	4	62								
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	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	16	66.7	11	18								
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	17	0	0	0.0	11.8	17.6	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	29	38.9	23	18								
MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	14	4								
MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	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	26	25.0	48	4								
TOTAL MINSK INT'L				44	0	0	0.0	9.1	34.1	31.8	22.7	2.3	0.0	0.0	0.0	0.0	0.0	21	52.3	20	44								
EDINBURGH	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	24	2								
EDINBURGH	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2								
EDINBURGH	ALK Airlines/Air Lubo	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1								
EDINBURGH	ALK Airlines/Air Lubo	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1								
TOTAL MOLDE				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	6								
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	9								
BIRMINGHAM	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	12	88.9	8	9								
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	21.4	21.4	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	21.4	36	13								
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	14.3	35.7	42.9	7.1	0.0	0.0	0.0	0.0	0.0	32	64.3	15	14								
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	30.0	27	10								
GATWICK	VIRGIN ATLANTIC AIRWAYS 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	34	50.0	35	10								
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	23	0.0	0	0								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0								

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										AUG 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	TUI AIRWAYS LTD	C	A	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	26	9						
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	12.5	37	8						
<b>TOTAL MONTEGO BAY</b>				<b>88</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>15.9</b>	<b>15.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.6</b>	<b>24</b>	<b>82</b>						
MONTPELLIER																											
BRISTOL	EASYJET UK LTD	S	A	8	0	0	25.0	50.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	0.0	0	0						
GATWICK	EASYJET UK LTD	S	A	59	0	3	0.0	14.5	22.6	9.7	16.1	25.8	4.8	1.6	0.0	0.0	4.8	48	45.9	31	60						
GATWICK	EASYJET UK LTD	S	D	60	0	1	0.0	8.2	39.3	11.5	19.7	14.8	4.9	0.0	0.0	0.0	1.6	34	62.9	18	61						
HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	5.3	26.3	21.1	26.3	10.5	10.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	15.8	57.9	15.8	5.3	0.0	5.3	0.0	0.0	0.0	0.0	16	0.0	0	0						
LUTON	EASYJET UK LTD	S	A	19	0	0	5.3	5.3	36.8	15.8	15.8	21.1	0.0	0.0	0.0	0.0	0.0	32	50.0	26	17						
LUTON	EASYJET UK LTD	S	D	19	0	0	0.0	5.3	47.4	21.1	15.8	10.5	0.0	0.0	0.0	0.0	0.0	27	47.1	27	17						
STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0						
<b>TOTAL MONTPELLIER</b>				<b>212</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>14.4</b>	<b>33.3</b>	<b>13.4</b>	<b>14.8</b>	<b>15.7</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>35</b>	<b>53.2</b>	<b>25</b>	<b>155</b>						
MONTREAL (DORVAL)																											
GATWICK	AIR TRANSAT	S	A	14	0	0	7.1	42.9	28.6	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	69.2	23	13						
GATWICK	AIR TRANSAT	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	7	53.8	28	13						
HEATHROW	AIR CANADA	S	A	31	0	0	22.6	29.0	19.4	12.9	3.2	6.5	6.5	0.0	0.0	0.0	0.0	23	32.3	49	31						
HEATHROW	AIR CANADA	S	D	31	0	0	0.0	19.4	54.8	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	61.3	24	31						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	35.5	19.4	16.1	19.4	6.5	0.0	0.0	0.0	0.0	0.0	19	67.7	14	31						
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	35.5	22.6	25.8	16.1	0.0	0.0	0.0	0.0	0.0	33	64.5	21	31						
<b>TOTAL MONTREAL (DORVAL)</b>				<b>152</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.7</b>	<b>34.2</b>	<b>15.1</b>	<b>12.5</b>	<b>7.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>57.3</b>	<b>27</b>	<b>150</b>						
MOSCOW (DOMODEDOVO)																											
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	24.2	35.5	21.0	8.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	8	90.3	31	92						
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	43.5	40.3	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	88.2	20	92						
<b>TOTAL MOSCOW (DOMODEDOVO)</b>				<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>39.5</b>	<b>30.6</b>	<b>7.3</b>	<b>7.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.2</b>	<b>26</b>	<b>184</b>						
MOSCOW (SHEREMETYEVO)																											
GATWICK	AEROFLOT	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0						
GATWICK	AEROFLOT	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0						
HEATHROW	AEROFLOT	S	A	145	0	2	29.9	33.3	23.8	6.1	4.8	0.7	0.0	0.0	0.0	0.0	1.4	5	96.6	3	146						
HEATHROW	AEROFLOT	S	D	142	0	2	1.4	38.2	39.6	15.3	3.5	0.7	0.0	0.0	0.0	0.0	1.4	7	91.7	6	144						
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	22.6	25.8	32.3	3.2	9.7	0.0	3.2	0.0	0.0	0.0	3.2	11	0.0	0	0						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										AUG 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	D	31	0	0	0.0	29.0	51.6	3.2	9.7	0.0	6.5	0.0	0.0	0.0	0.0	16	0.0	0	0					
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>352</b>	<b>0</b>	<b>5</b>	<b>14.8</b>	<b>33.9</b>	<b>33.3</b>	<b>9.8</b>	<b>5.3</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>5</b>	<b>290</b>					
MOSCOW (VNUKOVO)		GLASGOW	GASPROMAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1						
<b>TOTAL MOSCOW (VNUKOVO)</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</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	25.0	48	4						
<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>25.0</b>	<b>48</b>	<b>4</b>						
MUMBAI		BIRMINGHAM	AIR INDIA	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	59	0.0	0	0						
		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	57	0.0	0	0						
		HEATHROW	AIR INDIA	S	A	30	0	1	3.2	9.7	22.6	19.4	35.5	0.0	0.0	3.2	0.0	3.2	44	74.2	10	31						
		HEATHROW	AIR INDIA	S	D	30	0	1	0.0	0.0	12.9	16.1	38.7	19.4	3.2	3.2	0.0	3.2	63	54.8	20	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	36.3	35.0	16.3	2.5	5.0	3.8	0.0	0.0	1.3	0.0	13	96.8	1	62						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	0.0	15.2	50.6	17.7	8.9	6.3	0.0	0.0	1.3	0.0	24	80.6	11	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	96.8	2	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	72.0	18	93							
<b>TOTAL MUMBAI</b>						<b>221</b>	<b>0</b>	<b>2</b>	<b>13.5</b>	<b>19.3</b>	<b>28.7</b>	<b>12.1</b>	<b>16.1</b>	<b>6.3</b>	<b>0.4</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>28</b>	<b>82.5</b>	<b>10</b>	<b>372</b>					
MUNICH		BIRMINGHAM	LUFTHANSA	S	A	83	0	1	0.0	10.7	57.1	15.5	10.7	4.8	0.0	0.0	0.0	1.2	15	80.0	10	84						
		BIRMINGHAM	LUFTHANSA	S	D	83	0	1	0.0	11.9	61.9	9.5	9.5	4.8	1.2	0.0	0.0	1.2	15	85.9	10	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	36.2	37	57							
		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	63.8	15	57							
		CARDIFF WALES	FLYBE 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	29	55.6	23	9						
		CARDIFF WALES	FLYBE 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	11	77.8	12	9						
		EDINBURGH	EASYJET UK LTD	S	A	29	0	2	0.0	12.9	22.6	12.9	32.3	12.9	0.0	0.0	0.0	6.5	31	35.5	37	30						
		EDINBURGH	EASYJET UK LTD	S	D	29	0	2	0.0	9.7	32.3	32.3	9.7	9.7	0.0	0.0	0.0	6.5	25	38.7	29	30						
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	22	0	0	0.0	22.7	50.0	22.7	4.5	0.0	0.0	0.0	0.0	0.0	8	85.2	7	27						
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	22	0	0	0.0	9.1	45.5	13.6	31.8	0.0	0.0	0.0	0.0	0.0	18	85.2	11	27						
		EDINBURGH	LUFTHANSA	S	A	14	0	0	0.0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0						
		EDINBURGH	LUFTHANSA	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	18	0.0	0	0						
		GLASGOW	LUFTHANSA	S	A	22	0	0	0.0	18.2	68.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	7	77.3	13	22						

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	LUFTHANSA	S	D	22	0	0	0.0	9.1	63.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	45.5	23	22		
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	0.0	24	1		
JERSEY	LUFTHANSA	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	21	4		
JERSEY	LUFTHANSA	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	0.0	55	4		
GATWICK	EASYJET UK LTD	S	A	55	0	2	1.8	12.3	21.1	24.6	17.5	17.5	0.0	1.8	0.0	0.0	3.5	35	37.9	30	55		
GATWICK	EASYJET UK LTD	S	D	55	0	2	0.0	7.0	52.6	12.3	15.8	8.8	0.0	0.0	0.0	0.0	3.5	22	64.9	18	55		
HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	6	5.2	33.7	29.5	10.9	8.3	7.3	2.1	0.0	0.0	0.0	3.1	19	76.4	14	178		
HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	6	0.0	31.1	39.4	12.4	9.8	2.6	1.6	0.0	0.0	0.0	3.1	14	81.3	9	178		
HEATHROW	LUFTHANSA	S	A	241	0	1	1.2	20.2	49.6	15.7	10.3	2.1	0.4	0.0	0.0	0.0	0.4	13	76.5	11	226		
HEATHROW	LUFTHANSA	S	D	242	0	3	0.0	17.1	52.2	14.3	11.0	3.3	0.8	0.0	0.0	0.0	1.2	15	73.9	13	226		
LONDON CITY	BA CITYFLYER LTD	S	A	0	72	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	0.0	0	0		
LONDON CITY	BA CITYFLYER LTD	S	D	0	72	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6	1.4	0	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	26	0	1	14.8	11.1	29.6	7.4	22.2	11.1	0.0	0.0	0.0	0.0	3.7	22	39.3	33	26		
LUTON	EASYJET UK LTD	S	D	26	0	0	0.0	15.4	38.5	11.5	15.4	19.2	0.0	0.0	0.0	0.0	0.0	26	33.3	31	26		
STANSTED	EASYJET UK LTD	S	A	30	0	1	0.0	19.4	25.8	22.6	12.9	16.1	0.0	0.0	0.0	0.0	3.2	29	45.2	32	30		
STANSTED	EASYJET UK LTD	S	D	30	0	1	0.0	32.3	35.5	16.1	3.2	6.5	3.2	0.0	0.0	0.0	3.2	17	64.5	21	30		
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	37.0	24	24		
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	33.3	36	24		
MANCHESTER	EASYJET UK LTD	S	A	31	0	0	6.5	32.3	35.5	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	54.5	26	22		
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	58.1	29.0	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	72.7	20	22		
MANCHESTER	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	LUFTHANSA	S	A	87	0	1	0.0	28.4	50.0	12.5	5.7	2.3	0.0	0.0	0.0	0.0	1.1	10	78.4	12	88		
MANCHESTER	LUFTHANSA	S	D	88	0	1	1.1	10.1	57.3	16.9	9.0	4.5	0.0	0.0	0.0	0.0	1.1	14	80.7	12	88		
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	30	0.0	0	0		
SOUTHEND	BA CITYFLYER 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	227	0.0	0	0		
<b>TOTAL MUNICH</b>				<b>1694</b>	<b>144</b>	<b>33</b>	<b>1.3</b>	<b>19.3</b>	<b>41.3</b>	<b>13.4</b>	<b>9.8</b>	<b>4.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>7.7</b>	<b>1.8</b>	<b>16</b>	<b>68.9</b>	<b>16</b>	<b>1767</b>		
MURCIA INTERNATIONAL																							
BIRMINGHAM	RYANAIR	S	A	18	0	0	16.7	38.9	27.8	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	27.8	55.6	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
BOURNEMOUTH	RYANAIR	S	A	17	0	0	23.5	47.1	17.6	5.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	27	0.0	0	0		
BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	94.1	5.9	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 AUGUST 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

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AUG 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	30	0	1	22.6	19.4	35.5	6.5	9.7	3.2	0.0	0.0	0.0	0.0	3.2	9	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	38.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	9.1	36.4	36.4	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	25	0	0	0.0	20.0	72.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	62	0	0	1.6	9.7	27.4	19.4	25.8	16.1	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	9.7	33.9	21.0	27.4	8.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	LUTON	RYANAIR	S	A	30	0	1	19.4	22.6	16.1	9.7	29.0	0.0	0.0	0.0	0.0	3.2	19	0.0	0	0		
	LUTON	RYANAIR	S	D	31	0	0	0.0	6.5	25.8	25.8	25.8	12.9	3.2	0.0	0.0	0.0	0.0	32	0.0	0	0	
	STANSTED	RYANAIR	S	A	44	0	0	6.8	50.0	20.5	2.3	13.6	4.5	2.3	0.0	0.0	0.0	0.0	15	0.0	0	0	
	STANSTED	RYANAIR	S	D	44	0	0	0.0	27.3	56.8	9.1	4.5	2.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	TITAN 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	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	16.7	50.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	27	0	0	0.0	48.1	25.9	11.1	14.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	27	0	0	0.0	29.6	48.1	14.8	7.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	44.4	11.1	0.0	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0	
	SOUTHEND	EASYJET UK 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	14	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>613</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>29.4</b>	<b>32.7</b>	<b>10.2</b>	<b>12.2</b>	<b>5.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>15</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	100.0	0	17	
	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	100.0	5	17	
	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	100.0	2	17	
	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	100.0	1	17	
	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	1	31	
	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	96.8	4	31	
	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	80.6	7	31	
	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	9	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
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	100.0	0	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	0.0	0	88.9	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	0.0	0	100.0	1	14								
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	100.0	2	14								
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	0.0	0	100.0	1	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	0.0	0	88.9	3	9								
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	0.0	0	49.2	32	62								
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	0.0	0	41.9	26	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	0.0	0	50.0	32	8								
HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	8								
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	83.9	7	31								
LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.8	16	31								
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.9	29	44								
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	40.9	29	44								
MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.3	4	23								
MANCHESTER	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	10	23								
MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	14	27								
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	0.0	0	66.7	15	27								
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	0.0	0	77.8	13	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	0.0	0	66.7	21	9								
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	44.4	31	9								
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	0.0	0	44.4	43	9								
<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>0.0</b>	<b>0</b>	<b>71.0</b>	<b>15</b>	<b>682</b>								
MUSCAT																														
HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.3	38	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	0.0	0	47.8	23	23								
HEATHROW	OMAN AIR	S	A	62	0	0	0.0	6.5	50.0	27.4	14.5	1.6	0.0	0.0	0.0	0.0	0.0	16	75.8	11	62									
HEATHROW	OMAN AIR	S	D	62	0	0	0.0	14.5	64.5	11.3	8.1	1.6	0.0	0.0	0.0	0.0	0.0	11	66.1	26	62									
MANCHESTER	OMAN AIR	S	A	31	0	0	0.0	16.1	41.9	22.6	9.7	6.5	0.0	3.2	0.0	0.0	0.0	25	93.5	4	31									
MANCHESTER	OMAN AIR	S	D	31	0	0	0.0	29.0	35.5	12.9	12.9	6.5	3.2	0.0	0.0	0.0	0.0	21	71.9	13	31									
<b>TOTAL MUSCAT</b>				<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>51.1</b>	<b>18.8</b>	<b>11.3</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>17</b>	<b>67.7</b>	<b>18</b>	<b>231</b>									
MYTILINI																														
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	34	25.0	39	4									



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	75.0	15	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	44	25.0	84	4
	GATWICK	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	0.0	20	50.0	88	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4
<b>TOTAL MYTILINI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>30.0</b>	<b>33.3</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>58.3</b>	<b>40</b>	<b>24</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
NAIROBI																																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	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	17	93.5	3	31																
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	51.6	16.1	9.7	6.5	3.2	3.2	0.0	0.0	0.0	33	80.6	11	31																
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	9.7	32.3	29.0	19.4	0.0	3.2	6.5	0.0	0.0	0.0	16	74.2	16	31																	
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	12.9	48.4	16.1	12.9	9.7	0.0	0.0	0.0	0.0	20	71.0	20	31																	
<b>TOTAL NAIROBI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>25.0</b>	<b>40.3</b>	<b>16.1</b>	<b>6.5</b>	<b>5.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.8</b>	<b>13</b>	<b>124</b>																
NANTES																																						
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	0.0	35.3	23.5	11.8	23.5	5.9	0.0	0.0	0.0	0.0	18	83.3	7	18																	
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	0.0	11.8	64.7	0.0	17.6	5.9	0.0	0.0	0.0	0.0	15	88.9	9	18																	
	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	41	1																	
	BRISTOL	EASYJET UK LTD	S	A	13	0	1	0.0	21.4	28.6	28.6	7.1	7.1	0.0	0.0	0.0	0.0	7.1	21	61.5	18	13																
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	50.0	21.4	14.3	0.0	7.1	0.0	0.0	0.0	23	46.2	19	13																	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	18	0.0	0	0																	
	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	10	0.0	0	0																	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	15.4	30.8	7.7	7.7	0.0	0.0	0.0	36	55.6	32	9																	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	23.1	38.5	0.0	15.4	0.0	0.0	0.0	0.0	25	66.7	28	9																	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	76.9	7	12																	
	LIVERPOOL (JOHN LENNON)	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	4	92.3	1	12																	
	GATWICK	EASYJET UK LTD	S	A	58	0	0	1.7	12.1	20.7	27.6	22.4	12.1	1.7	1.7	0.0	0.0	35	54.8	20	62																	
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	6.9	32.8	32.8	15.5	10.3	0.0	1.7	0.0	0.0	27	66.1	17	62																	
	GATWICK	VLM (BELGIUM)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	35.5	9.7	6.5	9.7	3.2	3.2	0.0	0.0	0.0	12	94.4	8	18																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	45.2	22.6	12.9	9.7	3.2	0.0	0.0	0.0	28	94.4	4	18																	
	LUTON	EASYJET UK LTD	S	A	16	0	1	11.8	23.5	23.5	5.9	11.8	11.8	5.9	0.0	0.0	0.0	5.9	29	77.8	19	18																
	LUTON	EASYJET UK LTD	S	D	16	0	1	0.0	5.9	41.2	17.6	5.9	11.8	11.8	0.0	0.0	0.0	5.9	36	44.4	33	18																
	STANSTED	RYANAIR	S	A	17	0	0	0.0	0.0	29.4	47.1	17.6	5.9	0.0	0.0	0.0	0.0	25	0.0	0	0																	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	29.4	52.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0																	
	MANCHESTER	FLYBE LTD	S	A	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	61.5	16	13																	
	MANCHESTER	FLYBE LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	16	84.6	7	13																	
	MANCHESTER	RYANAIR	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	31	0.0	0	0																	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0																	
	SOUTHAMPTON	FLYBE LTD	S	A	17	0	0	0.0	35.3	47.1	5.9	5.9	5.9	0.0	0.0	0.0	0.0	10	66.7	37	18																	
	SOUTHAMPTON	FLYBE LTD	S	D	17	0	0	0.0	47.1	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	27	18																	
<b>TOTAL NANTES</b>					<b>441</b>	<b>0</b>	<b>3</b>	<b>3.2</b>	<b>19.1</b>	<b>35.6</b>	<b>18.7</b>	<b>13.1</b>	<b>7.4</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>69.4</b>	<b>18</b>	<b>364</b>																

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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
NAPLES	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	33.3	11.1	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	0	8
	BELFAST INTERNATIONAL	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	13	100.0	1	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	5
	BELFAST INTERNATIONAL	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	2	100.0	4	5
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	15	9
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	38.5	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	37	22.2	30	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	84.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	66.7	11	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	0.0	0	20.0	30	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	80.0	5	5
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	14.3	35.7	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	46.2	22	13
	BRISTOL	EASYJET UK 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	0.0	6	76.9	11	13
	BRISTOL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	23.1	30.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	88.9	4	9
	BRISTOL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	8	4
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	7	4
	EAST MIDLANDS INTERNATIONAL	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	34	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	15.4	40	13
	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	0.0	9	8.3	59	12
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	30	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	9
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	23.1	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	38.5	27	13
	EDINBURGH	EASYJET UK LTD	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	76.9	14	13
	EDINBURGH	JET2.COM 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	26	25.0	77	8
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	42	8
	EXETER	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	EXETER	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	4	0	0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	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	1	0.0	0	0

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	33.3	0.0	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	52	60.0	14	5		
GLASGOW	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	0.0	18	100.0	1	5		
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	22	9		
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	14	0	0	0.0	14.3	42.9	21.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	22	84.6	7	13		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	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	0.0	4	92.3	4	13		
GATWICK	BRITISH AIRWAYS PLC	S A	88	0	1	5.6	22.5	23.6	21.3	13.5	12.4	0.0	0.0	0.0	0.0	0.0	1.1	24	46.1	27	89		
GATWICK	BRITISH AIRWAYS PLC	S D	88	0	1	0.0	21.3	53.9	13.5	5.6	4.5	0.0	0.0	0.0	0.0	0.0	1.1	13	71.9	17	89		
GATWICK	EASYJET UK LTD	S A	62	0	0	0.0	8.1	22.6	32.3	24.2	9.7	1.6	1.6	0.0	0.0	0.0	0.0	34	33.9	40	61		
GATWICK	EASYJET UK LTD	S D	62	0	0	0.0	8.1	38.7	12.9	22.6	12.9	4.8	0.0	0.0	0.0	0.0	0.0	32	46.8	35	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	0	30.8	49	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	0.0	0	84.6	20	13		
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	0.0	0.0	50	20.0	25	5		
GATWICK	THOMAS COOK AIRLINES LTD	S D	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	80.0	9	5		
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	0.0	0.0	0.0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0.0	5.6	66.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
LUTON	EASYJET UK LTD	S A	40	0	0	0.0	12.5	37.5	15.0	15.0	15.0	2.5	2.5	0.0	0.0	0.0	0.0	32	57.5	23	40		
LUTON	EASYJET UK LTD	S D	40	0	0	0.0	15.0	60.0	12.5	7.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	13	72.5	13	40		
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	60.0	28	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	20.0	37	5		
STANSTED	EASYJET UK LTD	S A	60	0	2	0.0	14.5	37.1	22.6	11.3	4.8	4.8	0.0	1.6	0.0	3.2	30	47.6	26	62			
STANSTED	EASYJET UK LTD	S D	61	0	1	0.0	33.9	41.9	12.9	1.6	6.5	0.0	1.6	0.0	0.0	1.6	15	70.5	13	60			
STANSTED	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	17	0.0	52	13		
STANSTED	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	0.0	1	53.8	18	13		
STANSTED	RYANAIR	S A	31	0	0	6.5	38.7	32.3	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	25.8	64	31		
STANSTED	RYANAIR	S D	31	0	0	0.0	29.0	61.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	41.9	30	31		
MANCHESTER	JET2.COM LTD	S A	13	0	0	0.0	46.2	7.7	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	22	71.4	16	14		
MANCHESTER	JET2.COM 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	0.0	14	78.6	17	14		
MANCHESTER	RYANAIR	S A	18	0	0	0.0	38.9	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.5	11	17		
MANCHESTER	RYANAIR	S D	18	0	0	0.0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	35.3	25	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	13	5		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5																
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	0.0	11.8	41.2	23.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	43	64.3	59	14																
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	11.8	58.8	11.8	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	1	13																
NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	0.0	30.8	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	20	9																
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	19	9																
<b>TOTAL NAPLES</b>				<b>1066</b>	<b>0</b>	<b>5</b>	<b>1.2</b>	<b>20.8</b>	<b>40.6</b>	<b>17.2</b>	<b>11.7</b>	<b>6.5</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>58.4</b>	<b>24</b>	<b>1016</b>																	
NASHVILLE METROPOLITAN																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	20.0	46.7	10.0	6.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	12	77.3	10	22																
HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	3.3	40.0	30.0	10.0	10.0	3.3	0.0	0.0	0.0	3.3	27	81.8	17	22																	
<b>TOTAL NASHVILLE METROPOLITAN</b>				<b>59</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.3</b>	<b>10.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>79.5</b>	<b>13</b>	<b>44</b>																
NEW ORLEANS																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	1	23.8	38.1	14.3	4.8	14.3	0.0	0.0	0.0	0.0	0.0	4.8	8	80.0	94	20																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	2	0.0	18.2	27.3	18.2	22.7	4.5	0.0	0.0	0.0	0.0	9.1	21	61.9	26	21																	
<b>TOTAL NEW ORLEANS</b>				<b>40</b>	<b>0</b>	<b>3</b>	<b>11.6</b>	<b>27.9</b>	<b>20.9</b>	<b>11.6</b>	<b>18.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>15</b>	<b>70.7</b>	<b>59</b>	<b>41</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	67.7	20	31																	
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	83.9	12	31																	
EDINBURGH	DELTA AIRLINES	S	A	31	0	0	19.4	19.4	22.6	3.2	6.5	6.5	16.1	6.5	0.0	0.0	0.0	46	74.2	35	31																	
EDINBURGH	DELTA AIRLINES	S	D	31	0	1	0.0	34.4	28.1	6.3	0.0	21.9	3.1	3.1	0.0	0.0	3.1	38	61.3	41	31																	
GLASGOW	DELTA AIRLINES	S	A	31	0	0	35.5	16.1	22.6	6.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	71.0	23	31																	
GLASGOW	DELTA AIRLINES	S	D	31	0	0	3.2	61.3	19.4	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	67.7	21	31																	
GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	2	16.1	9.7	12.9	16.1	29.0	3.2	6.5	0.0	0.0	0.0	6.5	33	61.3	24	31																	
GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	2	0.0	16.1	51.6	3.2	12.9	9.7	0.0	0.0	0.0	0.0	6.5	18	64.5	22	31																	
GATWICK	NORWEGIAN AIR UK LTD	S	A	76	0	1	31.2	28.6	15.6	6.5	5.2	7.8	2.6	1.3	0.0	0.0	1.3	18	64.3	34	52																	
GATWICK	NORWEGIAN AIR UK LTD	S	D	76	0	1	0.0	15.6	49.4	10.4	16.9	3.9	0.0	2.6	0.0	0.0	1.3	21	47.4	35	52																	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	44	0.0	0	0																	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0																	
HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	36.3	28.2	14.5	4.0	8.9	4.0	2.4	1.6	0.0	0.0	0.0	16	79.0	11	123																	
HEATHROW	AMERICAN AIRLINES	S	D	125	0	0	0.0	42.4	47.2	5.6	4.0	0.0	0.0	0.0	0.8	0.0	0.0	9	84.8	11	123																	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	2	36.0	19.5	14.8	11.4	10.2	4.7	1.7	0.4	0.4	0.0	0.8	18	84.7	9	246	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	233	0	4	0.0	11.4	43.5	19.4	13.5	8.0	0.8	1.3	0.4	0.0	1.7	26	64.5	20	248	
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	24.2	21.0	16.1	6.5	11.3	12.9	3.2	3.2	1.6	0.0	0.0	53	69.4	28	62	
	HEATHROW	DELTA AIRLINES	S	D	62	0	1	0.0	57.1	38.1	1.6	0.0	0.0	1.6	0.0	0.0	0.0	1.6	5	85.5	19	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	182	0	5	35.3	27.3	18.7	5.9	5.3	3.7	0.5	0.0	0.5	0.0	2.7	13	90.3	8	185	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	182	0	4	0.0	41.9	44.1	5.9	3.8	1.6	0.5	0.0	0.0	0.0	2.2	7	87.6	10	186	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	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	100.0	1	7	
	LONDON CITY	BRITISH AIRWAYS PLC	S	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	100.0	0	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	31	0	0	22.6	19.4	25.8	12.9	9.7	6.5	3.2	0.0	0.0	0.0	0.0	18	83.9	9	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	31	0	0	0.0	0.0	54.8	19.4	16.1	3.2	6.5	0.0	0.0	0.0	0.0	28	80.6	11	31	
	MANCHESTER	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	100.0	2	1	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19.4	25.8	16.1	6.5	19.4	12.9	0.0	0.0	0.0	0.0	0.0	21	67.7	19	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	41.9	6.5	3.2	6.5	0.0	3.2	0.0	0.0	0.0	16	77.4	9	31	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1670</b>	<b>5</b>	<b>23</b>	<b>16.0</b>	<b>26.4</b>	<b>30.2</b>	<b>9.0</b>	<b>8.8</b>	<b>5.1</b>	<b>1.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.3</b>	<b>1.4</b>	<b>19</b>	<b>77.3</b>	<b>16</b>	<b>1726</b>	
NEW YORK (NEWARK)																							
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	12.9	25.8	6.5	3.2	9.7	29.0	0.0	6.5	6.5	0.0	0.0	71	61.3	35	31	
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	12.9	67.7	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	78.1	20	31	
	GLASGOW	UNITED AIRLINES	S	A	31	0	0	9.7	29.0	9.7	16.1	6.5	6.5	9.7	12.9	0.0	0.0	0.0	59	54.8	57	31	
	GLASGOW	UNITED AIRLINES	S	D	30	0	1	9.7	35.5	12.9	3.2	9.7	6.5	0.0	19.4	0.0	0.0	3.2	59	63.6	39	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	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	69.2	35	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	64.3	17	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	3.5	42.1	24.6	8.8	8.8	8.8	1.8	0.0	0.0	0.0	1.8	16	78.9	13	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	2	0.0	15.5	50.0	17.2	6.9	6.9	0.0	0.0	0.0	0.0	3.4	17	75.4	10	57	
	HEATHROW	UNITED AIRLINES	S	A	150	0	7	19.7	19.1	14.0	14.6	11.5	5.7	3.8	6.4	0.6	0.0	4.5	42	57.6	33	156	
	HEATHROW	UNITED AIRLINES	S	D	149	0	7	0.0	56.4	20.5	4.5	7.1	3.2	1.9	0.6	1.3	0.0	4.5	24	85.8	12	154	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	38.7	29.0	9.7	3.2	6.5	6.5	3.2	0.0	0.0	0.0	3.2	15	90.3	4	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 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								
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	29	0	2	0.0	16.1	51.6	19.4	3.2	0.0	3.2	0.0	0.0	0.0	6.5	15	87.1	15	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	32.3	37	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	67.7	19	31																
MANCHESTER		UNITED AIRLINES		S	A	31	0	0	3.2	16.1	16.1	19.4	19.4	9.7	9.7	6.5	0.0	0.0	0.0	54	67.7	27	31															
MANCHESTER		UNITED AIRLINES		S	D	31	0	1	0.0	31.3	21.9	12.5	12.5	6.3	9.4	3.1	0.0	0.0	3.1	36	83.9	21	31															
<b>TOTAL NEW YORK (NEWARK)</b>						<b>658</b>	<b>0</b>	<b>22</b>	<b>9.0</b>	<b>33.7</b>	<b>20.9</b>	<b>10.3</b>	<b>8.8</b>	<b>6.5</b>	<b>3.1</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>3.2</b>	<b>32</b>	<b>71.1</b>	<b>23</b>	<b>760</b>															
NEWBURGH/USA																																						
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	16	9																
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	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	70.6	22	17																
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	61.1	29	18																
<b>TOTAL NEWBURGH/USA</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.8</b>	<b>21</b>	<b>53</b>																
NEWCASTLE																																						
ABERDEEN		FLYBE LTD		S	A	54	0	2	1.8	64.3	17.9	7.1	5.4	0.0	0.0	0.0	0.0	3.6	4	47.7	31	32																
ABERDEEN		FLYBE LTD		S	D	53	0	4	1.8	57.9	17.5	5.3	10.5	0.0	0.0	0.0	0.0	7.0	7	31.0	26	28																
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	84	0	0	2.4	53.6	25.0	7.1	4.8	6.0	1.2	0.0	0.0	0.0	11	72.9	18	85																
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	84	0	0	0.0	42.9	28.6	13.1	6.0	7.1	2.4	0.0	0.0	0.0	16	62.4	24	85																
BIRMINGHAM		FLYBE LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4																
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	75.0	10	4																
BIRMINGHAM		JET2.COM LTD		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0																
BOURNEMOUTH		FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1																
BRISTOL		EASYJET UK LTD		S	A	60	0	1	8.2	29.5	31.1	13.1	6.6	9.8	0.0	0.0	0.0	1.6	16	58.7	24	63																
BRISTOL		EASYJET UK LTD		S	D	61	0	0	0.0	24.6	37.7	16.4	11.5	9.8	0.0	0.0	0.0	0.0	19	58.7	24	63																
CARDIFF WALES		EASTERN AIRWAYS		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1																
CARDIFF WALES		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
CARDIFF WALES		EASTERN AIRWAYS		S	A	16	0	0	18.8	56.3	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	5	38.7	32	27																
CARDIFF WALES		EASTERN AIRWAYS		S	D	17	0	0	23.5	64.7	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0	8	58.8	34	17																
EAST MIDLANDS INTERNATIONAL		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	56	1																
EXETER		FLYBE LTD		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	66	0.0	0	0																
EXETER		FLYBE LTD		S	A	30	0	0	3.3	36.7	26.7	13.3	6.7	6.7	6.7	0.0	0.0	0.0	24	86.7	8	30																

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	35.5	35.5	3.2	12.9	6.5	6.5	0.0	0.0	0.0	0.0	24	86.7	9	30	
	JERSEY	EASYJET UK LTD	S	A	17	0	0	17.6	47.1	29.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	88.2	8	17	
	JERSEY	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	38.9	0.0	11.1	0.0	11.1	0.0	5.6	0.0	0.0	46	76.5	15	17	
	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	39	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	1	12.8	37.6	26.2	8.5	5.0	5.0	2.1	0.7	1.4	0.0	0.7	24	89.3	6	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	1	0.0	27.7	35.5	14.9	14.2	5.7	1.4	0.0	0.0	0.0	0.7	19	80.0	11	147	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	SOUTHAMPTON	FLYBE LTD	S	A	73	0	4	6.5	45.5	23.4	10.4	6.5	2.6	0.0	0.0	0.0	0.0	5.2	10	76.3	11	77	
	SOUTHAMPTON	FLYBE LTD	S	D	75	0	3	0.0	34.6	44.9	6.4	6.4	3.8	0.0	0.0	0.0	0.0	3.8	10	76.5	14	78	
<b>TOTAL NEWCASTLE</b>					<b>956</b>	<b>0</b>	<b>16</b>	<b>4.4</b>	<b>40.4</b>	<b>29.0</b>	<b>9.7</b>	<b>7.6</b>	<b>5.2</b>	<b>1.5</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>70.5</b>	<b>16</b>	<b>956</b>	
NEWQUAY	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
	BELFAST CITY (GEORGE BEST)	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	88.9	5	9	
	BELFAST CITY (GEORGE BEST)	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	8	77.8	10	9	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	3.2	38.7	32.3	12.9	3.2	6.5	3.2	0.0	0.0	0.0	0.0	16	46.9	34	31	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	6.5	64.5	12.9	9.7	3.2	3.2	0.0	0.0	0.0	0.0	18	28.1	35	32	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	1	0.0	35.7	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	7.1	10	84.6	6	13	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	1	0.0	7.1	71.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	8	84.6	9	13	
	EDINBURGH	FLYBE 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	16	33.3	49	9	
	EDINBURGH	FLYBE 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	55.6	36	9	
	GLASGOW	FLYBE 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	29	75.0	10	4	
	GLASGOW	FLYBE LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	75.0	11	4	
	JERSEY	BLUE ISLANDS LIMITED	S	A	13	0	0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	D	13	0	0	0.0	46.2	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	LEEDS BRADFORD	FLYBE LTD	S	A	13	0	0	7.7	53.8	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	82.4	15	17	
	LEEDS BRADFORD	FLYBE LTD	S	D	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	15	82.4	16	17	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	9	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	4	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	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	66.7	15	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	57.3	24	80	



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

		Origin/Destinations: N																	AUG 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
	HEATHROW	FLYBE LTD	S	A	124	0	0	0.0	37.9	36.3	12.9	8.9	4.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	FLYBE LTD	S	D	124	0	0	0.0	21.8	52.4	11.3	8.1	4.8	1.6	0.0	0.0	0.0	0.0	15	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	46.2	24	12
	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	46.2	23	12
	MANCHESTER	FLYBE LTD	S	A	58	0	0	0.0	25.9	39.7	8.6	19.0	5.2	1.7	0.0	0.0	0.0	0.0	20	43.9	25	57
	MANCHESTER	FLYBE LTD	S	D	58	0	0	0.0	1.7	50.0	27.6	13.8	5.2	1.7	0.0	0.0	0.0	0.0	22	36.2	27	57
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	60	4
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	74	4
	SOUTHEND	STOBART AIR	S	A	31	0	0	0.0	6.5	35.5	29.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	31	0	0	3.2	22.6	51.6	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NEWQUAY NICE</b>					<b>648</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>23.5</b>	<b>44.5</b>	<b>13.4</b>	<b>10.9</b>	<b>4.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.0</b>	<b>23</b>	<b>487</b>
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	7.1	21.4	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	15.4	38	13
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	14	13
	BRISTOL	EASYJET UK LTD	S	A	43	0	1	0.0	22.7	27.3	15.9	18.2	6.8	6.8	0.0	0.0	0.0	2.3	29	45.5	25	44
	BRISTOL	EASYJET UK LTD	S	D	43	0	1	0.0	34.1	36.4	13.6	6.8	4.5	2.3	0.0	0.0	0.0	2.3	17	65.9	18	44
	EDINBURGH	CARPATAIR	C	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EDINBURGH	CARPATAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	22	0	0	4.5	36.4	36.4	13.6	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	63.6	18	22
	EDINBURGH	EASYJET UK LTD	S	D	22	0	0	0.0	40.9	36.4	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	12	77.3	15	22
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	7.1	28.6	21.4	0.0	28.6	7.1	7.1	0.0	0.0	0.0	0.0	26	69.2	15	13
	LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	21.4	50.0	0.0	7.1	21.4	0.0	0.0	0.0	0.0	0.0	22	84.6	6	13
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	40	0	0	5.0	17.5	32.5	32.5	5.0	2.5	5.0	0.0	0.0	0.0	0.0	21	55.0	64	40
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	40	0	0	0.0	37.5	47.5	0.0	7.5	2.5	5.0	0.0	0.0	0.0	0.0	14	80.0	10	40
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	9.9	21.0	23.5	18.5	18.5	7.4	0.0	1.2	0.0	0.0	0.0	24	47.5	38	79
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	18.5	48.1	17.3	11.1	3.7	1.2	0.0	0.0	0.0	0.0	16	54.3	27	79
	GATWICK	EASYJET UK LTD	S	A	167	0	2	2.4	14.8	17.8	16.0	25.4	17.8	1.8	3.0	0.0	0.0	1.2	41	35.9	43	164
	GATWICK	EASYJET UK LTD	S	D	167	0	2	0.0	8.3	37.3	22.5	15.4	12.4	1.2	1.8	0.0	0.0	1.2	30	50.0	29	165
	HEATHROW	BRITISH AIRWAYS PLC	S	A	226	0	5	10.8	24.7	24.2	17.7	12.1	8.2	0.0	0.0	0.0	0.0	2.2	18	66.7	29	207
	HEATHROW	BRITISH AIRWAYS PLC	S	D	226	0	5	0.0	23.4	42.9	18.2	8.2	4.8	0.4	0.0	0.0	0.0	2.2	15	70.0	14	207
	LONDON CITY	BA CITYFLYER LTD	S	A	0	42	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	59.1	24	43

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													AUG 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
LONDON CITY	BA CITYFLYER LTD	S	D	0	43	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	68.2	13	44		
LUTON	EASYJET UK LTD	S	A	70	0	1	0.0	23.9	25.4	18.3	19.7	7.0	4.2	0.0	0.0	0.0	1.4	26	45.7	39	69		
LUTON	EASYJET UK LTD	S	D	70	0	1	0.0	16.9	45.1	19.7	7.0	8.5	1.4	0.0	0.0	0.0	1.4	19	45.7	29	69		
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	75.0	55	4		
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	57	4		
STANSTED	EASYJET UK LTD	S	A	30	0	1	0.0	9.7	48.4	12.9	16.1	9.7	0.0	0.0	0.0	0.0	3.2	21	45.2	37	29		
STANSTED	EASYJET UK LTD	S	D	30	0	1	0.0	32.3	35.5	19.4	3.2	6.5	0.0	0.0	0.0	0.0	3.2	12	64.5	28	29		
STANSTED	JET2.COM LTD	S	A	18	0	0	0.0	16.7	22.2	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	26.9	43	26		
STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	5	26		
STANSTED	RYANAIR	S	A	18	0	0	0.0	0.0	0.0	16.7	50.0	27.8	5.6	0.0	0.0	0.0	0.0	57	0.0	87	31		
STANSTED	RYANAIR	S	D	19	0	0	0.0	10.5	21.1	26.3	21.1	15.8	5.3	0.0	0.0	0.0	0.0	36	9.7	61	31		
MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	0.0	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	22	50.0	14	8		
MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	22.2	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	29	62.5	17	8		
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	15.4	30.8	38.5	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	46.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	23	0	0	4.3	13.0	47.8	17.4	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	72.7	17	22		
MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	26.1	52.2	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.3	8	22		
NEWCASTLE	EASYJET UK LTD	S	A	18	0	0	0.0	16.7	38.9	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	33.3	29	18		
NEWCASTLE	EASYJET UK LTD	S	D	18	0	0	0.0	16.7	55.6	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	12	66.7	13	18		
SOUTHEND	BA CITYFLYER 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	139	0.0	0	0		
<b>TOTAL NICE</b>				<b>1617</b>	<b>85</b>	<b>20</b>	<b>2.8</b>	<b>20.0</b>	<b>31.6</b>	<b>16.6</b>	<b>12.8</b>	<b>8.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>4.9</b>	<b>1.2</b>	<b>22</b>	<b>55.2</b>	<b>29</b>	<b>1666</b>		
NIEDERRHEIN																							
EDINBURGH	RYANAIR	S	A	14	0	0	35.7	28.6	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	15	9		
EDINBURGH	RYANAIR	S	D	14	0	0	7.1	14.3	42.9	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	26	9		
STANSTED	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	25	7.1	41	13		
STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	21.4	30	13		
<b>TOTAL NIEDERRHEIN</b>				<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>24.1</b>	<b>29.6</b>	<b>20.4</b>	<b>9.3</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>14</b>	<b>37.0</b>	<b>29</b>	<b>44</b>		
NIMES																							
LUTON	RYANAIR	S	A	14	0	0	7.1	64.3	21.4	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	17	53.8	39	13		
LUTON	RYANAIR	S	D	14	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	8	13		
STANSTED	RYANAIR	S	A	12	0	0	0.0	8.3	75.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	16.7	48	18		
STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	33.3	27	18		
<b>TOTAL NIMES</b>				<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.8</b>	<b>56.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>41.9</b>	<b>32</b>	<b>62</b>		
NORWICH																							
ABERDEEN	FLYBE LTD	S	A	69	0	0	8.7	43.5	39.1	2.9	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5	81.9	7	66		

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	FLYBE LTD	S	D	69	0	0	1.4	49.3	36.2	8.7	2.9	1.4	0.0	0.0	0.0	0.0	0.0	5	83.1	6	65	
	BIRMINGHAM	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
	CARDIFF WALES	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	100.0	0	1	
	CARDIFF WALES	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	
	EDINBURGH	LOGANAIR LTD	S	A	73	0	0	5.5	56.2	31.5	4.1	0.0	0.0	0.0	2.7	0.0	0.0	0.0	8	93.7	7	63	
	EDINBURGH	LOGANAIR LTD	S	D	72	0	0	1.4	63.9	23.6	5.6	2.8	0.0	0.0	2.8	0.0	0.0	0.0	8	87.3	11	63	
	EXETER	FLYBE LTD	S	A	18	0	0	0.0	22.2	22.2	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	26	61.1	11	18	
	EXETER	FLYBE LTD	S	D	18	0	0	0.0	22.2	44.4	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	19	77.8	28	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	0.0	0	50.0	38	4	
	JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	42	4	
	JERSEY	LOGANAIR LTD	S	A	23	0	0	8.7	34.8	30.4	4.3	13.0	8.7	0.0	0.0	0.0	0.0	0.0	15	81.8	22	22	
	JERSEY	LOGANAIR LTD	S	D	23	0	0	0.0	34.8	34.8	13.0	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	81.8	25	22	
	LIVERPOOL (JOHN LENNON)	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	10	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	A	37	0	0	10.8	51.4	21.6	5.4	10.8	0.0	0.0	0.0	0.0	0.0	0.0	8	93.9	6	49	
	MANCHESTER	LOGANAIR LTD	S	D	37	0	0	0.0	40.5	40.5	5.4	13.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.8	10	49	
<b>TOTAL NORWICH</b>					<b>441</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>47.4</b>	<b>32.4</b>	<b>7.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.7</b>	<b>11</b>	<b>446</b>	
NUREMBERG																							
	STANSTED	RYANAIR	S	A	53	0	0	11.3	60.4	15.1	1.9	3.8	5.7	1.9	0.0	0.0	0.0	0.0	10	49.1	45	51	
	STANSTED	RYANAIR	S	D	53	0	0	0.0	28.3	58.5	5.7	7.5	0.0	0.0	0.0	0.0	0.0	0.0	8	24.5	53	51	
	MANCHESTER	FAI FLIGHT-AMBULANCE SERVICE	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	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	81.8	10	21	
	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	40.9	24	21	
<b>TOTAL NUREMBERG</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>43.9</b>	<b>36.4</b>	<b>4.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>44.0</b>	<b>40</b>	<b>144</b>	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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							
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	76.9	18	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	69.2	22	13	
	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	59.3	42	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	59.3	30	26	
<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>63.8</b>	<b>31</b>	<b>78</b>	
ODENSE																							
	EDINBURGH	DANISH AIR TRANSPORT	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	13	4	
	EDINBURGH	DANISH AIR TRANSPORT	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	100.0	3	4	
<b>TOTAL ODENSE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>8</b>	<b>8</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	55.6	12	9	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	22	9	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	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	0.0	18	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>50.0</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>17</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	66.7	20	3	
	BRISTOL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	4	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	0.0	30.8	15.4	38.5	7.7	0.0	7.7	0.0	0.0	0.0	46	23.1	46	13	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	30.8	15.4	30.8	0.0	0.0	7.7	0.0	0.0	0.0	33	46.2	24	13	
	BRISTOL	LOGANAIR LTD	C	A	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	BRISTOL	LOGANAIR LTD	C	D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	53	0	0	0.0	5.7	22.6	20.8	24.5	17.0	5.7	1.9	1.9	0.0	0.0	58	28.3	44	53	
	GATWICK	EASYJET UK LTD	S	D	53	0	0	0.0	7.5	41.5	17.0	22.6	11.3	0.0	0.0	0.0	0.0	0.0	26	66.0	21	53	
	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	83.3	10	12	
	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	25.0	31	12	
	GATWICK	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	55	0.0	39	4	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	75.0	13	4	
	HEATHROW	BRITISH AIRWAYS PLC	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	0.0	56	0.0	109	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	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	46	75.0	20	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	22.6	25.8	22.6	12.9	12.9	0.0	3.2	0.0	0.0	0.0	30	52.4	22	21	
	HEATHROW	BRITISH AIRWAYS PLC	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	11	76.2	14	21	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	EASYJET UK LTD	S	A	14	0	0	0.0	7.1	28.6	21.4	14.3	14.3	14.3	0.0	0.0	0.0	0.0	51	38.5	33	13
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	28.6	7.1	28.6	7.1	14.3	0.0	0.0	0.0	0.0	44	46.2	23	13
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	0.0	35.7	7.1	14.3	21.4	21.4	0.0	0.0	0.0	0.0	0.0	31	38.5	52	13
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	28.6	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	23	53.8	35	13
	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	75.0	39	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	25.0	62	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	15	4
	MANCHESTER	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	8	100.0	0	4
<b>TOTAL OLBIA</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.8</b>	<b>31.4</b>	<b>19.0</b>	<b>20.3</b>	<b>11.7</b>	<b>3.1</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>49.5</b>	<b>30</b>	<b>289</b>
OPORTO (PORTUGAL)																						
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	18	9
	BIRMINGHAM	RYANAIR	S	D	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	44.4	23	9
	BRISTOL	EASYJET UK LTD	S	A	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	23	23.1	48	12
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	21.4	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	30.8	40	12
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	31	8
	EDINBURGH	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	0.0	6	87.5	18	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	11.1	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	27	66.7	7	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	77.8	4	8
	GATWICK	AIR PORTUGAL	S	A	62	0	0	3.2	16.1	33.9	14.5	16.1	11.3	4.8	0.0	0.0	0.0	0.0	30	62.9	19	62
	GATWICK	AIR PORTUGAL	S	D	62	0	0	0.0	11.3	30.6	19.4	14.5	16.1	4.8	3.2	0.0	0.0	0.0	39	58.1	23	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	3.8	42.3	23.1	7.7	19.2	3.8	0.0	0.0	0.0	0.0	0.0	15	74.1	30	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	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	15	66.7	24	27
	GATWICK	EASYJET UK LTD	S	A	44	0	0	4.5	20.5	27.3	18.2	22.7	4.5	2.3	0.0	0.0	0.0	0.0	23	64.6	12	48
	GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	0.0	38.6	22.7	18.2	20.5	0.0	0.0	0.0	0.0	0.0	31	52.1	19	48
	LONDON CITY	AIR PORTUGAL	S	A	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	73.1	13	26	
	LONDON CITY	AIR PORTUGAL	S	D	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	69.2	18	26	
	LUTON	EASYJET UK LTD	S	A	18	0	0	11.1	16.7	16.7	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	43	52.9	30	16
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	11.1	38.9	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	22	35.3	28	16
	LUTON	WIZZ AIR UK LTD	S	A	14	0	0	7.1	14.3	35.7	28.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	23	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	28.6	35.7	21.4	7.1	0.0	7.1	0.0	0.0	0.0	0.0	20	0.0	0	0
	STANSTED	RYANAIR	S	A	84	0	0	8.3	26.2	38.1	13.1	9.5	1.2	1.2	2.4	0.0	0.0	0.0	21	58.2	62	79
	STANSTED	RYANAIR	S	D	84	0	1	0.0	11.8	42.4	20.0	20.0	2.4	1.2	1.2	0.0	0.0	1.2	22	10.1	60	79
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	23.1	7.7	30.8	23.1	0.0	0.0	15.4	0.0	0.0	0.0	0.0	28	61.5	16	13
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	46.2	15.4	7.7	0.0	15.4	0.0	0.0	0.0	0.0	30	46.2	33	13
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	21.4	28.6	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	29	84.6	27	13

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

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NUMBER OF FLIGHTS

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	RYANAIR	S	D	14	0	0	0.0	14.3	64.3	7.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	22	76.9	30	13
	NEWCASTLE	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	25	1	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>630</b>	<b>52</b>	<b>1</b>	<b>2.6</b>	<b>17.1</b>	<b>32.2</b>	<b>16.7</b>	<b>13.6</b>	<b>6.1</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>7.6</b>	<b>0.1</b>	<b>25</b>	<b>54.2</b>	<b>31</b>	<b>643</b>
ORLANDO																						
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	36	4	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	18	3	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	87.5	12	8	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	0.0	30.0	30.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	20	66.7	32	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	1	14.5	19.4	11.3	17.7	12.9	12.9	8.1	0.0	1.6	0.0	1.6	49	55.2	27	58
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	19.4	27.4	19.4	12.9	19.4	0.0	0.0	0.0	0.0	1.6	27	68.4	18	57
	GATWICK	NORWEGIAN AIR UK LTD	S	A	30	0	1	0.0	0.0	16.1	3.2	9.7	32.3	16.1	16.1	3.2	0.0	3.2	114	55.6	46	26
	GATWICK	NORWEGIAN AIR UK LTD	S	D	30	0	1	0.0	12.9	25.8	12.9	12.9	16.1	6.5	9.7	0.0	0.0	3.2	64	40.0	62	25
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	14.3	14.3	14.3	28.6	14.3	7.1	0.0	0.0	0.0	39	23.1	155	13	
	GATWICK	THOMAS COOK AIRLINES 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	19	64.3	24	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	71	0	1	12.5	15.3	20.8	18.1	19.4	11.1	1.4	0.0	0.0	0.0	1.4	25	52.6	34	75
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	70	0	0	0.0	11.4	54.3	18.6	10.0	1.4	4.3	0.0	0.0	0.0	19	65.3	21	75	
	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	30.8	52	13	
	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	54.5	20	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	52	0	1	17.0	18.9	20.8	5.7	13.2	13.2	7.5	0.0	1.9	0.0	1.9	51	47.5	55	39
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	51	0	0	0.0	9.8	52.9	13.7	7.8	11.8	3.9	0.0	0.0	0.0	25	62.5	33	39	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	0	34.0	17.0	9.4	9.4	17.0	11.3	1.9	0.0	0.0	0.0	23	58.8	22	51	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	53	0	0	0.0	41.5	41.5	3.8	9.4	0.0	1.9	1.9	0.0	0.0	15	86.3	8	51	
<b>TOTAL ORLANDO</b>					<b>589</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>18.3</b>	<b>28.2</b>	<b>13.8</b>	<b>13.3</b>	<b>11.1</b>	<b>4.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>34</b>	<b>59.2</b>	<b>32</b>	<b>575</b>
OSAKA (KANSAI)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	5.6	22.2	16.7	22.2	22.2	5.6	5.6	0.0	0.0	0.0	28	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							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	0.0	52.9	17.6	5.9	17.6	0.0	5.9	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>34.3</b>	<b>20.0</b>	<b>14.3</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSIJEK																							
	GLASGOW	ALK Airlines/Air Lubo	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GLASGOW	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	55	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</b>	<b>50.0</b>	<b>28</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	84.2	4	19		
	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	78.9	6	19		
	ABERDEEN	SAS	S	A	17	0	0	0.0	35.3	58.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8		
	ABERDEEN	SAS	S	D	17	0	0	0.0	64.7	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8		
	EDINBURGH	BRAATHENS REGIONAL 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	100.0	0	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	51.6	20	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	80.6	10	31		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	0.0	41.9	35.5	6.5	12.9	3.2	0.0	0.0	0.0	0.0	11	0.0	0	0		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	0.0	29.0	38.7	16.1	12.9	3.2	0.0	0.0	0.0	0.0	16	0.0	0	0		
	EDINBURGH	SAS	S	A	24	0	0	16.7	54.2	20.8	4.2	4.2	0.0	0.0	0.0	0.0	0.0	4	100.0	1	5		
	EDINBURGH	SAS	S	D	24	0	0	0.0	75.0	16.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	4	100.0	6	5		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	92	0	0	0.0	12.0	26.1	19.6	22.8	16.3	2.2	1.1	0.0	0.0	35	48.4	33	89		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	91	0	0	0.0	17.6	35.2	17.6	12.1	14.3	1.1	2.2	0.0	0.0	30	43.3	47	88		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	21	75.0	11	36		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	37	47.2	22	36		
	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	16.7	43	6		
	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	35	6		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	100	0	0	17.0	38.0	24.0	11.0	6.0	1.0	1.0	2.0	0.0	0.0	13	88.5	5	112		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	100	0	0	0.0	20.0	47.0	16.0	10.0	5.0	1.0	1.0	0.0	0.0	18	72.6	11	112		
	HEATHROW	SAS	S	A	111	0	0	6.3	36.0	35.1	11.7	7.2	3.6	0.0	0.0	0.0	0.0	11	87.7	7	80		
	HEATHROW	SAS	S	D	110	0	0	0.0	24.5	50.9	8.2	12.7	3.6	0.0	0.0	0.0	0.0	14	87.8	9	81		

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	23	0	0	0.0	17.4	52.2	21.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	16	74.1	19	54
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	24	0	0	0.0	20.8	58.3	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	11	81.1	15	53
	STANSTED	RYANAIR	S	A	62	0	0	1.6	24.2	35.5	21.0	14.5	3.2	0.0	0.0	0.0	0.0	0.0	15	52.9	32	85
	STANSTED	RYANAIR	S	D	62	0	0	0.0	8.1	50.0	21.0	19.4	1.6	0.0	0.0	0.0	0.0	0.0	18	28.2	37	85
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	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	14	66.7	10	9
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	0.0	10.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	55.6	20	9
	MANCHESTER	SAS	S	A	46	0	0	6.5	47.8	34.8	6.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	39
	MANCHESTER	SAS	S	D	46	0	0	0.0	37.0	43.5	8.7	6.5	4.3	0.0	0.0	0.0	0.0	0.0	10	82.1	7	38
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1041</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.3</b>	<b>38.0</b>	<b>13.4</b>	<b>10.9</b>	<b>5.3</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.8</b>	<b>19</b>	<b>1145</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	35.7	21.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	28	35.7	56	13
	STANSTED	RYANAIR	S	D	14	0	0	0.0	28.6	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	23	35.7	47	13
<b>TOTAL OSTRAVA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>32.1</b>	<b>17.9</b>	<b>17.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>35.7</b>	<b>52</b>	<b>26</b>
OTTAWA INTERNATIONAL																						
	HEATHROW	AIR CANADA	S	A	31	0	0	6.5	51.6	32.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	9	31
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	22.6	51.6	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	93.5	6	31
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.1</b>	<b>41.9</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.3</b>	<b>8</b>	<b>62</b>



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	
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	33.3	57	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	57	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	83.3	27	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	88.2	28	17							
		LUTON	WIZZ AIR UK LTD	S	A	17	0	0	11.8	70.6	11.8	0.0	0.0	0.0	0.0	5.9	0.0	0.0	23	0.0	0	0							
		LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	52.9	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
		STANSTED	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	1	100.0	1	8							
		STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8							
<b>TOTAL PALANGA</b>						<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>57.7</b>	<b>32.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.9</b>	<b>30</b>	<b>69</b>							
PALERMO		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	75	87.5	8	8							
		LIVERPOOL (JOHN LENNON)	EASYJET UK 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	3	87.5	5	8							
		GATWICK	EASYJET UK LTD	S	A	31	0	0	0.0	9.7	25.8	22.6	25.8	12.9	3.2	0.0	0.0	0.0	32	38.7	32	31							
		GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	9.7	61.3	16.1	9.7	3.2	0.0	0.0	0.0	0.0	13	74.2	13	31							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	45.5	13.6	4.5	13.6	0.0	0.0	0.0	0.0	0.0	8	69.2	15	13							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	27.3	40.9	9.1	18.2	4.5	0.0	0.0	0.0	0.0	16	100.0	3	13							
		LUTON	EASYJET UK LTD	S	A	14	0	0	0.0	42.9	7.1	7.1	21.4	21.4	0.0	0.0	0.0	0.0	26	84.6	11	13							
		LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	42.9	7.1	21.4	14.3	0.0	0.0	0.0	0.0	26	69.2	14	13							
		STANSTED	RYANAIR	S	A	31	0	0	0.0	19.4	25.8	19.4	25.8	6.5	3.2	0.0	0.0	0.0	27	15.6	54	31							
		STANSTED	RYANAIR	S	D	31	0	0	0.0	19.4	58.1	0.0	19.4	3.2	0.0	0.0	0.0	0.0	15	12.9	42	31							
		MANCHESTER	RYANAIR	S	A	9	0	0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	55.6	16	9							
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	16	77.8	13	9							
<b>TOTAL PALERMO</b>						<b>232</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>24.1</b>	<b>35.8</b>	<b>10.8</b>	<b>17.7</b>	<b>6.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>21</b>	<b>53.1</b>	<b>25</b>	<b>210</b>							
PALMA DE MALLORCA		ABERDEEN	TUI AIRWAYS LTD	C	A	13	0	0	30.8	15.4	23.1	15.4	0.0	7.7	0.0	7.7	0.0	0.0	33	41.7	80	12							
		ABERDEEN	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	76.9	7.7	7.7	7.7	0.0	0.0	0.0	0.0	17	83.3	40	12							
		BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	31	0	0	6.5	9.7	12.9	9.7	41.9	12.9	3.2	3.2	0.0	0.0	47	0.0	0	0							
		BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	31	0	0	0.0	6.5	22.6	9.7	32.3	22.6	3.2	3.2	0.0	0.0	51	0.0	0	0							
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	11.1	11.1	50.0	11.1	5.6	11.1	0.0	0.0	0.0	0.0	19	42.9	42	49							
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	27.8	11.1	11.1	11.1	0.0	0.0	0.0	0.0	17	53.1	36	48							
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	11.1	44.4	37.0	3.7	0.0	0.0	0.0	3.7	0.0	0.0	9	81.5	15	27							
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0.0	37.0	44.4	14.8	0.0	0.0	0.0	3.7	0.0	0.0	13	81.5	16	27							

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	
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	100.0	0	9
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	100.0	2	9
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	17	0	0	11.8	52.9	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	6	17	
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	16	0	0	6.3	31.3	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	6	15	
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	50.0	44	8	
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	25.0	25	8	
BIRMINGHAM	JET2.COM LTD	S A	85	0	0	14.1	37.6	25.9	8.2	7.1	4.7	2.4	0.0	0.0	0.0	0.0	14	75.4	10	57	
BIRMINGHAM	JET2.COM LTD	S D	85	0	0	0.0	23.5	49.4	15.3	2.4	7.1	2.4	0.0	0.0	0.0	0.0	17	71.9	13	57	
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	46.4	38	28	
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	37.9	44	29	
BIRMINGHAM	RYANAIR	S A	48	0	0	14.6	37.5	33.3	8.3	2.1	2.1	0.0	0.0	2.1	0.0	0.0	14	68.8	15	48	
BIRMINGHAM	RYANAIR	S D	48	0	0	0.0	2.1	47.9	33.3	10.4	4.2	2.1	0.0	0.0	0.0	0.0	22	54.2	22	48	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	18	0	0	0.0	38.9	27.8	22.2	0.0	5.6	0.0	5.6	0.0	0.0	0.0	27	76.5	9	17	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	0.0	72.2	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	64.7	20	17	
BIRMINGHAM	TUI AIRWAYS LTD	C A	49	0	0	10.2	40.8	22.4	14.3	4.1	4.1	0.0	4.1	0.0	0.0	0.0	21	74.4	11	43	
BIRMINGHAM	TUI AIRWAYS LTD	C D	49	0	0	0.0	14.3	65.3	12.2	4.1	2.0	2.0	0.0	0.0	0.0	0.0	15	75.0	13	44	
BOURNEMOUTH	RYANAIR	S A	34	0	0	5.9	41.2	50.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	7	68.6	13	35	
BOURNEMOUTH	RYANAIR	S D	34	0	0	0.0	8.8	82.4	2.9	0.0	2.9	2.9	0.0	0.0	0.0	0.0	13	51.4	21	35	
BOURNEMOUTH	TUI AIRWAYS LTD	C A	17	0	0	5.9	29.4	35.3	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	15	88.2	9	17	
BOURNEMOUTH	TUI AIRWAYS LTD	C D	17	0	0	0.0	64.7	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	17	
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	100.0	7	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	50.0	20	4	
BRISTOL	EASYJET UK LTD	S A	84	0	0	2.4	28.6	17.9	20.2	17.9	9.5	1.2	2.4	0.0	0.0	0.0	28	46.7	32	74	
BRISTOL	EASYJET UK LTD	S D	83	0	1	0.0	25.0	32.1	17.9	15.5	8.3	0.0	0.0	0.0	0.0	1.2	20	66.7	22	74	
BRISTOL	RYANAIR	S A	44	0	1	2.2	53.3	22.2	6.7	8.9	2.2	0.0	2.2	0.0	0.0	2.2	14	54.5	28	44	
BRISTOL	RYANAIR	S D	44	0	1	0.0	11.1	62.2	4.4	11.1	6.7	2.2	0.0	0.0	0.0	2.2	22	56.8	24	44	
BRISTOL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	30.8	38.5	0.0	23.1	0.0	0.0	7.7	0.0	0.0	0.0	24	66.7	27	12	
BRISTOL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	38.5	46.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	3	12	
BRISTOL	TUI AIRWAYS LTD	C A	18	0	0	11.1	38.9	33.3	5.6	0.0	5.6	0.0	5.6	0.0	0.0	0.0	21	72.7	22	22	
BRISTOL	TUI AIRWAYS LTD	C D	17	0	1	0.0	22.2	55.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	5.6	13	68.2	21	22	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	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	75.0	8	4		
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	100.0	1	4		
CARDIFF WALES	THOMAS COOK	AIRLINES LTD	C	A	9	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	21	69.2	12	13		
CARDIFF WALES	THOMAS COOK	AIRLINES LTD	C	D	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	84.6	5	13		
CARDIFF WALES	TUI AIRWAYS LTD		C	A	31	0	0	6.5	64.5	16.1	3.2	9.7	0.0	0.0	0.0	0.0	0.0	6	85.2	8	27		
CARDIFF WALES	TUI AIRWAYS LTD		C	D	31	0	0	0.0	48.4	45.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	85.2	5	27		
CARDIFF WALES	VUELING	AIRLINES	S	A	17	0	0	0.0	41.2	29.4	17.6	0.0	0.0	11.8	0.0	0.0	0.0	25	83.3	6	18		
CARDIFF WALES	VUELING	AIRLINES	S	D	17	0	0	0.0	23.5	52.9	5.9	5.9	0.0	11.8	0.0	0.0	0.0	29	55.6	21	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	100.0	0	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	87.5	6	8		
DONCASTER SHEFFIELD	FLYBE 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	2	50.0	50	8		
DONCASTER SHEFFIELD	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	4	55.6	37	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD		C	A	22	0	0	22.7	36.4	31.8	0.0	4.5	4.5	0.0	0.0	0.0	0.0	8	66.7	8	12		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD		C	D	23	0	0	0.0	26.1	52.2	8.7	13.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	12		
EAST MIDLANDS INTERNATIONAL	AIR EUROPA		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	2	50.0	28	4		
EAST MIDLANDS INTERNATIONAL	AIR EUROPA		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	6	50.0	28	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	A	58	0	0	31.0	37.9	19.0	3.4	3.4	3.4	0.0	0.0	1.7	0.0	16	80.7	10	57		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	D	58	0	0	1.7	31.0	51.7	6.9	3.4	5.2	0.0	0.0	0.0	0.0	10	68.4	15	57		
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	A	62	0	0	19.4	33.9	14.5	17.7	8.1	3.2	1.6	1.6	0.0	0.0	16	71.0	14	62		
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	D	62	0	0	0.0	35.5	48.4	9.7	3.2	3.2	0.0	0.0	0.0	0.0	8	80.6	13	62		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK	AIRLINES LTD	S	A	18	0	0	0.0	50.0	27.8	11.1	0.0	5.6	0.0	5.6	0.0	0.0	22	76.5	16	17		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK	AIRLINES LTD	S	D	18	0	0	0.0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	9	82.4	15	17		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD		C	A	13	0	0	0.0	38.5	38.5	7.7	0.0	0.0	7.7	7.7	0.0	0.0	30	83.3	10	18		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD		C	D	13	0	0	0.0	69.2	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	15	88.2	14	17		
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	58	1		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	
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	0	60.0	21	5
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	0	80.0	12	5
EDINBURGH	BA CITYFLYER 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	0.0	5	80.0	10	5
EDINBURGH	BA CITYFLYER LTD	S D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	15	5
EDINBURGH	EASYJET EUROPE	S A	9	0	0	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	44	0.0	0	0	
EDINBURGH	EASYJET EUROPE	S D	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	56	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	87.5	2	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	12	8	
EDINBURGH	JET2.COM LTD	S A	27	0	0	3.7	44.4	25.9	22.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	12	80.6	8	31	
EDINBURGH	JET2.COM LTD	S D	27	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	83.9	6	31	
EDINBURGH	RYANAIR	S A	41	0	0	17.1	39.0	12.2	22.0	4.9	4.9	0.0	0.0	0.0	0.0	0.0	12	80.6	10	31	
EDINBURGH	RYANAIR	S D	41	0	0	0.0	26.8	48.8	17.1	2.4	4.9	0.0	0.0	0.0	0.0	0.0	13	83.9	8	31	
EDINBURGH	TUI AIRWAYS LTD	C A	17	0	0	11.8	29.4	29.4	5.9	17.6	0.0	0.0	5.9	0.0	0.0	0.0	26	50.0	13	14	
EDINBURGH	TUI AIRWAYS LTD	C D	16	0	0	0.0	6.3	62.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	76.9	11	13	
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	5	
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	80.0	14	5	
EXETER	FLYBE LTD	C A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
EXETER	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	12	100.0	0	4	
EXETER	FLYBE LTD	S A	13	0	0	30.8	23.1	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	30.8	39	13	
EXETER	FLYBE LTD	S D	13	0	0	0.0	30.8	53.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	25	13	
EXETER	TUI AIRWAYS LTD	C A	19	0	0	26.3	36.8	26.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	75.0	8	12	
EXETER	TUI AIRWAYS LTD	C D	19	0	0	5.3	73.7	10.5	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	8	92.3	3	13	
GLASGOW	BA CITYFLYER LTD	C A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	30	8	
GLASGOW	BA CITYFLYER LTD	C D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	44	8	
GLASGOW	EASYJET UK LTD	S A	14	0	0	7.1	42.9	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	37	18	
GLASGOW	EASYJET UK LTD	S D	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	52.9	19	17	
GLASGOW	JET2.COM LTD	S A	32	0	0	15.6	46.9	12.5	15.6	3.1	3.1	3.1	0.0	0.0	0.0	0.0	13	74.2	11	31	
GLASGOW	JET2.COM LTD	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	7	78.1	13	32	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	18	0	0	11.1	50.0	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	78.6	7	14	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	61.1	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	85.7	4	14	
GLASGOW	TUI AIRWAYS LTD	C A	14	0	0	0.0	0.0	28.6	42.9	14.3	7.1	0.0	7.1	0.0	0.0	0.0	42	30.8	54	13	
GLASGOW	TUI AIRWAYS LTD	C D	14	0	0	0.0	7.1	50.0	14.3	14.3	7.1	0.0	7.1	0.0	0.0	0.0	33	38.5	73	13	
ISLE OF MAN	BA CITYFLYER LTD	C A	5	0	0	20.0	20.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	29	66.7	31	3	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
																NUMBER OF FLIGHTS										AUG 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
ISLE OF MAN	BA CITYFLYER LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	44	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	4	50.0	23	4						
JERSEY	AIR EUROPA	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	34	4						
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	100.0	0	4						
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	75.0	9	4						
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	4	4						
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	75.0	7	4						
LEEDS BRADFORD	JET2.COM LTD	S	A	89	0	0	15.7	56.2	15.7	3.4	4.5	2.2	1.1	1.1	0.0	0.0	0.0	0.0	11	75.0	13	84						
LEEDS BRADFORD	JET2.COM LTD	S	D	89	0	0	0.0	36.0	40.4	10.1	7.9	4.5	0.0	1.1	0.0	0.0	0.0	0.0	14	72.3	17	83						
LEEDS BRADFORD	RYANAIR	S	A	31	0	0	0.0	35.5	22.6	12.9	22.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	30	38.5	24	26						
LEEDS BRADFORD	RYANAIR	S	D	31	0	0	0.0	12.9	45.2	12.9	25.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	27	73.1	10	26						
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	31	55.6	14	18						
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	29	88.9	5	18						
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	100.0	2	4						
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	75.0	16	4						
LIVERPOOL (JOHN LENNON)	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	0.0	20	1						
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	88.9	11	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	77.8	10	9						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	62	0	0	14.5	38.7	22.6	6.5	9.7	6.5	0.0	0.0	1.6	0.0	0.0	0.0	19	69.4	18	61						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	62	0	0	0.0	45.2	40.3	6.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	82.0	13	61						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	31	0	0	12.9	45.2	29.0	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	71.0	15	31						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	31	0	0	0.0	38.7	48.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.3	18	31						
GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	11.4	22.7	25.0	18.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	16	59.5	23	41						
GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	20.5	52.3	11.4	11.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	14	69.0	17	41						
GATWICK	EASYJET UK LTD	S	A	168	0	0	2.4	17.3	20.2	22.6	18.5	13.7	3.0	1.2	1.2	0.0	0.0	0.0	38	36.1	43	166						

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

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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 UK LTD	S D	168	0	0	0.0	6.0	28.6	20.8	25.0	16.7	1.8	1.2	0.0	0.0	0.0	37	34.1	44	166	
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	68.0	24	25	
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	68.0	28	25	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	31	0	0	0.0	32.3	19.4	16.1	22.6	6.5	0.0	3.2	0.0	0.0	0.0	26	54.5	43	22	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	32	0	0	0.0	31.3	18.8	28.1	15.6	6.3	0.0	0.0	0.0	0.0	0.0	19	40.9	51	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	33.3	39	9	
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	25	9	
GATWICK	THOMAS COOK AIRLINES LTD	S A	36	0	0	0.0	27.8	36.1	22.2	8.3	5.6	0.0	0.0	0.0	0.0	0.0	16	64.9	16	37	
GATWICK	THOMAS COOK AIRLINES LTD	S D	36	0	0	0.0	22.2	58.3	11.1	5.6	2.8	0.0	0.0	0.0	0.0	0.0	11	89.2	9	37	
GATWICK	TUI AIRWAYS LTD	C A	60	0	1	19.7	23.0	16.4	16.4	11.5	8.2	1.6	0.0	1.6	0.0	1.6	36	48.9	27	47	
GATWICK	TUI AIRWAYS LTD	C D	60	0	1	0.0	16.4	54.1	8.2	9.8	6.6	1.6	0.0	1.6	0.0	1.6	33	66.0	17	47	
HEATHROW	BRITISH AIRWAYS PLC	S A	66	0	1	4.5	31.3	29.9	9.0	10.4	10.4	1.5	1.5	0.0	0.0	1.5	24	56.9	21	57	
HEATHROW	BRITISH AIRWAYS PLC	S D	66	0	1	0.0	23.9	44.8	7.5	10.4	10.4	1.5	0.0	0.0	0.0	1.5	21	79.3	9	57	
LONDON CITY	BA CITYFLYER LTD	S A	0	51	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	64.3	18	56	
LONDON CITY	BA CITYFLYER LTD	S D	0	57	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	67.2	16	61	
LUTON	AIR EUROPA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5	
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	60.0	22	5	
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	100.0	1	4	
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	50.0	10	4	
LUTON	EASYJET EUROPE	S A	31	0	0	12.9	32.3	25.8	3.2	16.1	0.0	3.2	3.2	3.2	0.0	0.0	37	0.0	0	0	
LUTON	EASYJET EUROPE	S D	31	0	0	0.0	6.5	32.3	16.1	22.6	16.1	3.2	3.2	0.0	0.0	0.0	45	0.0	0	0	
LUTON	EASYJET UK LTD	S A	67	0	0	14.9	23.9	23.9	19.4	10.4	3.0	3.0	1.5	0.0	0.0	0.0	21	59.8	29	97	
LUTON	EASYJET UK LTD	S D	67	0	0	0.0	32.8	40.3	16.4	6.0	3.0	1.5	0.0	0.0	0.0	0.0	13	58.8	27	97	
LUTON	TUI AIRWAYS LTD	C A	14	0	0	0.0	21.4	28.6	21.4	14.3	0.0	7.1	7.1	0.0	0.0	0.0	40	69.2	21	13	
LUTON	TUI AIRWAYS LTD	C D	14	0	0	0.0	0.0	64.3	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	27	50.0	30	12	
STANSTED	AIR EUROPA	C A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STANSTED	AIR EUROPA	C D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
STANSTED	BA CITYFLYER LTD	S A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	65	4	
STANSTED	BA CITYFLYER 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	14	0.0	59	4	
STANSTED	EASYJET UK LTD	S A	44	0	2	4.3	23.9	19.6	17.4	8.7	15.2	6.5	0.0	0.0	0.0	4.3	33	42.2	33	44	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
STANSTED	EASYJET UK LTD	S D	44	0	2	0.0	26.1	26.1	15.2	2.2	13.0	10.9	0.0	2.2	0.0	4.3	44	62.2	24	44			
STANSTED	JET2.COM LTD	S A	71	0	0	19.7	60.6	11.3	1.4	5.6	0.0	0.0	1.4	0.0	0.0	0.0	6	90.5	4	63			
STANSTED	JET2.COM LTD	S D	71	0	0	0.0	45.1	39.4	8.5	4.2	2.8	0.0	0.0	0.0	0.0	0.0	8	66.7	25	63			
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	37.5	41	8			
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	33.3	21	9			
STANSTED	RYANAIR	S A	70	0	0	4.3	20.0	32.9	17.1	15.7	7.1	0.0	1.4	1.4	0.0	0.0	27	8.8	53	80			
STANSTED	RYANAIR	S D	70	0	0	0.0	31.4	52.9	7.1	7.1	1.4	0.0	0.0	0.0	0.0	0.0	9	31.3	35	80			
STANSTED	THOMAS COOK AIRLINES 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	21	100.0	2	8			
STANSTED	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	7	8			
STANSTED	TUI AIRWAYS LTD	C 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	11	62.5	13	8			
STANSTED	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	11	75.0	8	8			
MANCHESTER	BRITISH AIRWAYS PLC	S A	9	0	0	0.0	66.7	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	30.8	56	13			
MANCHESTER	BRITISH AIRWAYS PLC	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	44	44.4	43	9			
MANCHESTER	EASYJET UK LTD	S A	51	0	0	9.8	25.5	23.5	11.8	9.8	9.8	5.9	3.9	0.0	0.0	0.0	32	55.3	29	38			
MANCHESTER	EASYJET UK LTD	S D	52	0	0	0.0	23.1	38.5	11.5	11.5	5.8	7.7	1.9	0.0	0.0	0.0	28	66.7	17	39			
MANCHESTER	FAI FLIGHT-AMBULANCE SERVICE	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	116	0	0	10.3	49.1	22.4	7.8	6.9	1.7	0.9	0.9	0.0	0.0	0.0	11	81.8	13	110			
MANCHESTER	JET2.COM LTD	S D	116	0	0	0.0	18.1	56.0	12.1	9.5	3.4	0.0	0.9	0.0	0.0	0.0	13	75.5	17	110			
MANCHESTER	RYANAIR	S A	80	0	0	0.0	16.3	45.0	11.3	15.0	8.8	2.5	1.3	0.0	0.0	0.0	26	63.8	25	80			
MANCHESTER	RYANAIR	S D	80	0	0	0.0	12.5	62.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	57.5	27	80			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	31	0	0	3.2	54.8	22.6	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	83.3	10	30			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	31	0	0	0.0	12.9	67.7	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	86.7	7	30			
MANCHESTER	TUI AIRWAYS LTD	C A	53	0	0	7.5	18.9	24.5	24.5	13.2	1.9	1.9	5.7	1.9	0.0	0.0	59	50.0	27	46			
MANCHESTER	TUI AIRWAYS LTD	C D	54	0	0	0.0	5.6	42.6	31.5	13.0	3.7	0.0	3.7	0.0	0.0	0.0	28	55.3	21	47			
NEWCASTLE	EASYJET UK LTD	S A	35	0	0	8.6	22.9	34.3	8.6	8.6	8.6	5.7	2.9	0.0	0.0	0.0	34	65.7	47	35			
NEWCASTLE	EASYJET UK LTD	S D	35	0	0	0.0	28.6	34.3	14.3	8.6	2.9	5.7	5.7	0.0	0.0	0.0	34	60.0	18	35			
NEWCASTLE	JET2.COM LTD	S A	54	0	0	40.7	33.3	13.0	7.4	1.9	1.9	0.0	1.9	0.0	0.0	0.0	9	83.0	31	53			
NEWCASTLE	JET2.COM LTD	S D	54	0	0	0.0	22.2	57.4	9.3	9.3	0.0	1.9	0.0	0.0	0.0	0.0	11	73.6	22	53			
NEWCASTLE	RYANAIR	S A	31	0	0	3.2	51.6	32.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	9	31			
NEWCASTLE	RYANAIR	S D	31	0	0	0.0	16.1	51.6	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	16	61.3	18	31			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	13	0	0	7.7	53.8	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	7	17			

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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							
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	64.7	13	17	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	21	0	0	4.8	33.3	33.3	9.5	4.8	9.5	0.0	4.8	0.0	0.0	0.0	25	76.9	20	13	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	21	0	0	0.0	0.0	71.4	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	14	84.6	12	13	
	SOUTHAMPTON	FLYBE LTD	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	8	44.4	24	9	
	SOUTHAMPTON	FLYBE 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	6	77.8	12	9	
	SOUTHAMPTON	VOLOTEA	C	A	9	0	0	44.4	22.2	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	50.0	23	8	
	SOUTHAMPTON	VOLOTEA	C	D	9	0	0	0.0	33.3	11.1	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	24	12.5	49	8	
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	SOUTHEND	EASYJET UK LTD	S	A	32	0	0	15.6	28.1	31.3	9.4	12.5	0.0	0.0	3.1	0.0	0.0	0.0	16	66.7	24	30	
	SOUTHEND	EASYJET UK LTD	S	D	31	0	0	0.0	51.6	29.0	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	90.3	11	31	
	SOUTHEND	RYANAIR	S	A	31	0	0	3.2	16.1	32.3	22.6	22.6	0.0	0.0	3.2	0.0	0.0	0.0	22	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	31	0	0	6.5	61.3	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	SOUTHEND	VOLOTEA	S	A	3	0	0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	63	25.0	20	4	
	SOUTHEND	VOLOTEA	S	D	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	74	25.0	24	4	
<b>TOTAL PALMA DE MALLORCA</b>					<b>5028</b>	<b>108</b>	<b>14</b>	<b>5.2</b>	<b>28.4</b>	<b>35.0</b>	<b>11.9</b>	<b>9.2</b>	<b>5.3</b>	<b>1.3</b>	<b>1.0</b>	<b>0.3</b>	<b>2.1</b>	<b>0.3</b>	<b>20</b>	<b>64.2</b>	<b>22</b>	<b>5090</b>	
PAMPLONA																							
	EDINBURGH	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL PAMPLONA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS																							
	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	0.0	1	80.0	9	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	5	
	BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	22.2	33.3	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	78.6	15	14	
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	5.9	35.3	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	19	42.9	33	14	
	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	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	0.0	0	50.0	24	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	33.3	16.7	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	25	77.8	8	18	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	22.2	33.3	33.3	5.6	5.6	0.0	0.0	0.0	0.0	36	38.9	29	18	
	BOURNEMOUTH	RYANAIR	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	26	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	10	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	12	5	
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	0.0	14.3	14.3	50.0	7.1	14.3	0.0	0.0	0.0	0.0	56	38.5	27	13	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	30.8	23.1	30.8	0.0	7.7	0.0	0.0	0.0	0.0	30	15.4	30	13	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	40.0	34	5	



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	THOMAS COOK AIRLINES LTD	S	D	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	12	40.0	31	5
	BRISTOL	TUI AIRWAYS LTD	C	A	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	55.6	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	18	33.3	31	9
	CARDIFF WALES	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	0.0	12	20.0	56	5
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	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	25	20.0	62	5
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	9
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	27	88.9	6	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	9	9
	EAST MIDLANDS INTERNATIONAL	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	15	55.6	14	9
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	128	55.6	37	9
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	48	75.0	16	8
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	10	9
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	29	9
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	32	44.4	30	9
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	16	9
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	88.9	6	9
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	66.7	11	9
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	50.0	50	4
	EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	45	25.0	25	4
	EXETER	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	18	25.0	21	4
	EXETER	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	26	0.0	43	4
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	22.2	33	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	22.2	37	9
	GLASGOW	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	13	60.0	8	5
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	40.0	14	5
	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	27.8	11.1	27.8	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	76.5	13	17
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	5.6	27.8	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	44.4	19	18
	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	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	20.0	27	5
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	48	0.0	0	0

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

Origin/Destinations: P

NUMBER OF FLIGHTS

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AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	11.5	34.6	34.6	7.7	7.7	0.0	0.0	3.8	0.0	0.0	0.0	18	73.1	15	26		
GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	7.7	42.3	15.4	26.9	3.8	0.0	3.8	0.0	0.0	0.0	30	65.4	16	26		
GATWICK	EASYJET UK LTD	S	A	62	0	0	0.0	11.3	24.2	27.4	19.4	12.9	3.2	1.6	0.0	0.0	0.0	35	42.2	30	63		
GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	0.0	50.0	24.2	11.3	12.9	0.0	1.6	0.0	0.0	0.0	30	40.3	28	62		
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	5	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	25.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	30	22.2	26	8		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33	12.5	42	8		
GATWICK	TUI AIRWAYS LTD	C	A	26	0	0	3.8	23.1	23.1	15.4	26.9	7.7	0.0	0.0	0.0	0.0	0.0	23	52.2	23	23		
GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	3.8	53.8	15.4	15.4	11.5	0.0	0.0	0.0	0.0	0.0	21	30.4	35	23		
LUTON	EASYJET UK LTD	S	A	21	0	0	0.0	14.3	19.0	19.0	33.3	14.3	0.0	0.0	0.0	0.0	0.0	34	72.7	15	22		
LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	0.0	36.4	31.8	22.7	9.1	0.0	0.0	0.0	0.0	0.0	29	31.8	24	22		
LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	29	9		
LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	0.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	30	11.1	41	9		
STANSTED	JET2.COM LTD	S	A	29	0	0	3.4	51.7	24.1	17.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6	68.2	10	21		
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	12.9	77.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	20	22		
STANSTED	RYANAIR	S	A	31	0	0	32.3	38.7	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	9	40		
STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	58.1	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	17	15.0	46	40		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	22	9		
STANSTED	TUI AIRWAYS LTD	C	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	32	88.9	15	9		
MANCHESTER	EASYJET UK LTD	S	A	31	0	0	3.2	12.9	19.4	12.9	35.5	12.9	3.2	0.0	0.0	0.0	0.0	33	51.6	32	31		
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	6.5	51.6	25.8	9.7	6.5	0.0	0.0	0.0	0.0	0.0	20	58.1	25	31		
MANCHESTER	JET2.COM LTD	S	A	30	0	0	0.0	13.3	26.7	26.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	25	61.5	21	26		
MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	3.2	32.3	29.0	22.6	12.9	0.0	0.0	0.0	0.0	0.0	28	57.7	19	26		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	14.3	21.4	35.7	7.1	14.3	7.1	0.0	0.0	0.0	0.0	34	55.6	17	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	25	44.4	32	9		
MANCHESTER	TUI AIRWAYS LTD	C	A	26	0	0	0.0	0.0	26.9	30.8	15.4	15.4	7.7	3.8	0.0	0.0	0.0	51	47.8	36	23		
MANCHESTER	TUI AIRWAYS LTD	C	D	26	0	0	0.0	3.8	30.8	15.4	34.6	7.7	3.8	3.8	0.0	0.0	0.0	46	34.8	39	23		
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	9		
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	33.3	30	9		

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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							
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	17	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	25	22.2	28	9	
<b>TOTAL PAPHOS</b>					<b>1056</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>13.6</b>	<b>34.2</b>	<b>22.3</b>	<b>17.8</b>	<b>7.0</b>	<b>1.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>52.6</b>	<b>24</b>	<b>1018</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	46.2	30	13	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	34	13	
<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>42.3</b>	<b>32</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)																							
	ABERDEEN	AIR FRANCE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	ABERDEEN	AIR FRANCE	S	A	59	0	0	8.5	42.4	30.5	10.2	5.1	3.4	0.0	0.0	0.0	0.0	0.0	9	73.3	11	59	
	ABERDEEN	AIR FRANCE	S	D	58	0	1	0.0	54.2	28.8	6.8	6.8	1.7	0.0	0.0	0.0	0.0	1.7	7	70.5	12	60	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	26	0	0	0.0	0.0	53.8	19.2	11.5	11.5	3.8	0.0	0.0	0.0	0.0	28	51.9	24	27	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	26	0	0	0.0	30.8	46.2	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	70.4	17	27	
	BIRMINGHAM	AIR FRANCE	S	A	87	0	0	3.4	39.1	46.0	4.6	3.4	3.4	0.0	0.0	0.0	0.0	0.0	9	75.6	12	78	
	BIRMINGHAM	AIR FRANCE	S	D	87	0	0	0.0	24.1	54.0	12.6	5.7	3.4	0.0	0.0	0.0	0.0	0.0	12	70.5	13	78	
	BIRMINGHAM	FLYBE LTD	S	A	88	0	0	1.1	27.3	33.0	12.5	15.9	8.0	1.1	1.1	0.0	0.0	0.0	22	68.5	21	88	
	BIRMINGHAM	FLYBE LTD	S	D	88	0	0	0.0	0.0	38.6	27.3	17.0	12.5	2.3	2.3	0.0	0.0	0.0	34	66.3	25	89	
	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	71.0	23	31	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	23	31	
	BRISTOL	EASYJET UK LTD	S	A	62	0	0	0.0	21.0	41.9	14.5	9.7	8.1	3.2	1.6	0.0	0.0	0.0	25	71.0	14	31	
	BRISTOL	EASYJET UK LTD	S	D	62	0	0	0.0	25.8	43.5	11.3	6.5	8.1	3.2	1.6	0.0	0.0	0.0	21	74.2	12	31	
	CARDIFF WALES	FLYBE LTD	S	A	48	0	0	0.0	29.2	37.5	14.6	12.5	4.2	2.1	0.0	0.0	0.0	0.0	19	54.5	24	44	
	CARDIFF WALES	FLYBE LTD	S	D	48	0	0	0.0	12.5	62.5	10.4	8.3	2.1	4.2	0.0	0.0	0.0	0.0	15	72.7	18	44	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	26	0	0	7.7	34.6	34.6	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	64.5	15	31	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	26	0	0	0.0	0.0	61.5	19.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	17	93.5	3	31	
	EDINBURGH	AIR FRANCE	S	A	62	0	0	1.6	43.5	37.1	8.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	78.5	10	93	
	EDINBURGH	AIR FRANCE	S	D	62	0	0	0.0	19.4	58.1	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	79.6	10	92	
	EDINBURGH	EASYJET UK LTD	S	A	47	0	2	2.0	18.4	26.5	10.2	20.4	16.3	2.0	0.0	0.0	0.0	4.1	33	46.9	33	48	
	EDINBURGH	EASYJET UK LTD	S	D	47	0	2	0.0	22.4	34.7	14.3	10.2	14.3	0.0	0.0	0.0	0.0	4.1	20	44.9	29	48	
	EDINBURGH	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	
	EXETER	FLYBE LTD	S	A	57	0	0	10.5	45.6	29.8	8.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	80.6	16	31	
	EXETER	FLYBE LTD	S	D	57	0	0	0.0	36.8	42.1	10.5	8.8	1.8	0.0	0.0	0.0	0.0	0.0	9	90.3	11	31	
	GLASGOW	EASYJET UK LTD	S	A	32	0	0	0.0	25.0	40.6	12.5	12.5	6.3	3.1	0.0	0.0	0.0	0.0	20	41.9	22	31	
	GLASGOW	EASYJET UK LTD	S	D	30	0	0	0.0	30.0	43.3	23.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	13	83.9	13	31	
	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	16.7	44.4	5.6	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	19	18	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	44.4	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	21	0	0	4.8	38.1	9.5	14.3	9.5	19.0	4.8	0.0	0.0	0.0	0.0	32	56.5	15	23	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	33.3	4.8	4.8	14.3	4.8	0.0	0.0	0.0	0.0	26	82.6	12	23	
	GATWICK	EASYJET UK LTD	S	A	81	0	2	3.6	26.5	14.5	12.0	10.8	21.7	6.0	2.4	0.0	0.0	2.4	41	48.8	36	84	
	GATWICK	EASYJET UK LTD	S	D	82	0	1	0.0	1.2	28.9	24.1	22.9	16.9	4.8	0.0	0.0	0.0	1.2	39	41.7	36	84	
	GATWICK	NORWEGIAN AIR SHUTTLE	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	VUELING AIRLINES	S	A	78	0	2	6.3	30.0	16.3	16.3	8.8	7.5	8.8	3.8	0.0	0.0	2.5	38	55.2	24	57	
	GATWICK	VUELING AIRLINES	S	D	78	0	2	0.0	2.5	30.0	26.3	15.0	11.3	6.3	3.8	2.5	0.0	2.5	54	52.5	28	57	
	HEATHROW	AIR FRANCE	S	A	173	0	0	10.4	34.7	32.9	11.0	6.9	3.5	0.6	0.0	0.0	0.0	0.0	11	60.7	18	206	
	HEATHROW	AIR FRANCE	S	D	172	0	1	0.0	39.3	47.4	8.1	1.7	2.3	0.6	0.0	0.0	0.6	8	80.6	10	206		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	4	20.8	36.6	22.2	6.0	6.0	5.1	0.9	0.5	0.0	0.0	1.9	12	85.6	12	206	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	213	0	3	0.0	27.3	44.9	13.4	7.4	5.1	0.0	0.5	0.0	0.0	1.4	15	79.3	11	206	
	LUTON	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	60	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	73	0	0	2.7	42.5	23.3	15.1	8.2	6.8	1.4	0.0	0.0	0.0	0.0	16	67.1	16	72	
	LUTON	EASYJET UK LTD	S	D	71	0	0	0.0	23.9	49.3	11.3	11.3	2.8	1.4	0.0	0.0	0.0	0.0	13	64.8	16	70	
	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	1	100.0	0	1	
	STANSTED	EASYJET UK LTD	S	A	17	0	0	23.5	11.8	11.8	23.5	5.9	0.0	17.6	5.9	0.0	0.0	0.0	48	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	17	0	0	0.0	35.3	35.3	0.0	11.8	0.0	11.8	5.9	0.0	0.0	0.0	38	0.0	0	0	
	MANCHESTER	AIR FRANCE	S	A	92	0	1	2.2	36.6	48.4	6.5	4.3	1.1	0.0	0.0	0.0	0.0	1.1	7	78.5	12	93	
	MANCHESTER	AIR FRANCE	S	D	92	0	1	0.0	51.6	31.2	7.5	7.5	1.1	0.0	0.0	0.0	0.0	1.1	6	74.2	13	93	
	MANCHESTER	EASYJET UK LTD	S	A	39	0	1	2.5	27.5	30.0	12.5	10.0	12.5	0.0	2.5	0.0	0.0	2.5	26	60.0	28	40	
	MANCHESTER	EASYJET UK LTD	S	D	39	0	1	0.0	30.0	40.0	15.0	7.5	0.0	2.5	2.5	0.0	0.0	2.5	18	65.0	28	40	
	MANCHESTER	FLYBE LTD	S	A	115	0	0	0.0	21.7	37.4	20.9	15.7	2.6	0.9	0.9	0.0	0.0	0.0	19	67.2	15	116	
	MANCHESTER	FLYBE LTD	S	D	115	0	0	0.0	3.5	65.2	7.0	14.8	7.0	1.7	0.9	0.0	0.0	0.0	22	74.1	13	116	
	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	0.0	25	1	
	NEWCASTLE	AIR FRANCE	S	A	77	0	1	6.4	47.4	26.9	5.1	10.3	2.6	0.0	0.0	0.0	0.0	1.3	10	76.2	14	84	
	NEWCASTLE	AIR FRANCE	S	D	78	0	0	0.0	30.8	59.0	2.6	5.1	2.6	0.0	0.0	0.0	0.0	0.0	8	76.2	16	84	
	SOUTHAMPTON	FLYBE LTD	S	A	51	0	1	0.0	30.8	46.2	13.5	1.9	5.8	0.0	0.0	0.0	0.0	1.9	11	51.9	25	54	
	SOUTHAMPTON	FLYBE LTD	S	D	52	0	0	0.0	5.8	78.8	9.6	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	75.9	13	54	
	SOUTHEND	EASYJET UK LTD	S	A	17	0	0	0.0	35.3	23.5	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	20	61.1	17	18	
	SOUTHEND	EASYJET UK LTD	S	D	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	9	77.8	17	18	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3317</b>	<b>0</b>	<b>27</b>	<b>3.2</b>	<b>28.6</b>	<b>38.5</b>	<b>12.0</b>	<b>9.0</b>	<b>5.6</b>	<b>1.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>69.8</b>	<b>17</b>	<b>3328</b>	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
PARIS (LE BOURGET)	LUTON	MNG AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PARIS (LE BOURGET)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
PARIS (ORLY)	EDINBURGH	TRANSAVIA FRANCE	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	77.8	12	18
	EDINBURGH	TRANSAVIA FRANCE	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	16	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	90.8	7	75
	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	75.0	14	75
	LUTON	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL PARIS (ORLY)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>21.1</b>	<b>63.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.9</b>	<b>11</b>	<b>186</b>
PARMA	MANCHESTER	TRADE AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PARMA</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>
PAU	GATWICK	EASYJET UK 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	0.0	0	0
	GATWICK	EASYJET UK 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	13	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	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	3	0.0	0	0
<b>TOTAL PAU</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PERPIGNAN	BIRMINGHAM	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	50.0	29	8
	BIRMINGHAM	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	75.0	13	8
	LIVERPOOL (JOHN LENNON)	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	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	20	1
	LUTON	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	25	1
	LUTON	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	0	1
	LUTON	CITY AIRLINE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	LUTON	FAROE JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	FAROE JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1
	STANSTED	RYANAIR	S	A	22	0	0	27.3	50.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.2	20	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	18	22
	SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	54	4

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	52	4
<b>TOTAL PERPIGNAN</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>48.6</b>	<b>34.7</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>3</b>	<b>64.0</b>	<b>22</b>	<b>75</b>
PERUGIA																						
	STANSTED	RYANAIR	S	A	26	0	0	11.5	42.3	26.9	15.4	0.0	3.8	0.0	0.0	0.0	0.0	8	35.5	35	31	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	38.5	50.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	4	45.2	26	31	
<b>TOTAL PERUGIA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>40.4</b>	<b>38.5</b>	<b>13.5</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>6</b>	<b>40.3</b>	<b>31</b>	<b>62</b>
PESCARA																						
	STANSTED	RYANAIR	S	A	22	0	0	0.0	36.4	31.8	9.1	18.2	4.5	0.0	0.0	0.0	0.0	15	27.3	36	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	27.3	59.1	4.5	4.5	4.5	0.0	0.0	0.0	0.0	10	22.7	30	22	
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>45.5</b>	<b>6.8</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>25.0</b>	<b>33</b>	<b>44</b>	
PHILADELPHIA INTERNATIONAL																						
	EDINBURGH	AMERICAN AIRLINES	S	A	30	0	1	58.1	12.9	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	3.2	8	0.0	0	0
	EDINBURGH	AMERICAN AIRLINES	S	D	30	0	1	0.0	51.6	32.3	3.2	3.2	6.5	0.0	0.0	0.0	0.0	3.2	9	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	83.9	22	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	90.3	10	31	
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	3	27.4	17.7	16.1	4.8	12.9	4.8	6.5	4.8	0.0	0.0	4.8	34	77.4	22	62
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	3	0.0	43.5	21.0	4.8	11.3	8.1	4.8	1.6	0.0	0.0	4.8	26	78.7	16	61
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	27.3	27.3	29.5	2.3	6.8	6.8	0.0	0.0	0.0	0.0	10	82.9	10	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	9.1	43.2	20.5	9.1	15.9	2.3	0.0	0.0	0.0	27	71.4	15	42	
	MANCHESTER	AMERICAN AIRLINES	S	A	32	0	0	25.0	12.5	21.9	18.8	12.5	0.0	3.1	6.3	0.0	0.0	29	64.5	19	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	0.0	48.4	22.6	6.5	9.7	0.0	6.5	6.5	0.0	0.0	29	80.6	11	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>329</b>	<b>0</b>	<b>8</b>	<b>16.3</b>	<b>27.6</b>	<b>24.3</b>	<b>8.0</b>	<b>9.5</b>	<b>6.2</b>	<b>3.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>23</b>	<b>78.5</b>	<b>16</b>	<b>330</b>
PHOENIX																						
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	51.6	22.6	19.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	3.2	5	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	1	0.0	64.5	25.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	3	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	22.6	12.9	16.1	3.2	19.4	6.5	9.7	6.5	0.0	0.0	3.2	47	59.1	39	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	3.2	29.0	16.1	16.1	19.4	3.2	9.7	0.0	0.0	3.2	58	43.2	37	44
<b>TOTAL PHOENIX</b>					<b>120</b>	<b>0</b>	<b>4</b>	<b>18.5</b>	<b>25.8</b>	<b>22.6</b>	<b>5.6</b>	<b>9.7</b>	<b>7.3</b>	<b>3.2</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>28</b>	<b>51.1</b>	<b>38</b>	<b>88</b>

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										AUG 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)
PISA	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	66.7	16	9
	BIRMINGHAM	JET2.COM 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	8	66.7	14	9
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	0.0	19.4	25.8	35.5	9.7	3.2	3.2	3.2	0.0	0.0	27	64.5	14	31
	BRISTOL	EASYJET UK LTD	S	D	30	0	1	0.0	6.5	54.8	12.9	6.5	6.5	9.7	0.0	0.0	3.2	29	77.4	9	31
	EAST MIDLANDS INTERNATIONAL	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	4	100.0	2	4
	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	100.0	4	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	27	0.0	39	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	13	55.6	17	9
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	14.3	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	16	84.6	9	13
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	7.1	21.4	28.6	42.9	0.0	0.0	0.0	0.0	0.0	25	84.6	7	13
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	28	55.6	16	9
	LEEDS BRADFORD	JET2.COM 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	17	66.7	14	9
	LEEDS BRADFORD	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	24	57.1	11	14
	LEEDS BRADFORD	RYANAIR	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	46	42.9	31	14
	LIVERPOOL (JOHN LENNON)	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	18	88.9	5	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	0.0	22.2	0.0	11.1	0.0	0.0	0.0	30	66.7	10	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	70.0	18	50
	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	74.0	15	50
	GATWICK	EASYJET UK LTD	S	A	75	0	1	1.3	11.8	18.4	15.8	21.1	23.7	5.3	1.3	0.0	1.3	46	45.3	36	75
	GATWICK	EASYJET UK LTD	S	D	75	0	1	0.0	3.9	42.1	15.8	18.4	13.2	3.9	1.3	0.0	1.3	34	53.3	30	75
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	1	16.3	33.8	22.5	8.8	6.3	8.8	2.5	0.0	0.0	1.3	17	72.3	14	47
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	1	0.0	26.3	41.3	18.8	7.5	3.8	1.3	0.0	0.0	1.3	15	72.3	12	47
	LUTON	EASYJET UK LTD	S	A	45	0	0	2.2	22.2	35.6	17.8	15.6	6.7	0.0	0.0	0.0	0.0	20	46.7	37	45
	LUTON	EASYJET UK LTD	S	D	45	0	0	0.0	11.1	53.3	24.4	8.9	2.2	0.0	0.0	0.0	0.0	14	65.9	24	44
	LUTON	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	161	0.0	0	0
	STANSTED	RYANAIR	S	A	93	0	0	12.9	54.8	14.0	7.5	4.3	3.2	0.0	2.2	1.1	0.0	18	67.7	28	93
	STANSTED	RYANAIR	S	D	93	0	0	0.0	31.2	49.5	7.5	8.6	3.2	0.0	0.0	0.0	0.0	11	22.6	43	93
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	0.0	7.1	28.6	21.4	21.4	7.1	7.1	7.1	0.0	0.0	46	53.8	18	13
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	42.9	7.1	0.0	14.3	0.0	0.0	0.0	0.0	18	76.9	8	13

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P										AUG 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	JET2.COM LTD	S	A	22	0	0	0.0	18.2	22.7	27.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	21	68.2	32	22								
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	40.9	54.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	77.3	32	22								
NEWCASTLE	JET2.COM 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	9	88.9	5	9								
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9								
<b>TOTAL PISA</b>				<b>862</b>	<b>0</b>	<b>5</b>	<b>3.3</b>	<b>24.9</b>	<b>35.4</b>	<b>13.7</b>	<b>12.1</b>	<b>6.9</b>	<b>2.2</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>60.2</b>	<b>24</b>	<b>903</b>								
PITTSBURGH																													
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	1	72.2	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	5.6	6	0.0	0	0								
HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	0.0	0.0	41.2	23.5	23.5	5.9	0.0	0.0	0.0	0.0	5.9	28	0.0	0	0								
<b>TOTAL PITTSBURGH</b>				<b>33</b>	<b>0</b>	<b>2</b>	<b>37.1</b>	<b>5.7</b>	<b>22.9</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>								
PLOVDIV																													
STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	15.4	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	29	42.9	74	13								
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	11	28.6	46	13								
<b>TOTAL PLOVDIV</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>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>35.7</b>	<b>60</b>	<b>26</b>								
PODGORICA																													
BELFAST INTERNATIONAL	Unknown	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0								
BELFAST INTERNATIONAL	Unknown	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0								
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	8	60.0	19	5								
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	5								
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	11.1	29	9								
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	88.9	8	9								
STANSTED	RYANAIR	S	A	8	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	22.2	43	9								
STANSTED	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	14	9								
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	50.0	43	4								
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	27	4								
<b>TOTAL PODGORICA</b>				<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>37.9</b>	<b>36.2</b>	<b>6.9</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.4</b>	<b>23</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	0.0	0.0	0	100.0	0	9								
EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9								
STANSTED	RYANAIR	S	A	17	0	0	5.9	52.9	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	38.9	30	18								
STANSTED	RYANAIR	S	D	17	0	0	0.0	29.4	52.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	22.2	34	18								
MANCHESTER	RYANAIR	S	A	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0								
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0								
<b>TOTAL POITIERS</b>				<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>38.0</b>	<b>42.0</b>	<b>4.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>53.7</b>	<b>22</b>	<b>54</b>								
PORT OF SPAIN																													
GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	28.6	33.3	9.5	9.5	9.5	4.8	0.0	4.8	0.0	0.0	0.0	21	90.9	6	22								



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

		Origin/Destinations: P																	AUG 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	4.5	54.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	1	0.0	4.5	54.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	4.5	21	77.3	13	22
<b>TOTAL PORT OF SPAIN</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>18.6</b>	<b>32.6</b>	<b>14.0</b>	<b>9.3</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>21</b>	<b>84.1</b>	<b>10</b>	<b>44</b>
PORTLAND (MAINE)																						
	EDINBURGH	DELTA AIRLINES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0
<b>TOTAL PORTLAND (MAINE)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PORTLAND (OREGON)																						
	HEATHROW	DELTA AIRLINES	S	A	31	0	1	62.5	15.6	9.4	0.0	3.1	3.1	0.0	3.1	0.0	0.0	3.1	11	94.1	3	17
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	51.6	16.1	6.5	16.1	6.5	3.2	0.0	0.0	0.0	0.0	21	88.9	33	18
<b>TOTAL PORTLAND (OREGON)</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>31.7</b>	<b>33.3</b>	<b>12.7</b>	<b>3.2</b>	<b>9.5</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>16</b>	<b>91.4</b>	<b>18</b>	<b>35</b>
PORTO SANTO																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	11	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	26	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	100.0	6	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	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	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	43	100.0	0	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	5	4
<b>TOTAL PORTO SANTO</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>33.3</b>	<b>20.8</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>8</b>	<b>24</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	0.0	0	75.0	16	8
	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	37.5	28	8
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	2	9
	BRISTOL	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	1	88.9	4	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	0.0	71.4	14.3	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	15	50.0	21	14
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	23	14
	EDINBURGH	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	21	88.9	15	9
	EDINBURGH	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	33.3	32	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	26	8
	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	0.0	0.0	6	62.5	30	8
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.2	17	54
	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	65.5	27	53

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0	16.1	29.0	16.1	3.2	16.1	9.7	6.5	3.2	0.0	0.0	0.0	37	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0	0.0	6.5	38.7	22.6	12.9	12.9	3.2	3.2	0.0	0.0	0.0	40	0.0	0	0		
STANSTED	RYANAIR	S	A	40	0	0	0	2.5	42.5	20.0	17.5	10.0	7.5	0.0	0.0	0.0	0.0	0.0	15	22.5	37	40		
STANSTED	RYANAIR	S	D	40	0	0	0	0.0	20.0	47.5	7.5	17.5	7.5	0.0	0.0	0.0	0.0	0.0	18	17.5	35	40		
<b>TOTAL POZNAN</b>				<b>222</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>29.7</b>	<b>33.3</b>	<b>11.7</b>	<b>11.3</b>	<b>7.2</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.8</b>	<b>25</b>	<b>283</b>		
PRAGUE																								
BELFAST INTERNATIONAL	CSA CZECH AIRLINES	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	19	0.0	0	0		
BIRMINGHAM	CSA CZECH AIRLINES	S	A	31	0	0	0	0.0	0.0	16.1	32.3	25.8	16.1	9.7	0.0	0.0	0.0	0.0	44	45.2	25	31		
BIRMINGHAM	CSA CZECH AIRLINES	S	D	31	0	0	0	0.0	0.0	3.2	29.0	38.7	19.4	6.5	3.2	0.0	0.0	0.0	60	35.5	34	31		
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0	0.0	0.0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
BOURNEMOUTH	RYANAIR	S	A	8	0	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
BOURNEMOUTH	RYANAIR	S	D	8	0	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	A	26	0	0	0	0.0	3.8	57.7	15.4	11.5	11.5	0.0	0.0	0.0	0.0	0.0	21	37.0	31	27		
BRISTOL	EASYJET UK LTD	S	D	26	0	0	0	0.0	34.6	38.5	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	59.3	26	27		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0	11.1	66.7	0.0	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	44	88.9	5	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	51	100.0	1	9		
EDINBURGH	EASYJET UK LTD	S	A	26	0	0	0	11.5	57.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.4	12	27		
EDINBURGH	EASYJET UK LTD	S	D	26	0	0	0	0.0	73.1	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.3	4	27		
EDINBURGH	RYANAIR	S	A	13	0	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	23.5	36	17		
EDINBURGH	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	2	76.5	10	17		
GLASGOW	JET2.COM LTD	S	A	9	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	9	66.7	8	9		
GLASGOW	JET2.COM LTD	S	D	9	0	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	2	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	9	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	20	66.7	21	9		
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	17	55.6	22	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	61.1	19	18		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0	0.0	0.0	23.1	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	22	18		
GATWICK	EASYJET UK LTD	S	A	57	0	0	0	0.0	1.8	24.6	17.5	28.1	24.6	3.5	0.0	0.0	0.0	0.0	43	31.0	40	57		
GATWICK	EASYJET UK LTD	S	D	57	0	0	0	0.0	3.5	40.4	24.6	19.3	8.8	3.5	0.0	0.0	0.0	0.0	29	50.0	31	57		
GATWICK	SMARTWINGS	S	A	18	0	0	0	0.0	0.0	11.1	16.7	38.9	33.3	0.0	0.0	0.0	0.0	0.0	51	16.7	41	18		
GATWICK	SMARTWINGS	S	D	18	0	0	0	0.0	0.0	5.6	5.6	33.3	33.3	22.2	0.0	0.0	0.0	0.0	73	5.6	56	18		
HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	1	10.3	41.8	24.0	10.3	7.5	4.8	0.7	0.0	0.0	0.0	0.0	0.7	12	82.3	16	146		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	145	0	1	0.0	30.1	43.2	11.6	11.0	2.7	0.7	0.0	0.0	0.0	0.7	13	81.0	11	147
	LONDON CITY	BA CITYFLYER 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	66.7	20	26
	LONDON CITY	BA CITYFLYER LTD	S	D	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	51.9	24	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	32.3	46	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	41.9	44	30
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	3.2	35.5	19.4	9.7	19.4	9.7	0.0	0.0	3.2	0.0	0.0	56	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	6.5	61.3	12.9	6.5	9.7	3.2	0.0	0.0	0.0	0.0	23	0.0	0	0
	STANSTED	EASYJET UK LTD	S	A	26	0	0	0.0	3.8	11.5	42.3	30.8	3.8	3.8	0.0	3.8	0.0	0.0	62	40.7	34	27
	STANSTED	EASYJET UK LTD	S	D	26	0	0	0.0	3.8	46.2	30.8	11.5	3.8	3.8	0.0	0.0	0.0	0.0	24	55.6	23	27
	STANSTED	RYANAIR	S	A	83	0	0	4.8	43.4	24.1	10.8	12.0	4.8	0.0	0.0	0.0	0.0	0.0	12	57.7	24	70
	STANSTED	RYANAIR	S	D	83	0	0	0.0	18.1	55.4	14.5	8.4	2.4	1.2	0.0	0.0	0.0	0.0	13	32.4	38	70
	MANCHESTER	EASYJET UK LTD	S	A	31	0	0	0.0	9.7	29.0	25.8	25.8	6.5	3.2	0.0	0.0	0.0	0.0	29	44.4	41	27
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	32.3	35.5	12.9	9.7	6.5	3.2	0.0	0.0	0.0	0.0	21	66.7	32	27
	MANCHESTER	JET2.COM LTD	S	A	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	16	44.4	51	18
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	5.6	66.7	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	49	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	80	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	55.6	82	9
	SOUTHEND	EASYJET UK LTD	S	A	16	1	0	5.9	41.2	29.4	5.9	11.8	0.0	0.0	0.0	0.0	5.9	0.0	9	83.3	7	18
	SOUTHEND	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	29.4	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	17	94.4	4	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	45.2	52	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	64.5	32	31
<b>TOTAL PRAGUE</b>					<b>1158</b>	<b>53</b>	<b>2</b>	<b>2.2</b>	<b>23.6</b>	<b>32.2</b>	<b>15.0</b>	<b>13.7</b>	<b>6.6</b>	<b>1.7</b>	<b>0.2</b>	<b>0.3</b>	<b>4.4</b>	<b>0.2</b>	<b>23</b>	<b>58.6</b>	<b>27</b>	<b>1249</b>
PREVEZA																						
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	63	4
	BIRMINGHAM	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	17	50.0	71	4
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	BRISTOL	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	38	75.0	17	4
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	11	4
	GATWICK	BRITISH AIRWAYS PLC	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	18	50.0	49	4
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	17	4
	GATWICK	EASYJET UK LTD	S	A	26	0	0	3.8	7.7	7.7	19.2	34.6	23.1	3.8	0.0	0.0	0.0	0.0	46	55.6	21	18
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	0.0	42.3	19.2	23.1	7.7	3.8	3.8	0.0	0.0	0.0	37	77.8	11	18
	GATWICK	ENTER AIR	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	62.5	24	8

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
GATWICK	ENTER AIR	C D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	22	8
GATWICK	ENTER AIR	S A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
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	100.0	1	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	40.0	15	5
GATWICK	THOMAS COOK AIRLINES LTD	S 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	0.0	56	25.0	29	4
GATWICK	THOMAS COOK AIRLINES LTD	S 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	0.0	50	100.0	9	4
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	52	4
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	69	4
HEATHROW	BRITISH AIRWAYS PLC	C A	9	0	0	0.0	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	11	8
HEATHROW	BRITISH AIRWAYS PLC	C D	9	0	0	0.0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	7	8
HEATHROW	BRITISH AIRWAYS PLC	S A	13	0	0	0.0	15.4	61.5	15.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	23	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	18	0.0	0	0
STANSTED	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
STANSTED	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	0.0	13	0.0	0	0
STANSTED	TITAN AIRWAYS LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4
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	0.0	2	25.0	22	4
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0.0	22.2	33.3	0.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	31	55.6	23	9
MANCHESTER	EASYJET UK LTD	S D	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	0.0	24	66.7	19	9
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	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	47	5
MANCHESTER	FLYBE LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	6	4
MANCHESTER	FLYBE LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	12	4
MANCHESTER	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	14	87.5	13	8
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	20	8
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	0.0	3	100.0	0	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	0.0	7	100.0	3	4
<b>TOTAL PREVEZA</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>18.8</b>	<b>37.1</b>	<b>17.9</b>	<b>15.3</b>	<b>6.1</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.9</b>	<b>21</b>	<b>186</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	0.0	0	7.7	47	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	0.0	0	38.5	23	13

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

		Origin/Destinations: P																	AUG 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	37.5	18.8	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LUTON	WIZZ AIR UK LTD	S	A	16	0	0	0.0	37.5	18.8	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	0.0	76.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL PRISTINA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>48.5</b>	<b>21.2</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>23.1</b>	<b>35</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	8
	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	62.5	12	8
	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	14
	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	69.2	14	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>83.7</b>	<b>6</b>	<b>43</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	13	9
<b>TOTAL PROVIDENCIALES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>9</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	100.0	2	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5
<b>TOTAL PUERTO PLATA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
PUERTO VALLARTA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	19	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	9	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30	60.0	12	5
<b>TOTAL PUERTO VALLARTA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>35.0</b>	<b>30.0</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>16</b>	<b>73.7</b>	<b>11</b>	<b>19</b>
PULA																						
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	75.0	15	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	27	8
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	25	9
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	29	9
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
	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	0.0	3	88.9	3	9
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	35	75.0	152	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	75.0	156	4	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	29	9	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	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	0.0	0	100.0	4	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	0.0	0	100.0	3	5	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	15	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	0	9	
	GATWICK	EASYJET UK LTD	S	A	21	0	1	0.0	4.5	13.6	31.8	22.7	13.6	4.5	4.5	0.0	0.0	4.5	47	46.2	37	13	
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	9.1	31.8	22.7	13.6	9.1	13.6	0.0	0.0	0.0	0.0	42	53.8	24	13	
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	7.7	15.4	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	37.5	34	8	
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	69.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	16	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	21	8	
	HEATHROW	BRITISH AIRWAYS PLC	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	4	100.0	2	8	
	STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9	
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9	
	STANSTED	RYANAIR	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	9	46.2	40	13	
	STANSTED	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	0.0	5	38.5	38	13	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	19	13	
	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	8	61.5	17	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	22.2	0.0	22.2	0.0	0.0	0.0	11.1	0.0	0.0	77	100.0	2	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	5	8	
	SOUTHEND	EASYJET UK 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	19	55.6	27	9	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	21	9	
<b>TOTAL PULA</b>					<b>315</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>30.1</b>	<b>38.3</b>	<b>11.4</b>	<b>7.3</b>	<b>2.8</b>	<b>1.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>71.3</b>	<b>21</b>	<b>286</b>	
PUNTA CANA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	55.6	15	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	21	87.5	8	8	
	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	40.0	14	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	5	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	61.5	7.7	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	29	57.1	26	14	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	30.8	15.4	23.1	7.7	0.0	7.7	0.0	0.0	0.0	40	38.5	36	13	
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	7.1	42.9	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	10	85.7	10	14		
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	38.5	30.8	7.7	23.1	0.0	0.0	0.0	0.0	28	71.4	26	14		
	MANCHESTER	THOMAS COOK AIRLINES 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	23	53.8	28	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	0.0	11.1	22.2	0.0	0.0	0.0	48	42.9	52	14		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	8	8		
	MANCHESTER	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	14	66.7	11	9		
<b>TOTAL PUNTA CANA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>27.4</b>	<b>30.2</b>	<b>15.1</b>	<b>8.5</b>	<b>7.5</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.7</b>	<b>23</b>	<b>126</b>	

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	13	0	0	61.5	0.0	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	13	0	0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9
<b>TOTAL QINGDAO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
QUIMPER	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	76.5	11	17	
	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	76.5	9	17	
<b>TOTAL QUIMPER</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>76.5</b>	<b>10</b>	<b>34</b>	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 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								
RABAT		HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	34	75.0	6	8															
		HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	87.5	14	8															
		STANSTED	RYANAIR	S	A	14	0	0	0.0	14.3	7.1	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	33	53.8	20	13															
		STANSTED	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	7.7	39	13															
<b>TOTAL RABAT</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.2</b>	<b>34.8</b>	<b>19.6</b>	<b>19.6</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>50.0</b>	<b>22</b>	<b>42</b>															
RALEIGH		HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	12.9	38.7	22.6	12.9	0.0	9.7	0.0	3.2	0.0	0.0	0.0	23	93.5	2	31															
		HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	67.7	29.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	96.8	2	31															
<b>TOTAL RALEIGH</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>53.2</b>	<b>25.8</b>	<b>6.5</b>	<b>0.0</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>14</b>	<b>95.2</b>	<b>2</b>	<b>62</b>															
RENNES		EXETER	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	5	50.0	22	4															
		EXETER	FLYBE LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	15	4															
		LONDON CITY	FLYBE LTD	S	A	0	13	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	76.9	7	13																
		LONDON CITY	FLYBE LTD	S	D	0	13	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	69.2	10	13																
		MANCHESTER	FLYBE 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	16	37.5	49	8															
		MANCHESTER	FLYBE LTD	S	D	9	0	0	0.0	0.0	77.8	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	37.5	44	8															
		SOUTHAMPTON	FLYBE LTD	S	A	14	0	0	7.1	28.6	35.7	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	53.8	44	13															
		SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	7.1	50.0	21.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	12	53.8	40	13															
		SOUTHEND	STOBART AIR	S	A	62	0	0	6.5	50.0	25.8	6.5	3.2	6.5	1.6	0.0	0.0	0.0	0.0	12	51.1	37	46															
		SOUTHEND	STOBART AIR	S	D	62	0	0	0.0	38.7	45.2	3.2	6.5	4.8	1.6	0.0	0.0	0.0	0.0	12	58.7	30	46															
<b>TOTAL RENNES</b>						<b>180</b>	<b>26</b>	<b>0</b>	<b>3.4</b>	<b>35.9</b>	<b>32.5</b>	<b>4.4</b>	<b>3.4</b>	<b>6.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>0.0</b>	<b>13</b>	<b>55.6</b>	<b>32</b>	<b>168</b>														
REUS		ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4																
		ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	16	4															
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	33.3	44.4	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	82.4	7	17															
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	72.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	4	17															
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13																
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	13															
		BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	100.0	2	9															
		BELFAST INTERNATIONAL	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	0.0	10	100.0	8	9															
		BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	55.6	22.2	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	13															
		BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	9	13															

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	44.4	16	9		
BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	9		
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	4	88.9	7	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	10	66.7	13	9		
BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	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	50.0	13	4		
BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4		
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	0	100.0	4	4		
CARDIFF WALES	THOMAS COOK AIRLINES 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	75.0	6	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	4		
CARDIFF WALES	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	1	100.0	0	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	4	100.0	0	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	5		
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	11	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	8	13		
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	1	88.9	36	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	23	9		
EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	33.3	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	22	61.5	12	13		
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	42	69.2	13	13		
GLASGOW	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	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	9	4		
GLASGOW	JET2.COM LTD	S	A	14	0	0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	12	13		
GLASGOW	JET2.COM LTD	S	D	14	0	0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	4	13		
GLASGOW	THOMAS COOK AIRLINES 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	5	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	8	5		
GLASGOW	TUI AIRWAYS LTD	C	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	75.0	13	4		
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	16	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	50.0	21.4	14.3	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	11	84.6	6	13		
LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	50.0	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	16	84.6	5	13		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: R												AUG 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		
LIVERPOOL (JOHN LENNON)	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	12	9						
LIVERPOOL (JOHN LENNON)	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	4	88.9	4	9						
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	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	100.0	5	4						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	9						
GATWICK	THOMAS COOK AIRLINES 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	14	88.9	6	9						
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	10	9						
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	8	9						
LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	16	8						
LUTON	EASYJET UK 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	75.0	17	8						
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4						
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4						
STANSTED	JET2.COM LTD	S	A	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	7	82.6	8	23						
STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	38.9	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	91.3	8	23						
STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	28	13						
STANSTED	RYANAIR	S	D	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	19	13						
STANSTED	THOMAS COOK AIRLINES LTD	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	100.0	0	8						
STANSTED	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	8						
MANCHESTER	JET2.COM LTD	S	A	23	0	0	56.5	30.4	4.3	4.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	12	90.9	18	22						
MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	8.7	69.6	13.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	20	77.3	11	22						
MANCHESTER	RYANAIR	S	A	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	8	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	7	77.8	14	9						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	8						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	10	8						
MANCHESTER	TUI AIRWAYS LTD	C	A	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	15	88.2	7	17						
MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	11.1	72.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	82.4	9	17						
NEWCASTLE	JET2.COM LTD	S	A	14	0	0	64.3	21.4	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	77.8	8	18						
NEWCASTLE	JET2.COM LTD	S	D	14	0	0	0.0	14.3	57.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	20	83.3	9	18						
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	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	20	4						
NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	3	12						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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	
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	9	12									
SOUTHEND	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0									
SOUTHEND	RYANAIR	S	D	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
<b>TOTAL REUS</b>				<b>695</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>37.8</b>	<b>37.1</b>	<b>7.8</b>	<b>3.2</b>	<b>1.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.4</b>	<b>9</b>	<b>692</b>									
RHODES																															
ABERDEEN	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0									
ABERDEEN	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	30	0.0	0	0									
BELFAST INTERNATIONAL	JET2.COM 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	0.0	22	0.0	756	4									
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	46	5									
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	40.0	19	5									
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	13	5									
BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	0.0	5.6	27.8	5.6	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	38	64.7	24	17									
BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	0.0	11.1	22.2	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	51	41.2	23	17									
BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	39	66.7	32	9									
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	0.0	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	49	44.4	36	9									
BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	5.9	5.9	23.5	23.5	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	39	73.7	11	19									
BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	22.2	11.1	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	44	61.1	18	18									
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	319	66.7	9	3									
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50	100.0	6	4									
BRISTOL	EASYJET UK LTD	S	A	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	0.0	36	0.0	0	0									
BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0									
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	5									
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	12	5									
BRISTOL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	15.4	23.1	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	47	57.1	20	14									
BRISTOL	TUI AIRWAYS LTD	C	D	14	0	0	0.0	7.1	21.4	28.6	7.1	28.6	0.0	7.1	0.0	0.0	0.0	0.0	50	42.9	24	14									
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	80.0	7	5									
CARDIFF WALES	THOMAS COOK AIRLINES 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	80.0	6	5									
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	36	40.0	38	5									
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	32	20.0	36	5									
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	50	50.0	15	4									
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	35	100.0	0	4									

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	13	0	0	7.7	23.1	30.8	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	21	77.8	13	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	0.0	23.1	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	37	77.8	10	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0.0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	33	25.0	18	4			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	50.0	19	4			
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	0.0	10	80.0	6	5			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	0.0	0.0	30.8	15.4	7.7	38.5	7.7	0.0	0.0	0.0	0.0	51	61.5	13	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	46	69.2	14	13			
EDINBURGH	JET2.COM LTD	S A	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	42	50.0	19	4			
EDINBURGH	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	27	100.0	6	4			
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	63	100.0	10	4			
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	8	4			
EXETER	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	7	5			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	10	5			
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	17	8			
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	44.4	16	9			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	6	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	40.0	27	5			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	3	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	35	5			
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	314	0.0	0	0			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	1	0.0	20.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	20.0	57	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	0.0	30.8	23.1	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	23	61.5	16	13			
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	25	46.2	21	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	2	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	25	4			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	8	0	0	0.0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	46	33.3	25	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	6	9			
GATWICK	BRITISH AIRWAYS PLC	C A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	C D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	BRITISH AIRWAYS PLC	S A	18	0	0	16.7	11.1	27.8	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	61.1	23	18	
GATWICK	BRITISH AIRWAYS PLC	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	14	50.0	23	18		
GATWICK	EASYJET UK LTD	S A	43	0	2	0.0	4.4	15.6	20.0	24.4	24.4	6.7	0.0	0.0	0.0	4.4	50	20.0	46	40		
GATWICK	EASYJET UK LTD	S D	44	0	0	0.0	4.5	45.5	15.9	18.2	4.5	6.8	0.0	4.5	0.0	0.0	49	55.0	26	40		
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	40.0	28	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	20.0	40	5		
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	3	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	12.5	37.5	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	37	61.5	13	13		
GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	42	69.2	15	13		
GATWICK	TUI AIRWAYS LTD	C A	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	65.2	16	23		
GATWICK	TUI AIRWAYS LTD	C D	26	0	0	0.0	7.7	30.8	34.6	23.1	3.8	0.0	0.0	0.0	0.0	0.0	22	50.0	29	22		
HEATHROW	BRITISH AIRWAYS PLC	C A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	13	8		
HEATHROW	BRITISH AIRWAYS PLC	C D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	8		
LUTON	EASYJET UK LTD	S A	8	0	0	0.0	0.0	25.0	0.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	67	44.4	55	9		
LUTON	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	25	66.7	27	9		
LUTON	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	84	66.7	21	9		
LUTON	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	63	66.7	14	9		
STANSTED	JET2.COM LTD	S A	22	0	0	0.0	9.1	27.3	45.5	13.6	0.0	0.0	4.5	0.0	0.0	0.0	30	50.0	26	18		
STANSTED	JET2.COM LTD	S D	22	0	0	0.0	27.3	45.5	18.2	4.5	0.0	0.0	4.5	0.0	0.0	0.0	18	70.6	15	17		
STANSTED	RYANAIR	S A	14	0	0	0.0	0.0	21.4	21.4	35.7	21.4	0.0	0.0	0.0	0.0	0.0	38	28.6	37	21		
STANSTED	RYANAIR	S D	14	0	0	0.0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	19	21		
STANSTED	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	21	60.0	44	5		
STANSTED	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	55	5		
STANSTED	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	45	66.7	12	9		
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	44.4	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	31	77.8	9	9		
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	21	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	77.8	21	9		
MANCHESTER	JET2.COM LTD	S A	26	0	0	0.0	7.7	23.1	19.2	30.8	19.2	0.0	0.0	0.0	0.0	0.0	33	80.8	10	26		
MANCHESTER	JET2.COM LTD	S D	25	0	0	0.0	4.0	36.0	28.0	24.0	8.0	0.0	0.0	0.0	0.0	0.0	25	66.7	12	27		
MANCHESTER	RYANAIR	S A	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	44	44.4	28	9		

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										AUG 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	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	41	66.7	18	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	16.7	25.0	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	33	61.5	19	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	46.2	7.7	15.4	23.1	0.0	0.0	0.0	0.0	0.0	33	69.2	18	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	21	0	0	0.0	9.5	33.3	9.5	23.8	23.8	0.0	0.0	0.0	0.0	0.0	38	60.9	18	23
	MANCHESTER	TUI AIRWAYS LTD	C	D	23	0	0	0.0	0.0	26.1	30.4	13.0	30.4	0.0	0.0	0.0	0.0	0.0	38	40.9	27	22
	NEWCASTLE	EASYJET UK LTD	S	A	5	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	60.0	27	5
	NEWCASTLE	EASYJET UK 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	22	60.0	23	5
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	43	66.7	16	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	44	66.7	19	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	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	43	66.7	8	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	77.8	17	9
<b>TOTAL RHODES</b>					<b>929</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>6.9</b>	<b>30.6</b>	<b>20.2</b>	<b>24.1</b>	<b>14.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.3</b>	<b>37</b>	<b>58.8</b>	<b>24</b>	<b>916</b>
<b>RIGA</b>																						
	ABERDEEN	AIR BALTIC	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	10	100.0	6	8
	ABERDEEN	AIR BALTIC	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	14.3	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	8	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	53.8	16	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	23.1	15.4	30.8	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	22	100.0	2	14
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	24	85.7	7	14
	EDINBURGH	RYANAIR	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	9	0.0	0	0
	EDINBURGH	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	15	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	66.7	8	9
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9
	GATWICK	AIR BALTIC	S	A	62	0	0	0.0	3.2	30.6	27.4	29.0	8.1	1.6	0.0	0.0	0.0	0.0	30	82.3	9	62
	GATWICK	AIR BALTIC	S	D	62	0	0	0.0	3.2	12.9	17.7	40.3	22.6	3.2	0.0	0.0	0.0	0.0	45	56.5	18	62
	LUTON	WIZZ AIR	S	A	61	0	1	14.5	33.9	30.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	1.6	9	85.5	18	62
	LUTON	WIZZ AIR	S	D	61	0	1	0.0	21.0	51.6	9.7	12.9	3.2	0.0	0.0	0.0	0.0	1.6	14	77.4	22	62
	STANSTED	RYANAIR	S	A	62	0	0	12.9	37.1	29.0	8.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	11	59.7	23	62
	STANSTED	RYANAIR	S	D	62	0	0	0.0	58.1	30.6	1.6	4.8	3.2	1.6	0.0	0.0	0.0	0.0	9	55.6	23	62
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	21.4	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	85.7	32	14

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

		Origin/Destinations: R																		AUG 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	
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	42.9	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	92.9	24	14	
<b>TOTAL RIGA</b>					<b>496</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>25.5</b>	<b>35.5</b>	<b>12.9</b>	<b>13.5</b>	<b>6.2</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>73.2</b>	<b>17</b>	<b>506</b>	
	RIJEKA																						
	ABERDEEN	MALETH AERO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	ABERDEEN	MALETH AERO	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	ABERDEEN	TRADE AIR	C	A	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	68	0.0	0	0	
	ABERDEEN	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	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9	
	STANSTED	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	88.9	6	9	
<b>TOTAL RIJEKA</b>					<b>32</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.2</b>	<b>57.6</b>	<b>12.1</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>3.0</b>	<b>11</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
	RIMINI																						
	STANSTED	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	31	0.0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	64	8	
	STANSTED	RYANAIR	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	
<b>TOTAL RIMINI</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>31.6</b>	<b>52.6</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>34</b>	<b>18.8</b>	<b>49</b>	<b>16</b>	
	RIO DE JANEIRO (GALEAO)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	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	9	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	5.9	58.8	11.8	11.8	5.9	5.9	0.0	0.0	0.0	0.0	25	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	45.2	22.6	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	13	77.4	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	54.8	0.0	16.1	3.2	0.0	3.2	0.0	0.0	0.0	18	87.1	11	31	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>29.9</b>	<b>42.3</b>	<b>6.2</b>	<b>12.4</b>	<b>2.1</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.3</b>	<b>10</b>	<b>62</b>	
	RIYADH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	25.8	32.3	0.0	16.1	9.7	0.0	3.2	0.0	0.0	0.0	28	67.7	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	29.0	32.3	22.6	9.7	3.2	0.0	3.2	0.0	0.0	46	51.6	40	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	24	0	1	0.0	8.0	36.0	8.0	24.0	12.0	8.0	0.0	0.0	0.0	4.0	37	58.1	33	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	0.0	13.3	33.3	16.7	23.3	3.3	6.7	0.0	3.3	0.0	0.0	45	71.0	34	31	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL RIYADH</b>					<b>118</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>11.8</b>	<b>31.9</b>	<b>14.3</b>	<b>22.7</b>	<b>8.4</b>	<b>4.2</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>39</b>	<b>62.1</b>	<b>34</b>	<b>124</b>	



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
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	66.7	10	3
	STANSTED	RYANAIR	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	0.0	0	0
	STANSTED	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	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	6	14
	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	64.3	24	14
<b>TOTAL RODEZ</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>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>71.0</b>	<b>14</b>	<b>31</b>
ROME (CIAMPINO)	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	15.4	32	13
	EAST MIDLANDS 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	69.2	15	13
	EDINBURGH	RYANAIR	S	A	22	0	0	0.0	13.6	9.1	18.2	36.4	22.7	0.0	0.0	0.0	0.0	0.0	38	27.3	30	22
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	22.7	54.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.3	10	22
	STANSTED	RYANAIR	S	A	155	0	0	16.1	38.7	23.2	11.6	6.5	3.9	0.0	0.0	0.0	0.0	0.0	9	55.8	36	154
	STANSTED	RYANAIR	S	D	155	0	0	0.0	17.4	53.5	7.7	16.8	4.5	0.0	0.0	0.0	0.0	0.0	16	25.0	51	154
	MANCHESTER	RYANAIR	S	A	44	0	0	6.8	18.2	36.4	29.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	15	60.0	22	45
	MANCHESTER	RYANAIR	S	D	44	0	0	0.0	29.5	59.1	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.6	13	45
<b>TOTAL ROME (CIAMPINO)</b>					<b>460</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>27.0</b>	<b>39.8</b>	<b>12.2</b>	<b>10.9</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>46.8</b>	<b>35</b>	<b>468</b>
ROME (FIUMICINO)	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	100.0	7	1
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	0.0	21.1	15.8	26.3	21.1	5.3	5.3	5.3	0.0	0.0	0.0	42	50.0	22	18
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	42.1	42.1	5.3	0.0	5.3	0.0	5.3	0.0	0.0	0.0	21	88.9	6	18
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	0.0	16.1	38.7	22.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	21	35.5	32	31
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	35.5	45.2	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	64.5	18	31
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	25.0	24	8
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	8
	EDINBURGH	AIR ONE	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	EDINBURGH	AIR ONE	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
	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	100.0	11	1
	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	0.0	29	1
	GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	6	9
	LEEDS BRADFORD	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	88.9	5	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	25	18

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: R												AUG 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		
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	3	18						
GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	12.9	29.0	22.6	16.1	9.7	6.5	3.2	0.0	0.0	0.0	39	54.8	35	31						
GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	41.9	19.4	6.5	6.5	3.2	3.2	0.0	0.0	0.0	27	74.2	18	31						
GATWICK	EASYJET UK LTD	S	A	108	0	3	0.0	4.5	18.9	24.3	30.6	16.2	1.8	0.9	0.0	0.0	2.7	39	30.2	43	116						
GATWICK	EASYJET UK LTD	S	D	108	0	2	0.0	4.5	42.7	23.6	14.5	10.0	0.9	1.8	0.0	0.0	1.8	28	56.9	27	116						
GATWICK	NORWEGIAN AIR SHUTTLE	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
GATWICK	NORWEGIAN AIR SHUTTLE	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
GATWICK	VUELING AIRLINES	S	A	79	0	1	5.0	13.8	37.5	26.3	10.0	2.5	2.5	1.3	0.0	0.0	1.3	21	32.3	55	61						
GATWICK	VUELING AIRLINES	S	D	78	0	2	0.0	3.8	42.5	15.0	23.8	8.8	2.5	1.3	0.0	0.0	2.5	32	14.5	74	61						
HEATHROW	ALITALIA (CAI)	S	A	93	0	0	6.5	31.2	36.6	11.8	12.9	1.1	0.0	0.0	0.0	0.0	0.0	10	82.3	9	124						
HEATHROW	ALITALIA (CAI)	S	D	93	0	0	0.0	34.4	37.6	9.7	14.0	3.2	0.0	1.1	0.0	0.0	0.0	16	75.0	13	124						
HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	3	10.0	35.8	24.2	9.5	10.5	7.9	0.5	0.0	0.0	0.0	1.6	16	64.0	28	201						
HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	3	0.0	22.6	54.2	10.5	7.4	2.6	1.1	0.0	0.0	0.0	1.6	12	73.9	14	201						
LONDON CITY	BA CITYFLYER 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	0.0	0	0						
LONDON CITY	BA CITYFLYER LTD	S	D	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	0.0	0	0						
LUTON	EASYJET UK LTD	S	A	31	0	2	0.0	12.1	24.2	12.1	27.3	18.2	0.0	0.0	0.0	0.0	6.1	31	35.0	39	40						
LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	25.8	19.4	16.1	19.4	0.0	0.0	0.0	0.0	0.0	29	55.0	33	40						
MANCHESTER	JET2.COM LTD	S	A	31	0	0	6.5	12.9	29.0	29.0	16.1	6.5	0.0	0.0	0.0	0.0	0.0	19	76.9	26	26						
MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	6.5	61.3	22.6	9.7	0.0	0.0	0.0	0.0	0.0	0.0	13	96.2	6	26						
MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	508	1						
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	27	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	6	77.8	22	9						
<b>TOTAL ROME (FIUMICINO)</b>				<b>1294</b>	<b>52</b>	<b>18</b>	<b>2.6</b>	<b>19.9</b>	<b>35.6</b>	<b>15.2</b>	<b>13.2</b>	<b>6.6</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>3.8</b>	<b>1.3</b>	<b>21</b>	<b>61.2</b>	<b>26</b>	<b>1406</b>						
ROTTERDAM																											
JERSEY	BLUE ISLANDS LIMITED	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4						
LONDON CITY	BA CITYFLYER LTD	S	A	0	90	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.8	2.2	0	87.5	3	93						
LONDON CITY	BA CITYFLYER LTD	S	D	0	88	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	76.0	11	93						
STANSTED	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
<b>TOTAL ROTTERDAM</b>				<b>4</b>	<b>178</b>	<b>5</b>	<b>0.0</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.2</b>	<b>2.7</b>	<b>9</b>	<b>82.2</b>	<b>7</b>	<b>191</b>						

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
RZESZOW	BRISTOL	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	55.6	22	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	55.6	22	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	25	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	28	13
	LUTON	RYANAIR	S	A	14	0	0	0.0	50.0	21.4	7.1	0.0	21.4	0.0	0.0	0.0	0.0	0.0	16	76.9	12	13
	LUTON	RYANAIR	S	D	14	0	0	0.0	35.7	42.9	0.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	17	84.6	14	13
	STANSTED	RYANAIR	S	A	39	0	0	0.0	33.3	23.1	20.5	15.4	5.1	2.6	0.0	0.0	0.0	0.0	21	35.9	31	38
	STANSTED	RYANAIR	S	D	39	0	0	0.0	33.3	41.0	5.1	12.8	5.1	2.6	0.0	0.0	0.0	0.0	17	40.0	38	40
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	88	9
	MANCHESTER	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	2	88.9	13	9
<b>TOTAL RZESZOW</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>41.7</b>	<b>31.5</b>	<b>8.9</b>	<b>7.7</b>	<b>6.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.5</b>	<b>30</b>	<b>166</b>

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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							
SALONIKA	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	21	5	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	60.0	16	5	
	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	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	61	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	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	0.0	0	0	
	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	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	12	5	
	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	4	60.0	21	5	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	32	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	31	4	
	GLASGOW	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
	GLASGOW	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	33.3	11.1	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	77.8	8	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	66.7	18	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	0.0	20.6	26.5	23.5	14.7	11.8	2.9	0.0	0.0	0.0	0.0	26	34.3	30	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	0.0	8.8	58.8	17.6	5.9	5.9	2.9	0.0	0.0	0.0	0.0	19	60.0	17	35	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	0.0	3.2	22.6	35.5	22.6	12.9	0.0	3.2	0.0	0.0	0.0	36	61.3	18	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	3.2	64.5	22.6	6.5	0.0	3.2	0.0	0.0	0.0	0.0	17	90.3	8	31	
	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	40	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	14	5	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	34	25.0	32	4	
	GATWICK	TUI AIRWAYS LTD	C	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	25	25.0	31	4	
	LUTON	EASYJET UK LTD	S	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	26	57.1	22	14	
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	35.7	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	30	61.5	14	13	
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	LUTON	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	38	0.0	0	0	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					AUG 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	0.0	11.8	5.9	35.3	35.3	11.8	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
	LUTON	WIZZ AIR UK LTD	S	D	17	0	3	0.0	5.0	5.0	50.0	20.0	5.0	0.0	0.0	0.0	0.0	15.0	29	0.0	0	0			
	STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	49	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	2	62.5	53	8			
	STANSTED	RYANAIR	S	A	31	0	0	0.0	0.0	29.0	41.9	12.9	16.1	0.0	0.0	0.0	0.0	0.0	31	16.1	42	30			
	STANSTED	RYANAIR	S	D	31	0	0	0.0	3.2	61.3	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	15	19.4	32	30			
	MANCHESTER	EASYJET UK LTD	S	A	16	0	0	0.0	25.0	25.0	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	20	100.0	3	14			
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	5.9	70.6	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	92.9	6	14			
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	7.1	14.3	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	69.2	12	13			
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	0.0	57.1	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	19	69.2	16	13			
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
	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	12	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	88.9	9	9			
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	22.2	11.1	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	21	9			
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	55.6	27	9			
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	22	5			
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	40.0	32	5			
	NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	22	5			
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	18	5			
<b>TOTAL SALONIKA</b>					<b>465</b>	<b>0</b>	<b>3</b>	<b>1.9</b>	<b>11.8</b>	<b>39.1</b>	<b>25.6</b>	<b>12.4</b>	<b>6.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>59.5</b>	<b>21</b>	<b>433</b>			
SALT LAKE CITY																									
	HEATHROW	DELTA AIRLINES	S	A	31	0	1	21.9	31.3	12.5	9.4	6.3	3.1	6.3	6.3	0.0	0.0	3.1	34	93.5	8	31			
	HEATHROW	DELTA AIRLINES	S	D	31	0	1	0.0	50.0	28.1	0.0	6.3	6.3	6.3	0.0	0.0	0.0	3.1	21	93.5	4	31			
<b>TOTAL SALT LAKE CITY</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>40.6</b>	<b>20.3</b>	<b>4.7</b>	<b>6.3</b>	<b>4.7</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>28</b>	<b>93.5</b>	<b>6</b>	<b>62</b>			
SALZBURG																									
	BIRMINGHAM	FLYBE LTD	C	A	10	0	0	0.0	30.0	10.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	26	62.5	21	8			
	BIRMINGHAM	FLYBE LTD	C	D	10	0	0	0.0	0.0	40.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	38	50.0	24	8			
	EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	25.0	21	4			
	LEEDS BRADFORD	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	1646	0.0	0	0			
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	11.1	22.2	33.3	22.2	7.4	3.7	0.0	0.0	0.0	0.0	0.0	14	63.0	11	27			
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	7.4	70.4	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	14	74.1	16	27			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018		
												NUMBER OF FLIGHTS										AUG 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
GATWICK	GAINJET AVIATION	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	27	4		
GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	46	25.0	29	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	0.0	0	100.0	6	9		
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	0.0	0	33.3	22	9		
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	0.0	0	64.7	12	17		
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	0.0	0	58.8	21	17		
STANSTED	RYANAIR	S	A	18	0	0	0.0	16.7	66.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	29	22		
STANSTED	RYANAIR	S	D	18	0	0	0.0	22.2	72.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.2	17	22		
MANCHESTER	FLYBE LTD	C	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	13	8		
MANCHESTER	FLYBE LTD	C	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	9	50.0	24	8		
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	26	5		
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	80.0	30	5		
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	0.0	0	100.0	0	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	0.0	0	87.5	8	8		
NEWCASTLE	TUI AIRWAYS 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	0.0	5	0.0	0	0		
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL SALZBURG</b>				<b>178</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>18.5</b>	<b>46.1</b>	<b>16.3</b>	<b>10.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>64.9</b>	<b>17</b>	<b>225</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	0.0	0	60.0	21	5		
GATWICK	ENTER AIR	S	A	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
GATWICK	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	0.0	0.0	0.0	7	100.0	4	5		
GATWICK	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	0.0	19	60.0	15	5		
<b>TOTAL SAMOS</b>				<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>26.7</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.3</b>	<b>13</b>	<b>15</b>		
SAN DIEGO																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	25.8	9.7	12.9	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	15	77.4	14	31		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	48.4	22.6	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	24	67.7	20	31		
<b>TOTAL SAN DIEGO</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>16.1</b>	<b>29.0</b>	<b>17.7</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.6</b>	<b>17</b>	<b>62</b>		
SAN FRANCISCO																								
GATWICK	NORWEGIAN AIR UK LTD	S	A	22	0	0	22.7	22.7	36.4	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	NORWEGIAN AIR UK LTD	S	D	22	0	0	0.0	22.7	40.9	18.2	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	22.6	35.5	17.7	8.1	9.7	4.8	0.0	0.0	0.0	0.0	1.6	11	88.7	11	62			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		BRITISH AIRWAYS PLC		S	D	61	0	1	0.0	14.5	40.3	24.2	12.9	4.8	1.6	0.0	0.0	1.6	19	59.7	29	62												
HEATHROW		UNITED AIRLINES		S	A	62	0	0	14.5	38.7	29.0	8.1	4.8	4.8	0.0	0.0	0.0	0.0	11	83.9	26	62												
HEATHROW		UNITED AIRLINES		S	D	62	0	0	0.0	45.2	53.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	8	62												
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	57	0	0	47.4	31.6	17.5	1.8	0.0	1.8	0.0	0.0	0.0	0.0	3	96.8	1	62												
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	57	0	0	0.0	38.6	45.6	5.3	8.8	1.8	0.0	0.0	0.0	0.0	8	88.7	8	62												
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	13	0	1	7.1	7.1	35.7	7.1	7.1	7.1	14.3	7.1	0.0	0.0	7.1	62	64.3	36	14											
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	15	0	0	0.0	13.3	53.3	6.7	6.7	13.3	0.0	6.7	0.0	0.0	41	61.5	40	13												
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	84.6	7	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	84.6	12	13												
<b>TOTAL SAN FRANCISCO</b>						<b>432</b>	<b>0</b>	<b>3</b>	<b>12.9</b>	<b>31.3</b>	<b>35.2</b>	<b>9.0</b>	<b>6.2</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>83.3</b>	<b>15</b>	<b>425</b>											
SAN JOSE																																		
GATWICK		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	3	0.0	0	0												
HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	1	25.8	35.5	12.9	9.7	6.5	0.0	3.2	3.2	0.0	0.0	3.2	20	96.7	3	30											
HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	1	0.0	12.9	48.4	16.1	16.1	0.0	0.0	3.2	0.0	0.0	3.2	19	73.3	18	30											
<b>TOTAL SAN JOSE</b>						<b>61</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>23.8</b>	<b>31.7</b>	<b>12.7</b>	<b>11.1</b>	<b>0.0</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>85.0</b>	<b>10</b>	<b>60</b>											
SAN JOSE COST RICA																																		
GATWICK		BRITISH AIRWAYS PLC		S	A	9	0	0	11.1	33.3	11.1	11.1	11.1	0.0	11.1	11.1	0.0	0.0	0.0	48	33.3	27	9											
GATWICK		BRITISH AIRWAYS PLC		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	0.0	36	33.3	30	9											
<b>TOTAL SAN JOSE COST RICA</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.3</b>	<b>28</b>	<b>18</b>											
SANDEFJORD(TORP)																																		
STANSTED		RYANAIR		S	A	17	0	0	5.9	41.2	41.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	7	22.2	35	18												
STANSTED		RYANAIR		S	D	17	0	0	0.0	23.5	52.9	17.6	0.0	5.9	0.0	0.0	0.0	0.0	10	11.1	34	18												
MANCHESTER		RYANAIR		S	A	14	0	0	14.3	28.6	28.6	7.1	0.0	21.4	0.0	0.0	0.0	0.0	20	66.7	13	18												
MANCHESTER		RYANAIR		S	D	14	0	0	0.0	21.4	42.9	14.3	0.0	21.4	0.0	0.0	0.0	0.0	26	61.1	20	18												
<b>TOTAL SANDEFJORD (TORP)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>29.0</b>	<b>41.9</b>	<b>9.7</b>	<b>3.2</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>40.3</b>	<b>25</b>	<b>72</b>											
SANFORD																																		
BIRMINGHAM		TUI AIRWAYS LTD		C	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	80.0	6	5												
BIRMINGHAM		TUI AIRWAYS LTD		C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5												
BRISTOL		TUI AIRWAYS LTD		C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	27	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	4	80.0	9	5												

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
		DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		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	4	0.0	0	0							
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	18	4							
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	9	4							
		GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	11	6							
		GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	5	7							
		GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9							
		GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	77.8	9	9							
		MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	47	66.7	12	9							
		MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	39	50.0	26	8							
		NEWCASTLE	TUI AIRWAYS 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	57.1	25	7							
		NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	23	6							
<b>TOTAL SANFORD</b>						<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>37.8</b>	<b>10.0</b>	<b>11.1</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.7</b>	<b>13</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	50.0	19	4								
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	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</b>	<b>62.5</b>	<b>18</b>	<b>8</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	40.0	35	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	40.0	58	5								
		GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
		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	0.0	16	0.0	0	0								
		MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	15	80.0	11	5								
		MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	22	80.0	16	5								
<b>TOTAL SANTA CRUZ DE LA PALMA</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>40.0</b>	<b>15.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.0</b>	<b>30</b>	<b>20</b>							
SANTANDER																														
		EDINBURGH	RYANAIR	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	20	88.9	7	9								
		EDINBURGH	RYANAIR	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	17	88.9	8	9								
		STANSTED	RYANAIR	S	A	22	0	0	4.5	36.4	13.6	27.3	9.1	9.1	0.0	0.0	0.0	0.0	20	30.4	43	22								
		STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	40.9	18.2	9.1	9.1	0.0	0.0	0.0	0.0	18	21.7	49	22								
<b>TOTAL SANTANDER</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>30.0</b>	<b>16.7</b>	<b>11.7</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>19</b>	<b>43.8</b>	<b>35</b>	<b>62</b>							
SANTIAGO DE CHILE																														
		HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59.1	31.8	0.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	6	83.3	12	18								



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: S										AUG 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			23	0	0	0.0	13.0	39.1	13.0	30.4	4.3	0.0	0.0	0.0	0.0	0.0	22	82.4	13	17	
<b>TOTAL SANTIAGO DE CHILE</b>								<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>22.2</b>	<b>20.0</b>	<b>6.7</b>	<b>17.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.9</b>	<b>13</b>	<b>35</b>		
SANTIAGO DE COMPOSTELA (SPAIN)																												
		BOURNEMOUTH		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	5	1		
		GATWICK		EASYJET UK LTD		S	A			18	0	0	5.6	66.7	5.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	83.3	5	18	
		GATWICK		EASYJET UK LTD		S	D			18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	6	18	
		STANSTED		RYANAIR		S	A			40	0	0	27.5	45.0	15.0	2.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	8	95.5	4	22	
		STANSTED		RYANAIR		S	D			40	0	0	0.0	37.5	47.5	7.5	5.0	2.5	0.0	0.0	0.0	0.0	0.0	7	50.0	25	22	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>								<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>44.8</b>	<b>30.2</b>	<b>6.9</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>0.0</b>	<b>8</b>	<b>80.2</b>	<b>10</b>	<b>81</b>		
SAO PAULO (GUARULHOS)																												
		HEATHROW		BRITISH AIRWAYS PLC		S	A			31	0	0	29.0	45.2	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	2	31	
		HEATHROW		BRITISH AIRWAYS PLC		S	D			31	0	0	0.0	12.9	25.8	25.8	16.1	19.4	0.0	0.0	0.0	0.0	0.0	30	61.3	21	31	
		HEATHROW		LAN CHILE		S	D			0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0.0	0	0	
		HEATHROW		TAM LINHAS AEREAS		S	A			31	0	0	38.7	45.2	6.5	6.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	8	82.2	7	45	
		HEATHROW		TAM LINHAS AEREAS		S	D			31	0	0	3.2	45.2	38.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	6	45	
<b>TOTAL SAO PAULO (GUARULHOS)</b>								<b>124</b>	<b>0</b>	<b>1</b>	<b>17.6</b>	<b>36.8</b>	<b>23.2</b>	<b>9.6</b>	<b>6.4</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>81.6</b>	<b>9</b>	<b>152</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	55	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	22.2	56	9		
		LUTON		WIZZ AIR 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	23	0.0	0	0	
		LUTON		WIZZ AIR UK LTD		S	D			17	0	0	0.0	17.6	76.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SATU MARE</b>								<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>2.9</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>22.2</b>	<b>55</b>	<b>18</b>		
SEATTLE (TACOMA)																												
		GATWICK		NORWEGIAN AIR UK LTD		S	A			18	0	0	11.1	11.1	22.2	16.7	22.2	5.6	0.0	11.1	0.0	0.0	0.0	48	88.2	10	17	
		GATWICK		NORWEGIAN AIR UK LTD		S	D			17	0	0	0.0	5.9	23.5	29.4	11.8	23.5	0.0	5.9	0.0	0.0	0.0	50	55.6	28	18	
		HEATHROW		BRITISH AIRWAYS PLC		S	A			62	0	0	37.1	40.3	8.1	8.1	3.2	1.6	1.6	0.0	0.0	0.0	0.0	7	84.6	12	51	
		HEATHROW		BRITISH AIRWAYS PLC		S	D			62	0	0	0.0	29.0	48.4	9.7	8.1	1.6	1.6	1.6	0.0	0.0	0.0	15	75.5	14	52	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A			31	0	0	32.3	29.0	12.9	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	87.1	6	31	
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D			31	0	0	0.0	61.3	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	5	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE						AUG 2018				
																NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 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
SEATTLE (TACOMA)		MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	9	0	0	0.0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	38	60.0	19	9	
SEATTLE (TACOMA)		MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	8	9	
<b>TOTAL SEATTLE (TACOMA)</b>								<b>238</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>31.5</b>	<b>26.9</b>	<b>13.0</b>	<b>7.1</b>	<b>3.8</b>	<b>1.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.0</b>	<b>12</b>	<b>218</b>	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		SEATTLE (TACOMA)		S	A	31	0	0	58.1	32.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	71.0	15	31	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		SEATTLE (TACOMA)		S	D	31	0	0	0.0	16.1	74.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	71.0	15	31	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		BRITISH AIRWAYS PLC		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	8	80.6	16	31	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	19.4	48.4	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	15	74.2	14	31	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		KOREAN AIR		S	A	31	0	0	6.5	9.7	22.6	29.0	29.0	3.2	0.0	0.0	0.0	0.0	0.0	22	22.6	29	31	
SEATTLE (TACOMA)		SEATTLE (TACOMA)		KOREAN AIR		S	D	31	0	0	0.0	0.0	45.2	29.0	22.6	3.2	0.0	0.0	0.0	0.0	0.0	22	25.8	30	31	
<b>TOTAL SEATTLE (INCHEON)</b>								<b>186</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>19.4</b>	<b>34.9</b>	<b>15.6</b>	<b>11.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.5</b>	<b>20</b>	<b>186</b>	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		SEATTLE (INCHEON)		S	A	14	0	0	42.9	35.7	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	21	8	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		SEATTLE (INCHEON)		S	D	14	0	0	0.0	21.4	35.7	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	16	8	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		S	A	9	0	0	33.3	11.1	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		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	8	0.0	0	0	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		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	25	1	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		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	6	66.7	18	9	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		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	88.9	9	9	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	A	9	0	0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	25	9	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	66.7	18	9	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		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	0.0	0	0	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		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	12	0.0	0	0	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		BRITISH AIRWAYS PLC		S	A	35	0	0	8.6	28.6	28.6	8.6	11.4	14.3	0.0	0.0	0.0	0.0	0.0	21	69.0	15	29	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		BRITISH AIRWAYS PLC		S	D	35	0	0	0.0	22.9	48.6	11.4	11.4	5.7	0.0	0.0	0.0	0.0	0.0	14	72.4	14	29	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	A	31	0	0	0.0	22.6	25.8	22.6	19.4	6.5	3.2	0.0	0.0	0.0	0.0	25	64.5	17	31	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	D	31	0	0	0.0	6.5	58.1	19.4	12.9	0.0	3.2	0.0	0.0	0.0	0.0	17	74.2	12	31	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	A	17	0	0	5.9	23.5	29.4	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	23	77.8	15	18	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		EASYJET UK LTD		S	D	17	0	0	0.0	17.6	41.2	11.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	28	94.4	10	18	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		S	A	40	0	0	0.0	17.5	27.5	30.0	22.5	2.5	0.0	0.0	0.0	0.0	0.0	21	61.3	28	31	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		S	D	40	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	64.5	17	31	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		S	A	13	0	0	7.7	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	7	14	
SEATTLE (INCHEON)		SEATTLE (INCHEON)		RYANAIR		S	D	13	0	0	0.0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	15	14	
<b>TOTAL SEVILLE</b>								<b>372</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>24.7</b>	<b>37.1</b>	<b>17.2</b>	<b>12.1</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>15</b>	<b>70.6</b>	<b>16</b>	<b>299</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: S		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					AUG 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
SEYCHELLES		HEATHROW		BRITISH AIRWAYS PLC		S	A	9	0	0	22.2	0.0	44.4	11.1	0.0	11.1	0.0	0.0	0.0	40	66.7	31	9				
		HEATHROW		BRITISH AIRWAYS PLC		S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	41	55.6	39	9			
<b>TOTAL SEYCHELLES</b>								<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>61.1</b>	<b>35</b>	<b>18</b>			
SHANGHAI (PU DONG)		GATWICK		CHINA EASTERN AIRLINES		S	A	13	0	0	23.1	23.1	15.4	23.1	7.7	0.0	0.0	0.0	7.7	0.0	0	0					
		GATWICK		CHINA EASTERN AIRLINES		S	D	13	0	1	0.0	42.9	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	7.1	13	0	0			
		HEATHROW		BRITISH AIRWAYS PLC		S	A	43	0	1	18.2	27.3	27.3	6.8	6.8	6.8	0.0	2.3	2.3	0.0	2.3	54	86.4	21	44		
		HEATHROW		BRITISH AIRWAYS PLC		S	D	44	0	1	0.0	13.3	55.6	13.3	8.9	2.2	0.0	4.4	0.0	0.0	2.2	22	84.1	10	44		
		HEATHROW		CHINA EASTERN AIRLINES		S	A	31	0	0	9.7	12.9	16.1	25.8	22.6	6.5	6.5	0.0	0.0	0.0	33	45.2	18	31			
		HEATHROW		CHINA EASTERN AIRLINES		S	D	31	0	0	0.0	32.3	45.2	3.2	3.2	12.9	0.0	0.0	3.2	0.0	0.0	55	80.6	8	31		
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	30	0	1	25.8	22.6	32.3	6.5	3.2	3.2	0.0	3.2	0.0	0.0	3.2	15	87.1	8	31		
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	30	0	1	0.0	29.0	48.4	9.7	3.2	3.2	0.0	3.2	0.0	0.0	3.2	15	87.1	13	31		
<b>TOTAL SHANGHAI (PU DONG)</b>								<b>235</b>	<b>0</b>	<b>5</b>	<b>9.2</b>	<b>23.8</b>	<b>35.8</b>	<b>12.1</b>	<b>7.5</b>	<b>5.4</b>	<b>0.8</b>	<b>2.1</b>	<b>1.3</b>	<b>0.0</b>	<b>2.1</b>	<b>34</b>	<b>79.2</b>	<b>13</b>	<b>212</b>		
SHANNON		BIRMINGHAM		AER LINGUS		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
		BIRMINGHAM		STOBART AIR		S	A	30	0	1	58.1	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0	90.3	3	30			
		BIRMINGHAM		STOBART AIR		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	4	87.1	8	31			
		BRISTOL		RYANAIR		S	A	9	0	0	22.2	22.2	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	14	100.0	1	9			
		BRISTOL		RYANAIR		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	21	100.0	4	9			
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	9	0	0	0.0	0.0	66.7	0.0	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	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0			
		EDINBURGH		AER LINGUS		S	A	25	0	0	12.0	56.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	27			
		EDINBURGH		AER LINGUS		S	D	26	0	0	0.0	53.8	34.6	7.7	3.8	0.0	0.0	0.0	0.0	0.0	4	92.6	5	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	0.0	0	76.9	9	13			
		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	76.9	12	13			
		GATWICK		BRITISH AIRWAYS PLC		S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
		GATWICK		RYANAIR		S	A	31	0	0	9.7	35.5	32.3	6.5	9.7	6.5	0.0	0.0	0.0	0.0	12	80.6	19	31			
		GATWICK		RYANAIR		S	D	31	0	0	0.0	19.4	35.5	25.8	3.2	12.9	0.0	3.2	0.0	0.0	26	45.2	31	31			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE													AUG 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)
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1		
HEATHROW		AER LINGUS		S	A	91	0	2	35.5	46.2	10.8	3.2	2.2	0.0	0.0	0.0	0.0	0.0	2.2	2	98.9	1	93	
HEATHROW		AER LINGUS		S	D	91	0	2	1.1	46.2	40.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	2.2	6	96.8	2	93	
STANSTED		RYANAIR		S	A	54	0	0	3.7	53.7	14.8	9.3	7.4	3.7	1.9	5.6	0.0	0.0	0.0	27	56.6	37	52	
STANSTED		RYANAIR		S	D	54	0	0	0.0	20.4	55.6	9.3	9.3	1.9	1.9	1.9	0.0	0.0	0.0	19	15.1	47	52	
MANCHESTER		AMERICAN AIRLINES		S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER		RYANAIR		S	A	22	0	0	0.0	45.5	31.8	13.6	0.0	4.5	0.0	4.5	0.0	0.0	0.0	21	74.1	12	27	
MANCHESTER		RYANAIR		S	D	22	0	0	0.0	18.2	31.8	31.8	13.6	0.0	4.5	0.0	0.0	0.0	0.0	24	40.7	22	27	
<b>TOTAL SHANNON</b>						<b>547</b>	<b>0</b>	<b>5</b>	<b>11.2</b>	<b>39.7</b>	<b>29.5</b>	<b>8.9</b>	<b>5.8</b>	<b>2.4</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>75.9</b>	<b>14</b>	<b>566</b>	
SHEFFIELD CITY		MANCHESTER		OLYMPUS AIRWAYS		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL SHEFFIELD CITY</b>						<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHENZHEN (HUANGTIAN)		HEATHROW		SHENZHEN AIRLINES		S	A	13	0	0	7.7	15.4	15.4	30.8	30.8	0.0	0.0	0.0	0.0	21	0.0	0	0	
HEATHROW		SHENZHEN AIRLINES		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	5	0.0	0	0	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>30.8</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>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SIBIU		LUTON		WIZZ AIR		S	A	39	0	0	0.0	17.9	33.3	25.6	15.4	7.7	0.0	0.0	0.0	21	77.4	16	31	
LUTON		WIZZ AIR		S	D	39	0	0	0.0	0.0	23.1	35.9	28.2	12.8	0.0	0.0	0.0	0.0	0.0	33	45.2	28	31	
<b>TOTAL SIBIU</b>						<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.0</b>	<b>28.2</b>	<b>30.8</b>	<b>21.8</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.3</b>	<b>22</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	64.7	20	17		
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	35	18		
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	6.5	48.4	12.9	22.6	9.7	0.0	0.0	0.0	0.0	0.0	11	90.3	6	31		
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	12.9	32.3	9.7	25.8	16.1	0.0	3.2	0.0	0.0	0.0	34	71.0	17	31	
HEATHROW		SINGAPORE AIRLINES		S	A	124	0	0	11.3	37.9	27.4	9.7	7.3	3.2	1.6	0.8	0.8	0.0	0.0	18	87.1	6	124	
HEATHROW		SINGAPORE AIRLINES		S	D	124	0	0	0.0	23.4	46.0	14.5	10.5	3.2	0.8	1.6	0.0	0.0	0.0	18	74.2	12	124	
MANCHESTER		SINGAPORE AIRLINES		S	A	22	0	0	22.7	36.4	27.3	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8	95.5	3	22	
MANCHESTER		SINGAPORE AIRLINES		S	D	22	0	0	0.0	40.9	50.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8	95.5	3	22	
<b>TOTAL SINGAPORE</b>						<b>354</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>31.6</b>	<b>34.5</b>	<b>12.1</b>	<b>9.3</b>	<b>3.7</b>	<b>1.4</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.4</b>	<b>11</b>	<b>389</b>	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
SKELLEFTEA	SOUTHAMPTON	AIR DOLOMITI	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
<b>TOTAL SKELLEFTEA</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>
SKIATHOS	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	14	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	20	9
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	5
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	50.0	16	4
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	13	4
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	20.0	44	5
	GATWICK	ENTER AIR	C	A	5	0	0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	7.7	0.0	30.8	30.8	15.4	0.0	0.0	0.0	0.0	56	42.9	50	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	61.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	35.7	28	14
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	48	22.2	52	9
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	33.3	34	9
	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	0.0	100.0	0.0	0	76.9	11	13
	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	0.0	100.0	0.0	0	46.2	14	13
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	20.0	21	5
	LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	10	5
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	95	100.0	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	28	80.0	17	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	33	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	60.0	21	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	69.2	0.0	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	7	14
	MANCHESTER	THOMAS COOK AIRLINES 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	71.4	16	14
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	21	66.7	19	9
	MANCHESTER	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	17	77.8	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	1	0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	7	100.0	0	5
	NEWCASTLE	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	12	100.0	2	5

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	C	A	0	0	0	0.0	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	
	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	75.0	25	4	
<b>TOTAL SKIATHOS</b>					<b>158</b>	<b>35</b>	<b>0</b>	<b>6.7</b>	<b>7.8</b>	<b>36.8</b>	<b>9.8</b>	<b>12.4</b>	<b>6.2</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>18.1</b>	<b>0.0</b>	<b>22</b>	<b>61.8</b>	<b>20</b>	<b>206</b>	
SKOPJE																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	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	0.0	0	18.2	26	22	
	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	14.3	33.3	38.1	14.3	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	21	0	0	0.0	0.0	28.6	38.1	28.6	4.8	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL SKOPJE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>16.7</b>	<b>33.3</b>	<b>26.2</b>	<b>14.3</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>16</b>	<b>54.5</b>	<b>15</b>	<b>44</b>	
SOFIA																							
	BELFAST INTERNATIONAL	JETNETHERLANDS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	7.1	35.7	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	24	53.8	21	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	0.0	7.1	28.6	28.6	35.7	0.0	0.0	0.0	0.0	0.0	47	15.4	46	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	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	17	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	66.7	12	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	31	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	26	50.0	15	8	
	GATWICK	EASYJET UK LTD	S	A	26	0	0	3.8	7.7	19.2	30.8	23.1	11.5	3.8	0.0	0.0	0.0	0.0	35	37.0	40	27	
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	3.8	69.2	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	59.3	23	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	32.3	16.1	16.1	16.1	9.7	0.0	0.0	0.0	0.0	0.0	20	64.5	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	45.2	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	10	31	
	HEATHROW	BULGARIA AIR	S	A	24	0	0	4.2	8.3	33.3	33.3	8.3	4.2	8.3	0.0	0.0	0.0	0.0	29	70.8	9	24	
	HEATHROW	BULGARIA AIR	S	D	24	0	0	0.0	0.0	20.8	33.3	25.0	12.5	4.2	4.2	0.0	0.0	0.0	42	41.7	25	24	
	LUTON	WIZZ AIR	S	A	75	0	2	6.5	35.1	35.1	10.4	9.1	1.3	0.0	0.0	0.0	0.0	2.6	10	85.7	9	77	
	LUTON	WIZZ AIR	S	D	75	0	2	0.0	5.2	28.6	27.3	28.6	6.5	1.3	0.0	0.0	0.0	2.6	29	50.6	26	77	
	STANSTED	RYANAIR	S	A	62	0	0	0.0	6.5	38.7	21.0	25.8	8.1	0.0	0.0	0.0	0.0	0.0	25	50.0	32	61	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	24.2	66.1	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	46.8	24	61	
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	7.1	7.1	14.3	42.9	7.1	7.1	7.1	7.1	0.0	0.0	0.0	50	53.8	26	13	
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	57.1	21.4	7.1	7.1	0.0	7.1	0.0	0.0	0.0	36	92.3	18	13	
<b>TOTAL SOFIA</b>					<b>530</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>15.0</b>	<b>38.0</b>	<b>20.4</b>	<b>16.1</b>	<b>6.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>58.5</b>	<b>22</b>	<b>526</b>	

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	84	0	0	4.8	48.8	28.6	8.3	6.0	2.4	1.2	0.0	0.0	0.0	0.0	10	83.9	12	93
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	84	0	0	0.0	25.0	60.7	8.3	1.2	4.8	0.0	0.0	0.0	0.0	0.0	8	89.4	7	94
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	41	1
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
	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	100.0	7	3
	BOURNEMOUTH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	SPRINTAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	EAST MIDLANDS INTERNATIONAL	SPRINTAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	FLYBE LTD	S	A	114	0	0	7.0	47.4	27.2	7.9	4.4	5.3	0.9	0.0	0.0	0.0	0.0	10	77.2	10	113
	EDINBURGH	FLYBE LTD	S	D	115	0	0	0.0	12.2	59.1	15.7	6.1	6.1	0.9	0.0	0.0	0.0	0.0	15	80.9	11	114
	GLASGOW	FLYBE LTD	S	A	111	0	0	12.6	55.0	18.9	6.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	7	77.3	14	128
	GLASGOW	FLYBE LTD	S	D	109	0	0	0.0	16.5	64.2	11.9	2.8	4.6	0.0	0.0	0.0	0.0	0.0	11	79.7	12	128
	JERSEY	BLUE ISLANDS LIMITED	S	A	101	0	2	10.7	40.8	30.1	7.8	5.8	2.9	0.0	0.0	0.0	0.0	1.9	9	72.8	24	89
	JERSEY	BLUE ISLANDS LIMITED	S	D	101	0	1	0.0	36.3	45.1	6.9	6.9	3.9	0.0	0.0	0.0	0.0	1.0	11	75.3	19	89
	JERSEY	FLYBE LTD	S	A	40	0	0	0.0	45.0	37.5	5.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	11	62.5	27	55
	JERSEY	FLYBE LTD	S	D	40	0	0	0.0	32.5	32.5	17.5	10.0	5.0	2.5	0.0	0.0	0.0	0.0	17	57.1	28	55
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	47	0	1	0.0	31.3	52.1	8.3	4.2	0.0	2.1	0.0	0.0	0.0	2.1	9	82.0	12	46
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	45	0	2	0.0	17.0	72.3	6.4	0.0	0.0	0.0	0.0	0.0	0.0	4.3	4	72.5	17	48
	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
LIVERPOOL (JOHN LENNON)	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	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	FLYBE LTD	S	A	134	0	3	0.7	45.3	30.7	8.0	5.1	8.0	0.0	0.0	0.0	0.0	2.2	13	78.3	12	136	
MANCHESTER	FLYBE LTD	S	D	134	0	3	0.0	15.3	54.7	13.1	8.0	5.8	0.7	0.0	0.0	0.0	2.2	16	76.8	13	136	

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

		Origin/Destinations: S																	AUG 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
								3.0	34.2	41.8	9.3	5.4	4.5	0.4	0.0	0.0	0.0	0.0	1.3	11	76.9	14
	MANCHESTER	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	A	75	0	3	3.8	55.1	20.5	6.4	6.4	3.8	0.0	0.0	0.0	0.0	3.8	9	76.3	12	77
	NEWCASTLE	FLYBE LTD	S	D	73	0	4	0.0	27.3	46.8	9.1	6.5	5.2	0.0	0.0	0.0	0.0	5.2	13	71.6	16	78
<b>TOTAL SOUTHAMPTON</b>					<b>1415</b>	<b>0</b>	<b>19</b>	<b>3.0</b>	<b>34.2</b>	<b>41.8</b>	<b>9.3</b>	<b>5.4</b>	<b>4.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>76.9</b>	<b>14</b>	<b>1489</b>
SOUTHEND																						
	ABERDEEN	LOGANAIR LTD	S	A	72	0	0	22.2	45.8	18.1	0.0	5.6	5.6	1.4	1.4	0.0	0.0	0.0	14	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	72	0	0	1.4	58.3	25.0	4.2	5.6	4.2	0.0	1.4	0.0	0.0	0.0	11	0.0	0	0
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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	50.9	44	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	45.3	47	53
	GLASGOW	LOGANAIR LTD	S	A	75	0	0	0.0	22.7	33.3	16.0	12.0	13.3	1.3	1.3	0.0	0.0	0.0	26	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	74	0	0	0.0	21.6	43.2	12.2	12.2	10.8	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	JERSEY	EASYJET UK LTD	S	A	23	0	0	4.3	60.9	17.4	4.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	13	21
	JERSEY	EASYJET UK LTD	S	D	23	0	0	0.0	34.8	39.1	4.3	17.4	4.3	0.0	0.0	0.0	0.0	0.0	14	71.4	24	21
	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	8	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	10	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	60.5	24	79
	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	71.6	18	79
	MANCHESTER	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	1	0.0	0	0
	MANCHESTER	JOTA AVIATION 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	11	0.0	0	0
	NEWCASTLE	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL SOUTHEND</b>					<b>342</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>38.0</b>	<b>30.4</b>	<b>7.6</b>	<b>9.6</b>	<b>7.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.0</b>	<b>29</b>	<b>311</b>
SPLIT																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	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	17	87.5	8	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	8
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	13	9
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	77.8	6	9
	BRISTOL	EASYJET UK LTD	S	A	20	0	2	0.0	22.7	40.9	13.6	13.6	0.0	0.0	0.0	0.0	0.0	9.1	12	66.7	11	21
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	31.8	59.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	71.4	12	21
	EAST MIDLANDS INTERNATIONAL	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	3	66.7	9	9
	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	5	77.8	7	9
	EDINBURGH	JET2.COM LTD	S	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	18	66.7	12	9



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 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	66.7	19	9			
GLASGOW	EASYJET UK 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	14	66.7	18	9			
GLASGOW	EASYJET UK LTD	S D	8	0	0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	4	9			
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	14.3	21.4	42.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	20	8			
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	29	8			
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	100.0	7	1			
GATWICK	CROATIA AIRLINES	S A	9	0	0	0.0	0.0	22.2	11.1	11.1	55.6	0.0	0.0	0.0	0.0	0.0	50	33.3	41	9			
GATWICK	CROATIA AIRLINES	S D	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	63	22.2	61	9			
GATWICK	EASYJET UK LTD	S A	80	0	0	0.0	10.0	25.0	22.5	28.8	11.3	2.5	0.0	0.0	0.0	0.0	32	45.3	32	74			
GATWICK	EASYJET UK LTD	S D	80	0	0	0.0	11.3	52.5	20.0	10.0	6.3	0.0	0.0	0.0	0.0	0.0	18	68.0	16	74			
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	77.8	11	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	88.9	4	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	0.0	11.1	33.3	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	44	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	44	9			
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	66.7	12	9			
GATWICK	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	8	100.0	5	9			
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	11.1	0.0	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C 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	34	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	29	0	1	0.0	30.0	33.3	20.0	6.7	3.3	3.3	0.0	0.0	0.0	3.3	20	87.0	8	23			
HEATHROW	BRITISH AIRWAYS PLC	S D	29	0	1	0.0	33.3	56.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	3.3	5	87.0	5	23			
HEATHROW	CROATIA AIRLINES	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	24	25.0	26	4			
HEATHROW	CROATIA AIRLINES	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	42	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S A	0	14	0	0.0	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	14	0	0.0	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 A	31	0	0	3.2	9.7	38.7	25.8	12.9	6.5	3.2	0.0	0.0	0.0	0.0	22	54.8	17	31			
LUTON	EASYJET UK LTD	S D	31	0	0	0.0	22.6	54.8	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	16	77.4	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	58.1	28	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	48.4	30	31			
LUTON	WIZZ AIR UK LTD	S A	30	0	1	3.2	16.1	25.8	16.1	22.6	12.9	0.0	0.0	0.0	0.0	3.2	27	0.0	0	0			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	D	31	0	0	0.0	3.2	61.3	16.1	12.9	6.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	A	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	18	58.8	28	17	
	STANSTED	EASYJET UK LTD	S	D	18	0	0	0.0	55.6	38.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	94.1	4	17	
	STANSTED	JET2.COM LTD	S	A	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	19	9	
	STANSTED	JET2.COM 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	2	100.0	4	9	
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	14.3	42.9	7.1	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	21	76.9	10	13	
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	28.6	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	26	84.6	8	13	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	7.1	28.6	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	76.9	9	13	
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	0.0	50.0	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	19	76.9	10	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	21.4	35.7	7.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	20	64.3	28	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	57.1	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	64.3	32	14	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	15	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	7	9	
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	42	50.0	33	8	
	NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	22.2	0.0	55.6	11.1	11.1	0.0	0.0	0.0	0.0	50	50.0	20	8	
<b>TOTAL SPLIT</b>					<b>740</b>	<b>28</b>	<b>5</b>	<b>1.4</b>	<b>18.8</b>	<b>39.2</b>	<b>15.5</b>	<b>12.7</b>	<b>6.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.6</b>	<b>20</b>	<b>66.4</b>	<b>19</b>	<b>707</b>	
ST JOHNS																							
	HEATHROW	AIR CANADA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	32	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	96.8	2	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>0.0</b>	<b>0</b>	<b>80.6</b>	<b>17</b>	<b>62</b>	
ST KITTS																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	4	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	77.8	12	9	
<b>TOTAL ST KITTS</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>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>21</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
ST LUCIA (HEWANORRA)																							
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	80.0	9	5	
	GATWICK	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	44	100.0	1	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS 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	40.0	54	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.4</b>	<b>23</b>	<b>14</b>	
ST PETERSBURG																							
	GATWICK	ROSSIYA AIRLINES	S	A	31	0	0	0.0	32.3	35.5	29.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	54.8	17	31	
	GATWICK	ROSSIYA AIRLINES	S	D	31	0	0	0.0	45.2	32.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	74.2	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	32.3	38.7	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	3.2	4	83.9	8	31	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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			
TOTAL ST PETERSBURG		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	1	0.0	54.8	32.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	9	31		
STANSTED								<b>122</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>42.7</b>	<b>29.0</b>	<b>14.5</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>73.4</b>	<b>11</b>	<b>124</b>		
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	117	0	0	3.4	42.7	31.6	6.8	7.7	5.1	2.6	0.0	0.0	0.0	0.0	15	64.7	26	119		
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	117	0	0	0.0	40.2	29.9	10.3	9.4	7.7	1.7	0.9	0.0	0.0	0.0	19	65.3	25	121		
		BELFAST INTERNATIONAL		LUXAVIATION		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
		BELFAST INTERNATIONAL		LUXAVIATION		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
		BELFAST INTERNATIONAL		RYANAIR		S	A	9	0	0	22.2	0.0	11.1	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	26	64.0	15	89		
		BELFAST INTERNATIONAL		RYANAIR		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	35	77.5	9	89		
		BELFAST INTERNATIONAL		TITAN AIRWAYS LTD		C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
		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	56	1			
		BIRMINGHAM		JET2.COM LTD		S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	29	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	19	1			
		BIRMINGHAM		RYANAIR		S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
		BIRMINGHAM		RYANAIR		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	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	57	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	100.0	0	1			
		BRISTOL		BRITISH AIRWAYS PLC		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1			
		CARDIFF WALES		JOTA AVIATION LTD		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
		EAST MIDLANDS INTERNATIONAL		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	35	0.0	0	0		
		EDINBURGH		EASYJET UK LTD		S	A	110	0	0	10.9	30.0	25.5	10.0	11.8	7.3	2.7	1.8	0.0	0.0	0.0	22	52.7	30	111		
		EDINBURGH		EASYJET UK LTD		S	D	109	0	0	0.0	45.0	28.4	10.1	6.4	7.3	1.8	0.9	0.0	0.0	0.0	17	65.2	26	111		
		EDINBURGH		LOGANAIR LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
		EDINBURGH		RYANAIR		S	A	19	0	0	0.0	36.8	31.6	10.5	5.3	15.8	0.0	0.0	0.0	0.0	0.0	20	25.4	41	118		
		EDINBURGH		RYANAIR		S	D	19	0	0	0.0	10.5	31.6	26.3	21.1	10.5	0.0	0.0	0.0	0.0	0.0	24	44.9	27	118		
		EXETER		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1			
		GLASGOW		EASYJET UK LTD		S	A	80	0	0	3.8	37.5	35.0	7.5	7.5	6.3	1.3	1.3	0.0	0.0	0.0	17	58.0	29	78		
		GLASGOW		EASYJET UK LTD		S	D	79	0	0	0.0	48.1	31.6	8.9	5.1	3.8	1.3	1.3	0.0	0.0	0.0	14	74.1	22	80		
		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	27.6	37	76			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.1	44	76	
	GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	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	
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	
	LUTON	EASYJET UK LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	16	1	
	LUTON	EASYJET UK 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	46	100.0	0	1	
	LUTON	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	2		
	LUTON	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	10	2		
	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	33	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	100.0	3	1		
	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	88	1		
	NEWCASTLE	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	100.0	12	1		
	NEWCASTLE	SUN AIR OF SCANDINAVIA	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		
	NEWCASTLE	SUN AIR OF SCANDINAVIA	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	62	0.0	0	0		
<b>TOTAL STANSTED</b>					<b>691</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>37.5</b>	<b>29.3</b>	<b>10.4</b>	<b>9.4</b>	<b>7.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>55.1</b>	<b>27</b>	<b>1207</b>	
STAVANGER																							
	ABERDEEN	DANISH AIR TRANSPORT	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	5	0.0	0	0		
	ABERDEEN	SAS	S	A	48	0	0	4.2	58.3	27.1	8.3	2.1	0.0	0.0	0.0	0.0	0.0	4	76.9	10	51		
	ABERDEEN	SAS	S	D	48	0	0	0.0	66.7	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	90.4	9	52		
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	60	0	1	0.0	63.9	23.0	8.2	3.3	0.0	0.0	0.0	0.0	1.6	4	92.9	6	42		
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	60	0	1	0.0	60.7	26.2	8.2	3.3	0.0	0.0	0.0	0.0	1.6	4	88.1	5	41		
	EDINBURGH	LOGANAIR LTD	S	A	17	0	0	5.9	47.1	35.3	5.9	0.0	0.0	5.9	0.0	0.0	0.0	13	0.0	0	0		
	EDINBURGH	LOGANAIR LTD	S	D	17	0	0	5.9	35.3	52.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	7	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	44.4	17	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	77.8	10	9		

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 SHUTTLE	S	A	25	0	0	4.0	0.0	44.0	28.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	24	80.8	10	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	25	0	1	0.0	0.0	19.2	46.2	11.5	19.2	0.0	0.0	0.0	0.0	3.8	35	57.7	17	26	
	HEATHROW	SAS	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	19	76.0	10	50	
	HEATHROW	SAS	S	D	26	0	0	0.0	15.4	46.2	26.9	3.8	7.7	0.0	0.0	0.0	0.0	0.0	15	82.0	7	50	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	7	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	7	0	0	0.0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	21	85.7	9	7	
	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	85.2	4	27		
	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	96.3	3	27		
	NEWCASTLE	LOGANAIR LTD	S	A	26	0	0	15.4	53.8	15.4	0.0	7.7	0.0	3.8	0.0	3.8	0.0	0.0	27	0.0	0	0	
	NEWCASTLE	LOGANAIR LTD	S	D	25	0	1	0.0	19.2	61.5	3.8	3.8	3.8	3.8	0.0	0.0	0.0	3.8	17	0.0	0	0	
<b>TOTAL STAVANGER</b>					<b>421</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>43.8</b>	<b>31.5</b>	<b>12.2</b>	<b>4.9</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>82.4</b>	<b>8</b>	<b>424</b>	
STOCKHOLM (ARLANDA)																							
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	77.8	10	9	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	37	55.6	17	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	100.0	11	3		
	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	33.3	15	3		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	0.0	23.1	23.1	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	35	70.0	14	10	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	15.4	30.8	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	39	20.0	25	10	
	EDINBURGH	SAS	S	A	47	0	0	0.0	19.1	55.3	12.8	8.5	2.1	2.1	0.0	0.0	0.0	0.0	15	72.1	15	42	
	EDINBURGH	SAS	S	D	47	0	0	0.0	42.6	31.9	12.8	8.5	2.1	2.1	0.0	0.0	0.0	0.0	13	55.8	19	42	
	GLASGOW	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	0.0	48	0.0	0	0	
	GLASGOW	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	GLASGOW	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	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	106	0	0	1.9	12.3	32.1	27.4	15.1	10.4	0.9	0.0	0.0	0.0	0.0	25	60.2	21	133	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	105	0	0	0.0	7.6	39.0	21.9	17.1	9.5	3.8	0.0	1.0	0.0	0.0	32	64.2	21	134	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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			
GATWICK	NORWEGIAN AIR SHUTTLE	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0									
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	53	4									
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	0.0	35	0.0	64	4									
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	0.0	247	1									
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	0.0	0	0.0	264	1									
HEATHROW	BRITISH AIRWAYS PLC	S	A	156	0	2	17.7	42.4	18.4	11.4	3.8	3.8	0.6	0.6	0.0	0.0	1.3	11	86.4	15	161										
HEATHROW	BRITISH AIRWAYS PLC	S	D	156	0	2	0.0	34.8	42.4	12.7	3.2	5.7	0.0	0.0	0.0	0.0	1.3	11	85.2	8	161										
HEATHROW	SAS	S	A	76	0	0	0.0	26.3	34.2	22.4	11.8	5.3	0.0	0.0	0.0	0.0	0.0	16	59.2	18	121										
HEATHROW	SAS	S	D	76	0	0	0.0	31.6	40.8	14.5	11.8	1.3	0.0	0.0	0.0	0.0	0.0	12	75.0	12	120										
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	85	0	0	0.0	23.5	34.1	27.1	11.8	3.5	0.0	0.0	0.0	0.0	0.0	16	28.6	41	35										
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	82	0	0	0.0	34.1	47.6	7.3	7.3	3.7	0.0	0.0	0.0	0.0	0.0	11	58.3	27	36										
LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	59	47.1	23	17										
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	61	44.4	34	18										
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	77.8	9	9										
MANCHESTER	NORWEGIAN AIR SHUTTLE	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	42	33.3	27	9										
MANCHESTER	SAS	S	A	51	0	0	2.0	29.4	47.1	11.8	3.9	5.9	0.0	0.0	0.0	0.0	0.0	13	71.7	15	46										
MANCHESTER	SAS	S	D	51	0	0	2.0	17.6	60.8	5.9	7.8	5.9	0.0	0.0	0.0	0.0	0.0	14	71.7	14	46										
<b>TOTAL STOCKHOLM (ARLANDA)</b>				<b>1130</b>	<b>0</b>	<b>5</b>	<b>3.0</b>	<b>26.4</b>	<b>36.8</b>	<b>16.3</b>	<b>9.4</b>	<b>6.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>68.1</b>	<b>18</b>	<b>1184</b>										
STOCKHOLM (SKAVSTA)																															
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	0.0	0	0										
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	2	0.0	0	0										
STANSTED	RYANAIR	S	A	54	0	0	11.1	68.5	11.1	7.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	19	70										
STANSTED	RYANAIR	S	D	54	0	0	0.0	31.5	46.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	32.9	33	70										
<b>TOTAL STOCKHOLM (SKAVSTA)</b>				<b>126</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>49.2</b>	<b>31.7</b>	<b>10.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>51.4</b>	<b>26</b>	<b>140</b>										
STORNOWAY																															
ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	14	20										
ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	16	21										
EDINBURGH	LOGANAIR LTD	S	A	39	0	1	22.5	42.5	20.0	5.0	0.0	0.0	5.0	2.5	0.0	0.0	2.5	15	81.0	9	41										
EDINBURGH	LOGANAIR LTD	S	D	40	0	0	0.0	45.0	32.5	17.5	0.0	0.0	5.0	0.0	0.0	0.0	0.0	11	76.2	12	42										
GLASGOW	LOGANAIR LTD	S	A	109	0	2	9.0	26.1	31.5	17.1	6.3	7.2	0.9	0.0	0.0	0.0	1.8	15	84.2	9	114										

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

		Origin/Destinations: S																	AUG 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	LOGANAIR LTD	S	D	109	0	1	0.0	26.4	41.8	17.3	7.3	4.5	0.9	0.9	0.0	0.0	0.9	17	84.3	11	115
	MANCHESTER	LOGANAIR 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	18	25.0	33	4
	MANCHESTER	LOGANAIR LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	34	4
<b>TOTAL STORNOWAY</b>					<b>307</b>	<b>0</b>	<b>4</b>	<b>6.1</b>	<b>30.2</b>	<b>35.0</b>	<b>15.1</b>	<b>5.5</b>	<b>4.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>78.4</b>	<b>11</b>	<b>361</b>
STRASBOURG																						
	STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	22.2	33	9
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	22	9
<b>TOTAL STRASBOURG</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>33.3</b>	<b>28</b>	<b>18</b>
STUTTGART																						
	BIRMINGHAM	FLYBE LTD	S	A	28	0	1	0.0	20.7	27.6	6.9	27.6	10.3	3.4	0.0	0.0	0.0	3.4	31	63.0	16	27
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	0.0	0.0	17.9	32.1	21.4	25.0	3.6	0.0	0.0	0.0	0.0	43	81.5	16	27
	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	0.0	12	77.8	9	9
	EDINBURGH	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	7	88.9	6	9
	GATWICK	EASYJET UK LTD	S	A	25	0	1	11.5	11.5	23.1	30.8	7.7	3.8	3.8	3.8	0.0	0.0	3.8	28	44.4	37	26
	GATWICK	EASYJET UK LTD	S	D	25	0	1	0.0	15.4	38.5	30.8	3.8	3.8	3.8	0.0	0.0	0.0	3.8	22	48.1	30	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	7.0	42.1	24.6	10.5	7.0	5.3	1.8	0.0	0.0	0.0	1.8	13	77.6	10	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	1	0.0	22.8	50.9	10.5	10.5	3.5	0.0	0.0	0.0	0.0	1.8	13	84.5	7	58
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	79	0	0	7.6	43.0	30.4	6.3	5.1	7.6	0.0	0.0	0.0	0.0	0.0	12	55.6	25	81
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	77	0	2	0.0	25.3	53.2	2.5	7.6	8.9	0.0	0.0	0.0	0.0	2.5	14	50.6	28	81
	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	50.0	28	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	40.9	26	22
<b>TOTAL STUTTGART</b>					<b>392</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>27.3</b>	<b>36.6</b>	<b>12.3</b>	<b>9.5</b>	<b>7.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>62.3</b>	<b>21</b>	<b>446</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	87.1	9	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	83.9	9	31
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	22.6	58.1	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	19.4	35.5	12.9	9.7	16.1	6.5	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL SUCEAVA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>46.8</b>	<b>12.9</b>	<b>6.5</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>21</b>	<b>85.5</b>	<b>9</b>	<b>62</b>
SULAYMANIYAH INT																						
	GATWICK	IRAQI AIRWAYS	S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	49	100.0	1	5
	GATWICK	IRAQI AIRWAYS	S	D	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	44	40.0	21	5
<b>TOTAL SULAYMANIYAH INT</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>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>46</b>	<b>70.0</b>	<b>11</b>	<b>10</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	14.5	106	42
	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	37.1	44	56

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ABERDEEN	LOGANAIR LTD	S	A	125	0	6	8.4	38.2	31.3	6.9	5.3	3.1	2.3	0.0	0.0	0.0	4.6	12	88.5	6	128	
	ABERDEEN	LOGANAIR LTD	S	D	128	0	3	0.0	38.9	37.4	6.9	6.1	6.1	2.3	0.0	0.0	0.0	2.3	15	86.5	6	128	
	EDINBURGH	LOGANAIR LTD	S	A	81	0	3	11.9	39.3	31.0	6.0	3.6	0.0	2.4	1.2	1.2	0.0	3.6	15	82.7	8	103	
	EDINBURGH	LOGANAIR LTD	S	D	83	0	0	0.0	50.6	33.7	6.0	7.2	1.2	1.2	0.0	0.0	0.0	0.0	8	87.5	6	104	
	GLASGOW	LOGANAIR LTD	S	A	39	0	1	12.5	27.5	37.5	10.0	2.5	5.0	2.5	0.0	0.0	0.0	2.5	15	97.5	1	40	
	GLASGOW	LOGANAIR LTD	S	D	36	0	1	0.0	24.3	43.2	13.5	8.1	2.7	5.4	0.0	0.0	0.0	2.7	19	78.9	13	38	
	MANCHESTER	LOGANAIR LTD	S	A	5	0	0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	18	75.0	4	4		
	MANCHESTER	LOGANAIR LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	33	75.0	7	4		
<b>TOTAL SUMBURGH</b>					<b>502</b>	<b>0</b>	<b>14</b>	<b>5.0</b>	<b>38.8</b>	<b>34.3</b>	<b>7.4</b>	<b>5.4</b>	<b>3.7</b>	<b>2.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>72.9</b>	<b>16</b>	<b>647</b>	
SYDNEY																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	54.8	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	48.4	19.4	19.4	6.5	0.0	0.0	0.0	0.0	0.0	24	54.8	16	30	
	HEATHROW	QANTAS	S	A	31	0	1	0.0	3.1	37.5	31.3	15.6	6.3	3.1	0.0	0.0	0.0	3.1	25	67.7	89	31	
	HEATHROW	QANTAS	S	D	31	0	0	0.0	25.8	54.8	3.2	9.7	6.5	0.0	0.0	0.0	0.0	0.0	14	71.0	35	31	
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>22.4</b>	<b>36.8</b>	<b>15.2</b>	<b>12.0</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>71.0</b>	<b>36</b>	<b>122</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	67	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	0.0	0	12.5	42	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	22	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	9	
	STANSTED	RYANAIR	S	A	30	0	0	16.7	33.3	20.0	6.7	13.3	10.0	0.0	0.0	0.0	0.0	0.0	16	54.8	26	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	19.4	32.3	19.4	22.6	3.2	3.2	0.0	0.0	0.0	0.0	23	38.7	38	31	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.6</b>	<b>30.4</b>	<b>10.1</b>	<b>15.2</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>43.8</b>	<b>33</b>	<b>96</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	71.4	14	14	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	25	14	
	LUTON	WIZZ AIR UK LTD	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	0.0	8	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	0.0	64.3	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	STANSTED	RYANAIR	S	A	14	0	0	7.1	35.7	35.7	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	46.7	43	13	
	STANSTED	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	46.2	20	12	
<b>TOTAL SZYMANY (MAZURY)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>44.6</b>	<b>12.5</b>	<b>8.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.4</b>	<b>25</b>	<b>53</b>	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: T							PERCENTAGE OF FLIGHTS LATE					AUG 2018				
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	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	
TAIPEI																										
	GATWICK	CHINA AIRLINES	S	A	22	0	0	36.4	22.7	27.3	4.5	0.0	4.5	0.0	4.5	0.0	0.0	0.0	21	13.6	34	22				
	GATWICK	CHINA AIRLINES	S	D	22	0	0	0.0	27.3	63.6	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	15	90.9	3	22				
	HEATHROW	EVA AIR	S	A	30	0	1	3.2	12.9	48.4	16.1	9.7	6.5	0.0	0.0	0.0	0.0	3.2	15	77.4	9	31				
	HEATHROW	EVA AIR	S	D	30	0	1	0.0	9.7	41.9	29.0	12.9	3.2	0.0	0.0	0.0	0.0	3.2	17	71.0	14	31				
<b>TOTAL TAIPEI</b>					<b>104</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>17.0</b>	<b>45.3</b>	<b>14.2</b>	<b>6.6</b>	<b>3.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>65.1</b>	<b>15</b>	<b>106</b>				
TALLIN																										
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
	LIVERPOOL (JOHN LENNON)	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	0.0	20	1				
	LIVERPOOL (JOHN LENNON)	REGIONAL JET OU	C	D	0	0	0	0.0	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				
	GATWICK	AIR BALTIC	S	A	17	0	0	0.0	0.0	47.1	29.4	11.8	11.8	0.0	0.0	0.0	0.0	0.0	27	75.0	14	8				
	GATWICK	AIR BALTIC	S	D	17	0	0	0.0	5.9	23.5	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	29	50.0	18	8				
	GATWICK	EASYJET UK LTD	S	A	13	0	0	15.4	46.2	7.7	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	16	53.8	30	13				
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	69.2	20	13				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	101	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	7	9				
	LUTON	WIZZ AIR UK 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	5	0.0	0	0				
	LUTON	WIZZ AIR 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	4	0.0	0	0				
	STANSTED	RYANAIR	S	A	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	16	18				
	STANSTED	RYANAIR	S	D	17	0	0	0.0	41.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	19	18				
<b>TOTAL TALLIN</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>32.0</b>	<b>40.6</b>	<b>14.1</b>	<b>6.3</b>	<b>3.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.4</b>	<b>27</b>	<b>98</b>				
TAMPA																										
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	22.6	12.9	19.4	12.9	16.1	12.9	0.0	0.0	0.0	0.0	3.2	25	61.3	20	31				
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	16.1	38.7	12.9	16.1	12.9	0.0	0.0	0.0	0.0	3.2	22	67.7	14	31				
	GATWICK	NORWEGIAN AIR UK 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	0.0	0	0				
	GATWICK	NORWEGIAN AIR UK LTD	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
<b>TOTAL TAMPA</b>					<b>78</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>16.3</b>	<b>28.8</b>	<b>13.8</b>	<b>16.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>22</b>	<b>64.5</b>	<b>17</b>	<b>62</b>				
TANGIERS (IBN BATUTA)																										
	GATWICK	AIR ARABIA MAROC	S	A	14	0	0	7.1	7.1	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	17	55.6	19	8				
	GATWICK	AIR ARABIA MAROC	S	D	14	0	0	0.0	0.0	21.4	35.7	35.7	7.1	0.0	0.0	0.0	0.0	0.0	30	11.1	81	8				
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>35.7</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>33.3</b>	<b>50</b>	<b>16</b>				

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
TARBES-LOURDES INTERNATIONAL	BIRMINGHAM	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	50.0	9	2
	BIRMINGHAM	AIR ONE	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
	EXETER	ALBA STAR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EXETER	ALBA STAR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	EXETER	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	32	1
	EXETER	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	37	1
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	11.1	22.2	22.2	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	50.0	26	18
	STANSTED	RYANAIR	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	16	33.3	29	18
	STANSTED	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	77	6
	STANSTED	TITAN 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	33.3	88	6
	STANSTED	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1
	MANCHESTER	AIR ONE	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2
	MANCHESTER	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	140	1
	MANCHESTER	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	NEWCASTLE	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	20	2
NEWCASTLE	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
SOUTHEND	JOTA AVIATION 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	19	0.0	0	0	
SOUTHEND	JOTA AVIATION LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.7</b>	<b>36.2</b>	<b>19.0</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>18</b>	<b>42.6</b>	<b>39</b>	<b>61</b>
TASHKENT																						
	HEATHROW	UZBEKISTAN AIRLINES	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	11	77.8	7	9	
	HEATHROW	UZBEKISTAN AIRLINES	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	18	88.9	10	9	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
TATRY-POPRAD																						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	24	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: T										AUG 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	
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	27	13							
LUTON	WIZZ AIR UK LTD	S	A	14	0	0	0.0	42.9	42.9	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0							
LUTON	WIZZ AIR UK 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	15	0.0	0	0							
<b>TOTAL TATRY-POPRAD</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>60.7</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>26</b>	<b>26</b>							
TBILISI																												
GATWICK	GEORGIAN AIRWAYS	S	A	13	0	0	0.0	23.1	30.8	23.1	15.4	0.0	0.0	0.0	7.7	0.0	0.0	47	76.9	13	13							
GATWICK	GEORGIAN AIRWAYS	S	D	13	0	0	0.0	7.7	15.4	38.5	7.7	23.1	0.0	0.0	7.7	0.0	0.0	66	30.8	39	13							
<b>TOTAL TBILISI</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>53.8</b>	<b>26</b>	<b>26</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	52.2	21	23							
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	14	22							
HEATHROW	IRAN AIR	S	A	13	0	0	15.4	15.4	7.7	15.4	23.1	15.4	7.7	0.0	0.0	0.0	0.0	43	15.4	58	13							
HEATHROW	IRAN AIR	S	D	13	0	0	0.0	7.7	38.5	7.7	15.4	23.1	7.7	0.0	0.0	0.0	0.0	41	61.5	33	13							
<b>TOTAL TEHRAN IMAM KHOMEINI</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>23.1</b>	<b>11.5</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>42</b>	<b>50.7</b>	<b>28</b>	<b>71</b>							
TEL AVIV																												
EDINBURGH	ISRAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	96	5							
EDINBURGH	ISRAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	120	5							
HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	15.0	17.5	27.5	15.0	13.8	8.8	2.5	0.0	0.0	0.0	0.0	22	78.8	11	85							
HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	0.0	5.0	38.8	31.3	11.3	10.0	1.3	2.5	0.0	0.0	0.0	31	58.3	19	84							
HEATHROW	EL AL	S	A	46	0	1	12.8	25.5	34.0	14.9	8.5	2.1	0.0	0.0	0.0	0.0	2.1	11	83.7	9	49							
HEATHROW	EL AL	S	D	46	0	1	0.0	4.3	36.2	31.9	23.4	2.1	0.0	0.0	0.0	0.0	2.1	22	43.8	22	48							
LUTON	EASYJET UK LTD	S	A	57	0	0	0.0	8.8	14.0	36.8	19.3	17.5	3.5	0.0	0.0	0.0	0.0	38	40.0	30	55							
LUTON	EASYJET UK LTD	S	D	57	0	0	0.0	1.8	35.1	43.9	14.0	5.3	0.0	0.0	0.0	0.0	0.0	22	54.4	23	57							
LUTON	EL AL	S	A	57	0	5	4.8	24.2	29.0	17.7	9.7	6.5	0.0	0.0	0.0	0.0	8.1	17	76.1	14	71							
LUTON	EL AL	S	D	58	0	5	0.0	1.6	38.1	17.5	25.4	9.5	0.0	0.0	0.0	0.0	7.9	27	47.1	28	70							
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	48.4	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	0.0	0	16.7	36	30							
LUTON	WIZZ AIR UK LTD	S	A	30	0	0	0.0	13.3	26.7	20.0	26.7	13.3	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0							
LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	3.3	30.0	33.3	20.0	13.3	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0							
STANSTED	ARKIA	S	A	13	0	0	0.0	7.7	7.7	7.7	15.4	30.8	23.1	7.7	0.0	0.0	0.0	91	7.1	76	14							
STANSTED	ARKIA	S	D	12	0	0	0.0	0.0	0.0	8.3	33.3	25.0	25.0	8.3	0.0	0.0	0.0	96	7.1	82	14							
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	40.0	36	9							
MANCHESTER	EASYJET UK 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	16	66.7	21	9							
MANCHESTER	EL AL	S	A	13	0	0	7.7	30.8	46.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0							

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

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NUMBER OF FLIGHTS

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	MANCHESTER	EL AL	S	D	13	0	0	0.0	15.4	23.1	23.1	23.1	7.7	7.7	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL TEL AVIV</b>					<b>610</b>	<b>0</b>	<b>12</b>	<b>3.5</b>	<b>11.1</b>	<b>30.7</b>	<b>24.3</b>	<b>16.7</b>	<b>9.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>28</b>	<b>54.9</b>	<b>24</b>	<b>635</b>	
TENERIFE (SURREINA SOFIA)																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4	
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	6	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	8	0	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	6	9	
	BELFAST INTERNATIONAL	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	15	8	
	BELFAST INTERNATIONAL	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	3	100.0	0	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	14	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	100.0	2	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	100.0	3	9	
	BELFAST 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	2	50.0	24	4	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	26	4	
	BIRMINGHAM	JET2.COM LTD	S	A	45	0	0	37.8	37.8	6.7	8.9	6.7	2.2	0.0	0.0	0.0	0.0	0.0	8	73.3	11	30	
	BIRMINGHAM	JET2.COM LTD	S	D	45	0	0	0.0	13.3	62.2	8.9	4.4	8.9	2.2	0.0	0.0	0.0	0.0	17	64.5	14	31	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	5.6	50.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	15	18	
	BIRMINGHAM	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	83.3	15	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	60.0	14	10	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	7	77.8	11	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	5.6	38.9	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	72	18	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	55.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	17	18	
	BOURNEMOUTH	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
	BOURNEMOUTH	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	9	4	
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
	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	50.0	12	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	0.0	0	75.0	8	4	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	38.5	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	76.9	12	13	
	BRISTOL	EASYJET 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	14	69.2	10	13	
	BRISTOL	RYANAIR	S	A	14	0	0	21.4	35.7	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	13	

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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	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	44.4	30	9	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	29	9	
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	20	9	
BRISTOL	TUI AIRWAYS LTD	C	D	9	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	1	88.9	5	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	100.0	0	4	
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	100.0	0	4	
CARDIFF WALES	RYANAIR	S	A	5	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	5	
CARDIFF WALES	RYANAIR	S	D	5	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	10	5	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	11	9	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	16	9	
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	4	
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	4	5	
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	100.0	7	5	
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	100.0	6	5	
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	100.0	2	4	
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	100.0	4	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	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	11	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	0	92.6	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	6	27	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0	0.0	63.0	33.3	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	27	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	31	0	0	0	6.5	41.9	19.4	12.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	12	83.9	11	31	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	31	0	0	0	0.0	19.4	45.2	12.9	19.4	3.2	0.0	0.0	0.0	0.0	0.0	14	80.6	11	31	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	27	88.9	5	9	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	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	77.8	11	9	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	13	0	0	0	7.7	38.5	15.4	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	25	85.7	4	14	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	13	0	0	0	0.0	7.7	46.2	15.4	7.7	15.4	7.7	0.0	0.0	0.0	0.0	31	84.6	9	13	
EDINBURGH	EASYJET UK LTD	S	A	14	0	0	0	14.3	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	16	14	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	46.2	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	20	14		
EDINBURGH	JET2.COM LTD	S A	14	0	0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	17	13			
EDINBURGH	JET2.COM LTD	S D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	28	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	87.5	6	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	5	8			
EDINBURGH	RYANAIR	S A	18	0	0	0.0	16.7	38.9	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	94.4	7	18			
EDINBURGH	RYANAIR	S D	18	0	0	0.0	11.1	61.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	10	18			
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	55.6	26	9			
EDINBURGH	TUI AIRWAYS LTD	C 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	39	66.7	15	9			
EXETER	NORWEGIAN AIR INTERNATIONAL	C A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
EXETER	NORWEGIAN AIR INTERNATIONAL	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	6	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	100.0	3	4			
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	4	4			
GLASGOW	JET2.COM LTD	S A	26	0	0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	22			
GLASGOW	JET2.COM LTD	S D	27	0	0	0.0	44.4	37.0	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	22			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	70.0	14	10			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	13	9			
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	75.0	12	4			
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	16	5			
LEEDS BRADFORD	JET2.COM LTD	S A	27	0	0	66.7	14.8	7.4	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	5	96.0	4	25			
LEEDS BRADFORD	JET2.COM LTD	S D	27	0	0	3.7	22.2	59.3	3.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	12	73.1	14	26			
LEEDS BRADFORD	RYANAIR	S A	13	0	0	30.8	15.4	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	29	13			
LEEDS BRADFORD	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	3	92.3	4	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	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	75.0	8	4			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	13	0	0	23.1	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	2	14			
LIVERPOOL (JOHN LENNON)	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	4	85.7	4	14			
GATWICK	BRITISH AIRWAYS PLC	S A	48	0	0	29.2	31.3	18.8	8.3	10.4	2.1	0.0	0.0	0.0	0.0	0.0	9	74.5	14	51			
GATWICK	BRITISH AIRWAYS PLC	S D	48	0	0	0.0	6.3	41.7	29.2	14.6	8.3	0.0	0.0	0.0	0.0	0.0	20	60.8	17	51			

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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 UK LTD	S A	48	0	0	14.6	27.1	22.9	25.0	6.3	4.2	0.0	0.0	0.0	0.0	0.0	14	64.0	21	48	
GATWICK	EASYJET UK LTD	S D	49	0	0	0.0	2.0	42.9	34.7	12.2	8.2	0.0	0.0	0.0	0.0	0.0	24	58.3	30	48	
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	53.8	34	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	64.3	36	14	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	22	0	0	9.1	36.4	40.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.9	8	23	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	22	0	0	0.0	22.7	40.9	22.7	4.5	4.5	4.5	0.0	0.0	0.0	0.0	18	69.6	12	23	
GATWICK	THOMAS COOK AIRLINES LTD	S A	19	0	0	0.0	21.1	42.1	0.0	15.8	21.1	0.0	0.0	0.0	0.0	0.0	28	57.1	22	21	
GATWICK	THOMAS COOK AIRLINES LTD	S D	19	0	0	0.0	5.3	52.6	15.8	5.3	21.1	0.0	0.0	0.0	0.0	0.0	29	43.5	27	22	
GATWICK	TUI AIRWAYS LTD	C A	31	0	0	3.2	25.8	22.6	16.1	16.1	6.5	9.7	0.0	0.0	0.0	0.0	31	55.6	25	18	
GATWICK	TUI AIRWAYS LTD	C D	31	0	0	0.0	9.7	45.2	22.6	9.7	3.2	6.5	3.2	0.0	0.0	0.0	28	83.3	11	18	
GATWICK	TUI AIRWAYS LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
HEATHROW	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4	
LUTON	EASYJET UK LTD	S A	14	0	0	28.6	50.0	0.0	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	84.6	7	13	
LUTON	EASYJET UK LTD	S D	14	0	0	0.0	14.3	50.0	21.4	7.1	0.0	7.1	0.0	0.0	0.0	0.0	20	61.5	21	13	
LUTON	RYANAIR	S A	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	19	88.9	6	9	
LUTON	RYANAIR	S D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	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	100.0	3	4	
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	75.0	12	4	
LUTON	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	15	5	
LUTON	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	12	40.0	20	5	
STANSTED	EXCELLENT AIR GMBH	S A	0	0	0	0.0	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	49	0	0	20.4	34.7	18.4	16.3	8.2	2.0	0.0	0.0	0.0	0.0	0.0	10	61.1	14	36	
STANSTED	JET2.COM LTD	S D	50	0	0	0.0	28.0	62.0	6.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	8	75.0	11	36	
STANSTED	RYANAIR	S A	35	0	0	14.3	34.3	37.1	11.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	28	36	
STANSTED	RYANAIR	S D	35	0	0	0.0	31.4	68.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	57.1	25	35	
STANSTED	THOMAS COOK AIRLINES LTD	S A	13	0	0	23.1	30.8	7.7	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	30	76.9	12	13	
STANSTED	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	0.0	46.2	0.0	23.1	15.4	15.4	0.0	0.0	0.0	0.0	47	53.8	13	13	
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	14	5	
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	24	60.0	15	5	
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	60.0	26	5	
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	40.0	35	5	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	31	0	0	25.8	45.2	16.1	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	12	23
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	51.6	22.6	6.5	6.5	0.0	0.0	0.0	0.0	0.0	17	63.6	17	22
	MANCHESTER	JET2.COM LTD	S	A	58	0	0	32.8	32.8	22.4	3.4	6.9	1.7	0.0	0.0	0.0	0.0	0.0	7	74.0	14	49
	MANCHESTER	JET2.COM LTD	S	D	57	0	0	0.0	22.8	54.4	8.8	10.5	0.0	3.5	0.0	0.0	0.0	0.0	13	76.5	13	49
	MANCHESTER	RYANAIR	S	A	40	0	0	17.5	32.5	17.5	12.5	12.5	5.0	2.5	0.0	0.0	0.0	0.0	15	81.8	10	44
	MANCHESTER	RYANAIR	S	D	40	0	0	0.0	20.0	57.5	12.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	79.5	11	44
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	27	0	0	14.8	37.0	18.5	7.4	14.8	3.7	0.0	3.7	0.0	0.0	0.0	20	82.4	7	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	11.1	59.3	7.4	7.4	11.1	0.0	3.7	0.0	0.0	0.0	24	76.5	11	17
	MANCHESTER	TUI AIRWAYS LTD	C	A	31	0	0	0.0	22.6	38.7	6.5	16.1	16.1	0.0	0.0	0.0	0.0	0.0	25	51.9	19	27
	MANCHESTER	TUI AIRWAYS LTD	C	D	31	0	0	0.0	6.5	48.4	12.9	16.1	12.9	3.2	0.0	0.0	0.0	0.0	31	64.3	19	28
	NEWCASTLE	JET2.COM LTD	S	A	18	0	0	61.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	2	18
	NEWCASTLE	JET2.COM LTD	S	D	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	64.7	11	17
	NEWCASTLE	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	30	13
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	92.3	30	13
	NEWCASTLE	THOMAS COOK AIRLINES 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	7	75.0	8	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	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	0.0	18	66.7	20	9
	NEWCASTLE	TUI AIRWAYS LTD	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	26	69.2	16	13
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	9	13
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1971</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>27.1</b>	<b>36.5</b>	<b>12.0</b>	<b>7.9</b>	<b>3.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.6</b>	<b>14</b>	<b>1900</b>
THIRA (SANTORINI)																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	13	1
	BIRMINGHAM	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	100.0	0	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	16	4
	BRISTOL	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	4	80.0	9	5
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	27	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	8	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	35	0	0	0.0	8.6	11.4	17.1	34.3	28.6	0.0	0.0	0.0	0.0	0.0	41	35.0	46	40
	GATWICK	EASYJET UK LTD	S	D	35	0	0	0.0	0.0	37.1	34.3	17.1	8.6	2.9	0.0	0.0	0.0	0.0	28	70.0	19	40
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	50.0	19	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28	50.0	15	4



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
GATWICK		THOMAS COOK AIRLINES 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	29	75.0	18	4		
GATWICK		THOMAS COOK AIRLINES LTD		S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	8	4		
GATWICK		TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	36	50.0	10	4		
GATWICK		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	33	100.0	7	4		
HEATHROW		BRITISH AIRWAYS PLC		S	A	27	0	0	3.7	3.7	18.5	33.3	22.2	14.8	0.0	3.7	0.0	0.0	36	55.6	19	27		
HEATHROW		BRITISH AIRWAYS PLC		S	D	27	0	0	0.0	7.4	70.4	7.4	3.7	7.4	0.0	3.7	0.0	0.0	19	81.5	8	27		
LONDON CITY		BA CITYFLYER LTD		S	A	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	22.2	54	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	100.0	0.0	0	22.2	42	9			
MANCHESTER		EASYJET UK LTD		S	A	13	0	0	0.0	7.7	23.1	30.8	30.8	7.7	0.0	0.0	0.0	0.0	26	53.8	22	13		
MANCHESTER		EASYJET UK LTD		S	D	13	0	0	0.0	46.2	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	10	13		
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	14	0	0	0.0	35.7	7.1	28.6	21.4	0.0	7.1	0.0	0.0	0.0	28	76.9	9	13		
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	14	0	0	0.0	7.1	7.1	35.7	42.9	0.0	7.1	0.0	0.0	0.0	38	53.8	23	13		
MANCHESTER		TUI AIRWAYS LTD		C	A	9	0	0	0.0	11.1	11.1	11.1	11.1	44.4	0.0	11.1	0.0	0.0	71	50.0	37	10		
MANCHESTER		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	74	55.6	23	9		
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	A	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	100.0	1	4		
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	D	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	47	50.0	16	4		
<b>TOTAL THIRA (SANTORINI)</b>						<b>264</b>	<b>18</b>	<b>0</b>	<b>1.8</b>	<b>11.3</b>	<b>25.2</b>	<b>22.3</b>	<b>18.4</b>	<b>12.1</b>	<b>1.1</b>	<b>1.4</b>	<b>0.0</b>	<b>6.4</b>	<b>0.0</b>	<b>31</b>	<b>59.7</b>	<b>23</b>	<b>273</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	85.7	7	7			
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	100.0	3	7			
HEATHROW		TIANJIN AIRLINES		S	A	22	0	0	13.6	4.5	27.3	31.8	18.2	0.0	0.0	4.5	0.0	0.0	46	90.9	4	11		
HEATHROW		TIANJIN AIRLINES		S	D	22	0	0	0.0	36.4	40.9	9.1	4.5	0.0	0.0	9.1	0.0	0.0	64	90.9	5	11		
<b>TOTAL TIANJIN</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>20.5</b>	<b>34.1</b>	<b>20.5</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>91.7</b>	<b>4</b>	<b>36</b>		
TIMISOARA																								
DONCASTER SHEFFIELD		WIZZ AIR		S	A	8	0	0	0.0	12.5	37.5	12.5	12.5	12.5	12.5	0.0	0.0	0.0	36	0.0	0	0		
DONCASTER SHEFFIELD		WIZZ AIR		S	D	8	0	0	0.0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	42	0.0	0	0		
LUTON		WIZZ AIR		S	A	52	0	1	0.0	18.9	39.6	22.6	9.4	3.8	1.9	0.0	1.9	0.0	29	54.8	24	31		
LUTON		WIZZ AIR		S	D	52	0	1	0.0	1.9	22.6	24.5	37.7	9.4	1.9	0.0	0.0	1.9	36	48.4	38	31		
<b>TOTAL TIMISOARA</b>						<b>120</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.8</b>	<b>32.0</b>	<b>22.1</b>	<b>23.0</b>	<b>7.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>51.6</b>	<b>31</b>	<b>62</b>	
TIRANA																								
GATWICK		BRITISH AIRWAYS PLC		S	A	36	0	0	5.6	27.8	27.8	22.2	2.8	8.3	5.6	0.0	0.0	0.0	22	72.2	19	36		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 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
		GATWICK		BRITISH AIRWAYS PLC		S D		38 0		0 0		0.0 7.9		36.8 21.1		21.1 10.5		2.6 0.0		0.0 0.0		0.0 0.0		31 59.5		24 37		
		GATWICK		ENTER AIR		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0 0		9 9		
		GATWICK		ENTER AIR		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		55.6 19		9 9		
		GATWICK		TITAN AIRWAYS LTD		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0.0 23		1 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		53.8 19		13 13		
		LUTON		WIZZ AIR		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		84.6 11		13 13		
		LUTON		WIZZ AIR UK LTD		S A		31 0		0 0		0.0 3.2		38.7 16.1		16.1 12.9		3.2 9.7		0.0 0.0		0.0 0.0		50 0.0		0 0		
		LUTON		WIZZ AIR UK LTD		S D		31 0		0 0		0.0 0.0		35.5 16.1		29.0 9.7		3.2 6.5		0.0 0.0		0.0 0.0		52 0.0		0 0		
		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 35		1 1		
<b>TOTAL TIRANA</b>								<b>136 0</b>		<b>0 0</b>		<b>1.5 10.3</b>		<b>34.6 19.1</b>		<b>16.9 10.3</b>		<b>3.7 3.7</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>38 67.2</b>		<b>19 119</b>		
TIREE		GLASGOW		LOGANAIR LTD		S A		60 0		2 12.9		40.3 30.6		4.8 1.6		3.2 3.2		0.0 0.0		0.0 0.0		3.2 11		78.1 14		61 61		
		GLASGOW		LOGANAIR LTD		S D		59 0		2 0.0		34.4 54.1		1.6 1.6		0.0 0.0		4.9 0.0		0.0 0.0		3.3 12		76.6 16		61 61		
<b>TOTAL TIREE</b>								<b>119 0</b>		<b>4 6.5</b>		<b>37.4 42.3</b>		<b>3.3 1.6</b>		<b>1.6 1.6</b>		<b>4.1 0.0</b>		<b>0.0 0.0</b>		<b>0.0 3.3</b>		<b>12 77.3</b>		<b>15 122</b>		
TIRGU MURES		LUTON		WIZZ AIR UK LTD		S A		13 0		0 0.0		7.7 69.2		15.4 7.7		0.0 0.0		0.0 0.0		0.0 0.0		12 0.0		0 0		0 0		
		LUTON		WIZZ AIR UK LTD		S D		13 0		0 0.0		15.4 69.2		15.4 0.0		0.0 0.0		0.0 0.0		0.0 0.0		9 0.0		0 0		0 0		
<b>TOTAL TIRGU MURES</b>								<b>26 0</b>		<b>0 0.0</b>		<b>11.5 69.2</b>		<b>15.4 3.8</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>10 0.0</b>		<b>0 0</b>		<b>0 0</b>		
TIVAT		GATWICK		EASYJET UK LTD		S A		9 0		0 0.0		0.0 22.2		44.4 11.1		11.1 11.1		0.0 11.1		0.0 0.0		48 44.4		18 9		9 9		
		GATWICK		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		17 88.9		8 9		9 9		
		GATWICK		MONTENEGRO AIRLINES		S A		17 0		0 0.0		17.6 47.1		23.5 11.8		0.0 0.0		0.0 0.0		0.0 0.0		13 78.6		7 14		14 14		
		GATWICK		MONTENEGRO AIRLINES		S D		17 0		0 0.0		0.0 11.8		41.2 35.3		11.8 11.8		0.0 0.0		0.0 0.0		35 42.9		26 14		14 14		
		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 75.0		8 4		4 4		
		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		64 4		4 4		
		MANCHESTER		EASYJET UK LTD		S A		8 0		0 0.0		37.5 12.5		25.0 0.0		0.0 0.0		12.5 12.5		0.0 0.0		51 66.7		13 9		9 9		
		MANCHESTER		EASYJET UK LTD		S D		8 0		0 0.0		12.5 50.0		12.5 0.0		0.0 0.0		12.5 12.5		0.0 0.0		52 88.9		8 9		9 9		
<b>TOTAL TIVAT</b>								<b>68 0</b>		<b>0 0.0</b>		<b>10.3 32.4</b>		<b>29.4 16.2</b>		<b>4.4 4.4</b>		<b>2.9 4.4</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>33 63.9</b>		<b>16 72</b>		
TOBAGO		GATWICK		BRITISH AIRWAYS PLC		S A		9 0		0 0.0		33.3 22.2		11.1 0.0		22.2 22.2		11.1 11.1		0.0 0.0		39 77.8		11 9		9 9		
		GATWICK		BRITISH AIRWAYS PLC		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 88.9		8 9		9 9		
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S 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		12 50.0		40 4		4 4		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T										AUG 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	VIRGIN ATLANTIC 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	25.0	40	4						
<b>TOTAL TOBAGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>34.6</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.2</b>	<b>19</b>	<b>26</b>						
TOKYO (HANEDA)																												
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	38.7	35.5	22.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	83.9	6	31						
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	16.1	64.5	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	96.8	3	31						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	45.2	16.1	3.2	9.7	6.5	3.2	0.0	0.0	0.0	0.0	16	71.0	10	31						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	51.6	16.1	16.1	3.2	0.0	3.2	0.0	0.0	0.0	23	83.9	9	31						
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	12.9	62.9	19.4	0.0	1.6	1.6	0.0	0.0	1.6	0.0	0.0	15	96.8	4	62						
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	38.7	45.2	9.7	1.6	3.2	0.0	0.0	1.6	0.0	0.0	20	90.3	7	62						
<b>TOTAL TOKYO (HANEDA)</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>38.7</b>	<b>35.5</b>	<b>6.5</b>	<b>4.4</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.7</b>	<b>6</b>	<b>248</b>						
TOKYO (NARITA)																												
	HEATHROW	AEROFLOT	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	7						
	HEATHROW	AEROFLOT	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	25.8	16.1	6.5	9.7	0.0	12.9	3.2	0.0	0.0	0.0	34	77.4	13	31						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	35.5	16.1	22.6	9.7	3.2	12.9	0.0	0.0	0.0	57	61.3	24	31						
<b>TOTAL TOKYO (NARITA)</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>20.3</b>	<b>29.1</b>	<b>10.1</b>	<b>12.7</b>	<b>3.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.6</b>	<b>15</b>	<b>78</b>						
TORONTO																												
	EDINBURGH	AIR CANADA	S	A	17	0	0	0.0	5.9	47.1	23.5	17.6	0.0	0.0	5.9	0.0	0.0	0.0	28	83.3	20	18						
	EDINBURGH	AIR CANADA	S	D	17	0	0	0.0	17.6	11.8	29.4	35.3	0.0	0.0	5.9	0.0	0.0	0.0	34	44.4	34	18						
	GLASGOW	AIR CANADA	S	A	13	0	0	23.1	38.5	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	46.2	25	13						
	GLASGOW	AIR CANADA	S	D	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	46.2	44	13						
	GLASGOW	AIR TRANSAT	S	A	22	0	0	22.7	22.7	36.4	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	78.3	13	23						
	GLASGOW	AIR TRANSAT	S	D	22	0	0	4.5	40.9	27.3	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	82.6	12	23						
	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	0.0	0	71.0	57	30						
	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	0.0	0.0	0	71.0	10	30						
	GATWICK	AIR TRANSAT	S	A	39	0	0	2.6	17.9	46.2	12.8	12.8	2.6	5.1	0.0	0.0	0.0	0.0	22	40.0	38	40						
	GATWICK	AIR TRANSAT	S	D	39	0	0	0.0	12.8	59.0	10.3	12.8	0.0	5.1	0.0	0.0	0.0	0.0	21	30.0	53	40						
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	17.6	41.2	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	13						
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	16.7	38.9	5.6	11.1	5.6	16.7	5.6	0.0	0.0	0.0	47	53.8	34	13						
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	9.7	38.7	22.6	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	81.8	9	31						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		PERCENTAGE OF FLIGHTS LATE											AUG 2018			
						NUMBER OF FLIGHTS																
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	6.5	35.5	25.8	16.1	9.7	0.0	6.5	0.0	0.0	0.0	38	45.2	24	31	
HEATHROW	AIR CANADA	S	A	124	0	0	24.2	22.6	25.0	15.3	5.6	5.6	0.8	0.8	0.0	0.0	0.0	15	58.9	28	124	
HEATHROW	AIR CANADA	S	D	124	0	0	0.0	13.7	53.2	18.5	8.9	3.2	0.8	1.6	0.0	0.0	0.0	19	62.9	23	124	
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	12.9	19.4	35.5	19.4	6.5	3.2	1.6	0.0	1.6	0.0	0.0	22	85.5	11	62	
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	3.2	16.1	35.5	33.9	9.7	0.0	0.0	1.6	0.0	0.0	37	64.5	20	62	
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	87.5	11	16	
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	75.0	21	16	
MANCHESTER	AIR CANADA	S	A	30	0	0	6.7	16.7	33.3	23.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	18	56.5	22	22	
MANCHESTER	AIR CANADA	S	D	30	0	0	0.0	6.7	30.0	13.3	36.7	13.3	0.0	0.0	0.0	0.0	0.0	33	13.0	48	22	
MANCHESTER	AIR TRANSAT	S	A	22	0	0	9.1	31.8	18.2	13.6	13.6	13.6	0.0	0.0	0.0	0.0	0.0	20	39.1	51	23	
MANCHESTER	AIR TRANSAT	S	D	22	0	0	0.0	27.3	40.9	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	16	39.1	50	23	
<b>TOTAL TORONTO</b>				<b>755</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>18.8</b>	<b>35.2</b>	<b>17.5</b>	<b>13.2</b>	<b>4.9</b>	<b>1.3</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.6</b>	<b>27</b>	<b>830</b>	
TOULON / HYERES																						
SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	7	7	
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	0	62.5	11	7	
<b>TOTAL TOULON / HYERES</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>9</b>	<b>14</b>	
TOULOUSE (BLAGNAC)																						
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	46	0.0	0	0	
BRISTOL	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16	
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	93.3	3	15	
BRISTOL	EASYJET UK LTD	S	A	30	0	1	0.0	16.1	45.2	19.4	9.7	3.2	3.2	0.0	0.0	0.0	3.2	18	45.2	21	31	
BRISTOL	EASYJET UK LTD	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	64.5	18	31	
BRISTOL	LOGANAIR LTD	C	A	18	0	0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BRISTOL	LOGANAIR LTD	C	D	18	0	0	5.6	77.8	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
EDINBURGH	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	44.4	16	9	
EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	100.0	3	9	
GATWICK	EASYJET UK LTD	S	A	79	0	1	2.5	25.0	20.0	11.3	20.0	13.8	6.3	0.0	0.0	0.0	1.3	33	44.9	44	106	
GATWICK	EASYJET UK LTD	S	D	79	0	1	0.0	5.0	33.8	16.3	31.3	7.5	5.0	0.0	0.0	0.0	1.3	34	45.8	34	106	
HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	2	31.5	33.9	19.4	6.5	4.0	3.2	0.0	0.0	0.0	0.0	1.6	8	93.1	4	86	
HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	2	0.0	36.3	42.7	9.7	7.3	2.4	0.0	0.0	0.0	0.0	1.6	10	82.8	13	87	
LUTON	EASYJET UK LTD	S	A	18	0	0	16.7	50.0	5.6	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	25	72.2	25	18	
LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	38.9	11.1	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	72.2	24	18	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: T										AUG 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		
STANSTED	RYANAIR	S	A	62	0	0	9.7	41.9	19.4	12.9	8.1	6.5	1.6	0.0	0.0	0.0	0.0	15	24.2	65	60								
STANSTED	RYANAIR	S	D	62	0	0	0.0	27.4	54.8	4.8	9.7	1.6	1.6	0.0	0.0	0.0	0.0	12	37.1	41	60								
MANCHESTER	FLYBE LTD	S	A	23	0	0	0.0	21.7	34.8	13.0	17.4	13.0	0.0	0.0	0.0	0.0	0.0	26	87.1	9	30								
MANCHESTER	FLYBE LTD	S	D	23	0	0	0.0	8.7	47.8	4.3	26.1	13.0	0.0	0.0	0.0	0.0	0.0	26	80.6	13	31								
<b>TOTAL TOULOUSE (BLAGNAC)</b>				<b>722</b>	<b>0</b>	<b>7</b>	<b>8.1</b>	<b>27.7</b>	<b>31.6</b>	<b>11.0</b>	<b>12.3</b>	<b>6.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>61.4</b>	<b>27</b>	<b>714</b>							
TOURS																													
STANSTED	RYANAIR	S	A	18	0	0	5.6	27.8	38.9	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	41.2	46	17								
STANSTED	RYANAIR	S	D	18	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	41.2	33	17								
<b>TOTAL TOURS</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>47.2</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>41.2</b>	<b>39</b>	<b>34</b>							
TREVISO																													
EAST MIDLANDS INTERNATIONAL	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	38.5	32	13								
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	2	61.5	24	13								
EDINBURGH	RYANAIR	S	A	13	0	0	0.0	30.8	38.5	15.4	0.0	0.0	7.7	7.7	0.0	0.0	0.0	39	28.6	24	14								
EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	50.0	16	14								
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	62.5	18	8								
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	87.5	5	8								
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	40.5	49	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	45.3	26	75								
MANCHESTER	RYANAIR	S	A	14	0	0	7.1	21.4	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	53.8	42	13								
MANCHESTER	RYANAIR	S	D	14	0	0	0.0	7.1	71.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	53.8	33	13								
<b>TOTAL TREVISO</b>				<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>27.5</b>	<b>51.3</b>	<b>10.0</b>	<b>3.8</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>46.5</b>	<b>33</b>	<b>245</b>								
TRIESTE (RONCHI DEI LEGIONARI)																													
BOURNEMOUTH	TYROL AIR AMBULANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1								
STANSTED	RYANAIR	S	A	18	0	0	0.0	22.2	22.2	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	24	35.3	46	16								
STANSTED	RYANAIR	S	D	18	0	0	0.0	27.8	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	23.5	34	17								
<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>30.6</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>31.4</b>	<b>39</b>	<b>34</b>							
TRONDHEIM (VAERNES)																													
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	47	1								
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	18	0	0	0.0	11.1	27.8	27.8	16.7	5.6	5.6	5.6	0.0	0.0	0.0	39	72.2	17	18								
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	18	0	0	0.0	50.0	27.8	11.1	0.0	5.6	0.0	5.6	0.0	0.0	0.0	21	66.7	19	18								
<b>TOTAL TRONDHEIM (VAERNES)</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>27.8</b>	<b>19.4</b>	<b>8.3</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>30</b>	<b>67.6</b>	<b>19</b>	<b>37</b>							

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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
TUNIS																						
	GATWICK	TUNISAIR	S	A	13	0	0	0.0	0.0	23.1	30.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	49	42.9	55	14
	GATWICK	TUNISAIR	S	D	13	0	0	0.0	0.0	15.4	23.1	7.7	38.5	15.4	0.0	0.0	0.0	0.0	61	21.4	74	14
	HEATHROW	TUNISAIR	S	A	18	0	0	0.0	11.1	22.2	0.0	33.3	16.7	16.7	0.0	0.0	0.0	0.0	51	11.8	97	17
	HEATHROW	TUNISAIR	S	D	18	0	0	0.0	5.6	16.7	22.2	22.2	16.7	5.6	11.1	0.0	0.0	0.0	61	0.0	108	17
<b>TOTAL TUNIS</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>21.0</b>	<b>22.6</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>17.7</b>	<b>85</b>	<b>62</b>
TURIN																						
	BIRMINGHAM	CARPATAIR	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
	BIRMINGHAM	CARPATAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	BIRMINGHAM	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
	LIVERPOOL (JOHN LENNON)	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	LIVERPOOL (JOHN LENNON)	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
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	36.7	20.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	16	74.2	22	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	53.3	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	64.5	21	31
	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	50.0	19	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	66.7	15	18
	STANSTED	RYANAIR	S	A	31	0	0	22.6	58.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.1	9	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	64.5	32.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.3	18	31
<b>TOTAL TURIN</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>44.8</b>	<b>29.6</b>	<b>8.0</b>	<b>8.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.5</b>	<b>17</b>	<b>162</b>
TURKU																						
	LUTON	WIZZ AIR UK LTD	S	A	14	0	0	50.0	7.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	50.0	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL TURKU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>28.6</b>	<b>25.0</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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
UFA	GLASGOW	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	0.0	122	1
	GLASGOW	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
<b>TOTAL UFA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>61</b>	<b>2</b>

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

		Origin/Destinations: V																	AUG 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
VAGAR	EDINBURGH	ATLANTIC AIRWAYS	S	A	9	0	0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	0	11.1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
VALENCIA	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	87.5	31	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	87.5	5	8
	BIRMINGHAM	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	RYANAIR	S	A	9	0	0	22.2	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	66.7	14	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	22.2	38	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	16.7	38.9	16.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	88.2	5	16
	EAST MIDLANDS INTERNATIONAL	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	11	70.6	15	16
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	57.1	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	17	13
	EDINBURGH	RYANAIR	S	D	14	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	69.2	12	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	88.9	4	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	88.9	5	9
	LIVERPOOL (JOHN LENNON)	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	20	1
	GATWICK	AIR NOSTRUM	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
	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	85.7	11	28
	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	79.3	9	28
	GATWICK	EASYJET UK LTD	S	A	93	0	0	1.1	18.3	20.4	19.4	20.4	14.0	5.4	1.1	0.0	0.0	0.0	37	59.1	25	93
	GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	12.9	47.3	20.4	12.9	3.2	3.2	0.0	0.0	0.0	0.0	21	69.9	21	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	11.3	40.3	22.6	11.3	8.1	3.2	0.0	1.6	1.6	0.0	0.0	32	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	27.4	46.8	8.1	12.9	0.0	3.2	1.6	0.0	0.0	0.0	16	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	20	13
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	15.4	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	18	13
	STANSTED	RYANAIR	S	A	44	0	0	0.0	27.3	27.3	6.8	27.3	9.1	2.3	0.0	0.0	0.0	0.0	25	41.9	21	31
	STANSTED	RYANAIR	S	D	44	0	0	0.0	38.6	52.3	4.5	2.3	0.0	2.3	0.0	0.0	0.0	0.0	8	74.2	10	31
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	12	14
	MANCHESTER	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	50.0	17	14
<b>TOTAL VALENCIA</b>					<b>551</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.5</b>	<b>34.3</b>	<b>14.2</b>	<b>12.3</b>	<b>4.9</b>	<b>2.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.5</b>	<b>18</b>	<b>470</b>



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

		Origin/Destinations: V																	AUG 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
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	100.0	3	4
	GLASGOW	AIR TRANSAT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	AIR TRANSAT	S	A	31	0	1	9.4	31.3	12.5	15.6	15.6	9.4	3.1	0.0	0.0	0.0	3.1	24	58.1	23	31
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	29.0	41.9	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	15	48.4	27	31
	GATWICK	WEST JET AIRLINES	S	A	27	0	0	40.7	29.6	25.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	96.4	3	28
	GATWICK	WEST JET AIRLINES	S	D	26	0	0	0.0	19.2	53.8	11.5	7.7	3.8	0.0	3.8	0.0	0.0	0.0	20	70.4	16	27
	HEATHROW	AIR CANADA	S	A	62	0	0	17.7	46.8	21.0	8.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	85.5	9	62
	HEATHROW	AIR CANADA	S	D	62	0	0	0.0	35.5	53.2	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	85.5	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	19.4	38.7	12.9	6.5	12.9	0.0	3.2	0.0	0.0	0.0	30	71.0	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	25.8	16.1	32.3	22.6	3.2	0.0	0.0	0.0	0.0	41	38.7	29	31
	MANCHESTER	AIR TRANSAT	S	A	13	0	0	0.0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	71.4	12	14
	MANCHESTER	AIR TRANSAT	S	D	13	0	0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	64.3	16	14
<b>TOTAL VANCOUVER</b>					<b>327</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>29.6</b>	<b>34.8</b>	<b>10.7</b>	<b>9.5</b>	<b>5.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>72.6</b>	<b>15</b>	<b>339</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	25.0	68	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	35	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	96	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.0	83	5
<b>TOTAL VARADERO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>47.1</b>	<b>71</b>	<b>17</b>
VARNA		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	75.0	16	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	10	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	7.7	53.8	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GATWICK	BH AIR	C	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	100.0	1	4
	GATWICK	BH AIR	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	4
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	57	50.0	50	8
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	56	12.5	58	8
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	47	0.0	53	5
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	5
	LUTON	WIZZ AIR	S	A	44	0	0	6.8	36.4	31.8	11.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	80.6	7	31
	LUTON	WIZZ AIR	S	D	44	0	0	0.0	4.5	43.2	18.2	20.5	11.4	2.3	0.0	0.0	0.0	0.0	29	71.0	18	31

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

		Origin/Destinations: V																	AUG 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	MANCHESTER	BH AIR	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	5	100.0	0	4
	MANCHESTER	BH AIR	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	4
	MANCHESTER	BULGARIAN AIR 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	5	0.0	0	0
	MANCHESTER	BULGARIAN AIR CHARTER	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	19	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	4	100.0	0	4
	MANCHESTER	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	20	60.0	21	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5
<b>TOTAL VARNA</b>					<b>189</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.5</b>	<b>38.6</b>	<b>16.9</b>	<b>15.3</b>	<b>5.8</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.5</b>	<b>18</b>	<b>130</b>
VASTERAS																						
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	23	18
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	20	18
<b>TOTAL VASTERAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.6</b>	<b>21</b>	<b>36</b>
VAXJO																						
	CARDIFF WALES	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	0	1
<b>TOTAL VAXJO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
VENICE																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	3	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	55.6	23	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	9
	BRISTOL	EASYJET EUROPE	S	A	22	0	0	0.0	18.2	40.9	22.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	BRISTOL	EASYJET EUROPE	S	D	22	0	0	0.0	4.5	27.3	27.3	31.8	9.1	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	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	53.8	25	26
	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	26.9	37	26
	BRISTOL	RYANAIR	S	A	18	0	0	0.0	0.0	55.6	16.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	30	30.8	22	13
	BRISTOL	RYANAIR	S	D	17	0	1	0.0	38.9	38.9	5.6	0.0	5.6	5.6	0.0	0.0	0.0	5.6	18	100.0	2	13
	CARDIFF WALES	FLYBE LTD	S	A	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	25	50.0	18	8
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	8	8
	EDINBURGH	EASYJET EUROPE	S	A	17	0	0	0.0	5.9	41.2	29.4	5.9	17.6	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	EDINBURGH	EASYJET EUROPE	S	D	17	0	0	0.0	0.0	17.6	17.6	35.3	29.4	0.0	0.0	0.0	0.0	0.0	46	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	72.2	13	18
	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	38.9	29	18
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	16	9

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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 D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9		
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	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	0	50.0	12	4		
GLASGOW	EASYJET UK LTD	S A	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GLASGOW	EASYJET UK LTD	S D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	5	8		
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	1	77.8	6	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	0	38.5	7.7	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	58.3	12	12		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	13	0	0	0.0	61.5	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	5	12		
GATWICK	BRITISH AIRWAYS PLC	S A	113	0	1	10.5	28.1	31.6	11.4	9.6	7.0	0.9	0.0	0.0	0.0	0.0	0.9	15	54.8	22	124		
GATWICK	BRITISH AIRWAYS PLC	S D	114	0	1	0.0	18.3	52.2	16.5	7.8	4.3	0.0	0.0	0.0	0.0	0.0	0.9	13	61.3	19	124		
GATWICK	EASYJET UK LTD	S A	118	0	1	2.5	16.8	26.1	16.8	21.0	11.8	3.4	0.8	0.0	0.0	0.0	0.8	32	50.8	33	122		
GATWICK	EASYJET UK LTD	S D	117	0	1	0.0	5.9	25.4	22.9	28.0	11.9	3.4	1.7	0.0	0.0	0.0	0.8	38	48.8	30	123		
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	0.0	0.0	0.0	9	20.0	26	5		
GATWICK	TUI AIRWAYS LTD	C D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	5		
HEATHROW	BRITISH AIRWAYS PLC	S A	65	0	2	29.9	32.8	17.9	7.5	6.0	1.5	0.0	0.0	1.5	0.0	3.0	25	79.0	9	62			
HEATHROW	BRITISH AIRWAYS PLC	S D	66	0	1	0.0	25.4	41.8	9.0	11.9	9.0	1.5	0.0	0.0	0.0	1.5	19	69.4	14	62			
LONDON CITY	BA CITYFLYER LTD	S A	0	23	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	63.0	14	26			
LONDON CITY	BA CITYFLYER LTD	S D	0	23	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	13	26			
LUTON	EASYJET UK LTD	S A	31	0	0	0.0	12.9	22.6	25.8	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	26	29.0	43	31		
LUTON	EASYJET UK LTD	S D	31	0	0	0.0	6.5	48.4	25.8	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	18	54.8	21	31		
STANSTED	RYANAIR	S A	84	0	0	0.0	3.6	27.4	27.4	28.6	9.5	1.2	2.4	0.0	0.0	0.0	0.0	34	0.0	224	1		
STANSTED	RYANAIR	S D	84	0	0	0.0	25.0	56.0	14.3	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	18	0	0	5.6	11.1	16.7	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	48	53.8	32	12		
MANCHESTER	EASYJET UK LTD	S D	18	0	0	0.0	27.8	11.1	16.7	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	30	53.8	20	13		
MANCHESTER	JET2.COM LTD	S A	23	0	0	0.0	17.4	39.1	13.0	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	25	81.8	9	22		
MANCHESTER	JET2.COM LTD	S D	23	0	0	0.0	13.0	60.9	13.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	81.8	11	22		
MANCHESTER	TUI AIRWAYS LTD	C A	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	0.0	42	20.0	37	5		
MANCHESTER	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	9	5		
SOUTHEND	RYANAIR	S A	17	0	0	0.0	11.8	29.4	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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		
	SOUTHEND	RYANAIR	S	D	17	0	0	0.0	47.1	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL VENICE</b>					<b>1204</b>	<b>46</b>	<b>8</b>	<b>3.5</b>	<b>18.1</b>	<b>34.7</b>	<b>16.4</b>	<b>14.0</b>	<b>7.2</b>	<b>1.4</b>	<b>0.4</b>	<b>0.1</b>	<b>3.7</b>	<b>0.6</b>	<b>22</b>	<b>59.3</b>	<b>21</b>	<b>1053</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	125	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	87	4
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	79	40.0	51	5
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	41	60.0	25	5
	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	9	0.0	0	0
	BIRMINGHAM	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	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	88.9	4	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	9
	BRISTOL	NEOS SPA	C	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	12	100.0	5	4
	BRISTOL	NEOS SPA	C	D	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	13	4
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	11.1	33.3	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	17	9
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	14	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	14	5
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
	EDINBURGH	JET2.COM 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	5	66.7	19	9
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	18	9
	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	75.0	14	4
	GLASGOW	ALBA STAR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	4
	GLASGOW	BA CITYFLYER LTD	C	A	14	0	0	7.1	50.0	28.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	15	0.0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	14	0	0	0.0	71.4	21.4	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	15	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	20	5
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	24	5
	LEEDS BRADFORD	JET2.COM LTD	S	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	80	60.0	21	5
	LEEDS BRADFORD	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	14	60.0	19	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	9.7	27.4	25.8	22.6	11.3	3.2	0.0	0.0	0.0	0.0	0.0	14	63.5	21	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	14.5	54.8	22.6	4.8	1.6	1.6	0.0	0.0	0.0	0.0	14	54.8	22	61
	GATWICK	EASYJET UK LTD	S	A	53	0	0	0.0	15.1	24.5	18.9	20.8	13.2	3.8	3.8	0.0	0.0	0.0	41	52.1	30	48

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	D	53	0	0	0.0	9.4	60.4	13.2	9.4	5.7	0.0	0.0	1.9	0.0	0.0	25	64.6	14	48	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5		
	GATWICK	TUI AIRWAYS LTD	C	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	40	75.0	15	4	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	75.0	13	4	
	STANSTED	JET2.COM LTD	S	A	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	55.6	26	9		
	STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	11	9	
	STANSTED	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		
	STANSTED	RYANAIR	S	A	22	0	0	0.0	50.0	40.9	4.5	4.5	0.0	0.0	0.0	0.0	0.0	5	78.3	11	23		
	STANSTED	RYANAIR	S	D	22	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.3	13	23		
	MANCHESTER	ERNEST AIRLINES	C	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	ERNEST AIRLINES	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	12	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	17	44.4	116	9		
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	14	55.6	85	9		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	61.5	22	13		
	MANCHESTER	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	2	61.5	21	13		
	NEWCASTLE	ERNEST AIRLINES	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	39	0.0	0	0		
	NEWCASTLE	ERNEST AIRLINES	S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	41	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	100.0	4	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	75.0	13	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	23	5		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	5		
	SOUTHAMPTON	FLYBE LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	10	38.5	55	13		
	SOUTHAMPTON	FLYBE 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	13	53.8	45	13		
<b>TOTAL VERONA VILLAFRANCA</b>					<b>545</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>27.2</b>	<b>41.8</b>	<b>13.4</b>	<b>8.3</b>	<b>3.9</b>	<b>0.9</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>65.1</b>	<b>24</b>	<b>525</b>	
<b>VIENNA</b>																							
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	16	0	0	6.3	31.3	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	10	71.4	12	20		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	23.5	35.3	17.6	11.8	11.8	0.0	0.0	0.0	0.0	19	47.6	19	20		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	22.2	0.0	11.1	0.0	0.0	0.0	27	55.6	17	9		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	29	55.6	22	9		
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	0.0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	69.2	19	13		
	EDINBURGH	EASYJET UK 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	11	100.0	3	13		
	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	88.9	15	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	88.9	16	9		

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											AUG 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	AUSTRIAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
	GLASGOW	AUSTRIAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	4
	GLASGOW	ENTER AIR	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
	GLASGOW	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
	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	50.0	16	2
	GATWICK	AIR NIGERIA	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	AIR NIGERIA	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S	A	44	0	0	0.0	0.0	22.7	38.6	22.7	11.4	2.3	2.3	0.0	0.0	0.0	37	53.2	24	62
	GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S	D	44	0	0	0.0	4.5	18.2	25.0	27.3	20.5	2.3	2.3	0.0	0.0	0.0	42	35.5	33	62
	GATWICK	EASYJET UK LTD	S	A	56	0	1	0.0	3.5	12.3	15.8	35.1	26.3	3.5	1.8	0.0	0.0	1.8	51	25.9	42	81
	GATWICK	EASYJET UK LTD	S	D	56	0	0	0.0	8.9	46.4	23.2	8.9	7.1	5.4	0.0	0.0	0.0	0.0	26	65.4	20	81
	HEATHROW	AUSTRIAN AIRLINES	S	A	123	0	1	0.8	23.4	37.1	23.4	8.1	6.5	0.0	0.0	0.0	0.0	0.8	17	66.1	20	124
	HEATHROW	AUSTRIAN AIRLINES	S	D	123	0	1	0.0	4.8	54.8	21.8	11.3	5.6	0.8	0.0	0.0	0.0	0.8	19	56.5	25	124
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	3	13.7	28.8	30.1	13.0	8.2	2.7	0.7	0.7	0.0	0.0	2.1	14	84.1	15	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	3	0.0	23.3	52.7	11.6	6.8	2.1	1.4	0.0	0.0	0.0	2.1	12	84.1	10	150
	LUTON	EASYJET UK LTD	S	A	18	0	0	0.0	27.8	33.3	5.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	44.4	33	18
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	5.6	50.0	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	38.9	24	18
	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	22.2	36	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	11.1	55	27
	STANSTED	LAUDA MOTION GMBH	S	A	58	0	0	1.7	13.8	41.4	12.1	19.0	8.6	1.7	1.7	0.0	0.0	0.0	29	0.0	0	0
	STANSTED	LAUDA MOTION GMBH	S	D	58	0	0	0.0	10.3	51.7	10.3	13.8	10.3	3.4	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	AUSTRIAN AIRLINES	S	A	31	0	0	0.0	9.7	71.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	11	31
	MANCHESTER	AUSTRIAN AIRLINES	S	D	31	0	0	0.0	16.1	48.4	22.6	9.7	0.0	3.2	0.0	0.0	0.0	0.0	15	77.4	13	31
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	38.5	46.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	69.2	9	12
	MANCHESTER	EASYJET UK 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	18	69.2	8	12
	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	72.2	12	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	0.0	0	88.9	5	18
<b>TOTAL VIENNA</b>					<b>1054</b>	<b>0</b>	<b>15</b>	<b>2.2</b>	<b>17.1</b>	<b>40.7</b>	<b>17.2</b>	<b>12.3</b>	<b>7.1</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>21</b>	<b>63.1</b>	<b>21</b>	<b>1157</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	0.0	0	100.0	1	9

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9
	GATWICK	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	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	77.8	8	9
	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	77.8	12	9
<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>89.2</b>	<b>6</b>	<b>37</b>
VILNIUS																						
	BELFAST INTERNATIONAL	WIZZ AIR	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	77.8	12	9
	BELFAST INTERNATIONAL	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	4	22.2	27	9
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
	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	37.5	30	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	9	9
	DONCASTER SHEFFIELD	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	4	77.8	14	9
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	4	9
	LEEDS BRADFORD	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	13	66.7	9	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	9
	LIVERPOOL (JOHN LENNON)	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	0	100.0	1	9
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	50	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	2.0	0	0.0	0	0
	LONDON CITY	LOT-POLISH AIRLINES	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	0.0	0	0
	LUTON	RYANAIR	S	A	22	0	0	0.0	13.6	40.9	18.2	22.7	4.5	0.0	0.0	0.0	0.0	0.0	22	90.9	7	22
	LUTON	RYANAIR	S	D	22	0	0	0.0	13.6	50.0	9.1	22.7	4.5	0.0	0.0	0.0	0.0	0.0	20	90.9	7	22
	LUTON	WIZZ AIR	S	A	54	0	0	14.8	33.3	40.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	88.7	7	62
	LUTON	WIZZ AIR	S	D	55	0	0	0.0	34.5	43.6	12.7	1.8	5.5	1.8	0.0	0.0	0.0	0.0	14	71.4	15	63
	STANSTED	RYANAIR	S	A	31	0	0	3.2	19.4	45.2	19.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	74.2	15	30
	STANSTED	RYANAIR	S	D	31	0	0	0.0	16.1	38.7	22.6	22.6	0.0	0.0	0.0	0.0	0.0	0.0	17	9.7	58	30
<b>TOTAL VILNIUS</b>					<b>295</b>	<b>101</b>	<b>1</b>	<b>3.5</b>	<b>22.2</b>	<b>32.0</b>	<b>8.3</b>	<b>6.5</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25.4</b>	<b>0.3</b>	<b>11</b>	<b>72.7</b>	<b>15</b>	<b>317</b>
VOLOS NEA ANCHIOS																						
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	11.1	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	37	44.4	24	9
	GATWICK	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	17	77.8	15	9
	GATWICK	ENTER AIR	C	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	9	5
<b>TOTAL VOLOS NEA ANCHIOS</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>34.8</b>	<b>17.4</b>	<b>21.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.2</b>	<b>17</b>	<b>23</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: W												AUG 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		
WARSAW (CHOPIN)																											
	BIRMINGHAM	WIZZ AIR	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	92.3	4	13					
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	46.2	24	13					
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	17	0	0	0.0	35.3	47.1	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	4	18					
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	17	0	0	0.0	17.6	70.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	13	18					
	GLASGOW	CARPATAIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	GLASGOW	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0					
	GLASGOW	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	GLASGOW	LOT-POLISH AIRLINES	S	D	0	0	0	0.0	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					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	0.0	7.1	35.7	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	85.7	5	14					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	0.0	28.6	35.7	21.4	7.1	0.0	0.0	7.1	0.0	0.0	84	85.7	8	14					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	46.8	21.0	17.7	11.3	1.6	0.0	0.0	0.0	0.0	0.0	11	85.2	24	81					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	32.3	54.8	11.3	0.0	1.6	0.0	0.0	0.0	0.0	0.0	6	77.8	12	81					
	HEATHROW	LOT-POLISH AIRLINES	S	A	91	0	2	1.1	20.4	31.2	28.0	15.1	2.2	0.0	0.0	0.0	0.0	2.2	17	67.7	15	93					
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	3	0.0	9.7	46.2	16.1	19.4	5.4	0.0	0.0	0.0	0.0	3.2	19	68.8	16	92					
	LONDON CITY	LOT-POLISH AIRLINES	S	A	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	0.0	0	0					
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	50	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	2.0	0	0.0	0	0					
	LUTON	WIZZ AIR	S	A	99	0	1	2.0	31.0	36.0	13.0	11.0	5.0	0.0	1.0	0.0	0.0	1.0	17	75.7	15	111					
	LUTON	WIZZ AIR	S	D	99	0	1	0.0	10.0	52.0	15.0	13.0	8.0	0.0	1.0	0.0	0.0	1.0	21	60.4	28	111					
<b>TOTAL WARSAW (CHOPIN)</b>					<b>596</b>	<b>101</b>	<b>8</b>	<b>0.7</b>	<b>19.7</b>	<b>35.3</b>	<b>14.5</b>	<b>10.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.1</b>	<b>14.3</b>	<b>1.1</b>	<b>17</b>	<b>72.9</b>	<b>17</b>	<b>660</b>					
WARSAW (MODLIN MASOVIA)																											
	BELFAST INTERNATIONAL	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	2	100.0	2	8					
	BELFAST INTERNATIONAL	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	10	37.5	17	8					
	BIRMINGHAM	RYANAIR	S	A	14	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	19	13					
	BIRMINGHAM	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	15	76.9	10	13					
	BRISTOL	RYANAIR	S	A	18	0	1	15.8	42.1	26.3	5.3	0.0	5.3	0.0	0.0	0.0	0.0	5.3	7	92.3	5	13					
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	33.3	55.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	13	92.3	8	13					
	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	42.9	29	14					
	EAST MIDLANDS INTERNATIONAL	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	1	46.2	20	13					
	EDINBURGH	RYANAIR	S	A	18	0	0	5.6	61.1	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	11	8					



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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 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	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	9	100.0	6	8		
	GLASGOW	CARPATAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
	GLASGOW	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	39	0.0	0	0		
	GLASGOW	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	17	0.0	0	0		
	GLASGOW	KLASJET UAB	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	GLASGOW	KLASJET UAB	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GLASGOW	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	42.9	24	14		
	GLASGOW	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	12	28.6	28	14		
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	9		
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	9	82.4	12	17		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	88.2	8	17		
	STANSTED	RYANAIR	S	A	79	0	0	8.9	34.2	34.2	6.3	11.4	5.1	0.0	0.0	0.0	0.0	13	49.6	39	114		
	STANSTED	RYANAIR	S	D	79	0	0	0.0	22.8	46.8	17.7	6.3	6.3	0.0	0.0	0.0	0.0	14	25.2	46	114		
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	23.1	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	14	69.2	15	13		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	25	57.1	37	14		
	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	88.9	2	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	88.9	7	9		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>388</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>32.6</b>	<b>40.6</b>	<b>11.1</b>	<b>6.9</b>	<b>3.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>54.7</b>	<b>28</b>	<b>464</b>
WARTON																							
	CARDIFF WALES	BAE SYSTEMS (CORP AIR TVL) 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	31	0.0	0	0		
	CARDIFF WALES	BAE SYSTEMS (CORP AIR TVL) 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	45	0.0	0	0		
<b>TOTAL WARTON</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)																							
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	45.2	25.8	9.7	6.5	6.5	3.2	3.2	0.0	0.0	0.0	12	83.9	8	30		
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	6.5	58.1	16.1	6.5	3.2	0.0	3.2	6.5	0.0	0.0	22	83.9	16	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	3	22.2	34.9	11.1	4.8	7.9	12.7	1.6	0.0	0.0	4.8	18	75.8	16	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	12.9	40.3	14.5	17.7	12.9	0.0	0.0	0.0	1.6	24	61.3	27	62		
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	31.2	30.1	18.3	8.6	5.4	4.3	2.2	0.0	0.0	0.0	13	82.8	10	93		
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	0.0	52.7	34.4	3.2	5.4	4.3	0.0	0.0	0.0	0.0	8	89.4	6	93		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										AUG 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										AUG 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								
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19.4	41.9	22.6	3.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	9	80.6	9	31															
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	41.9	51.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	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	57.1	23	7															
		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	71.4	15	7															
<b>TOTAL WASHINGTON (DULLES)</b>						<b>431</b>	<b>0</b>	<b>4</b>	<b>14.9</b>	<b>36.6</b>	<b>25.7</b>	<b>6.7</b>	<b>7.4</b>	<b>6.2</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>80.0</b>	<b>13</b>	<b>446</b>															
WICK JOHN O GROATS																																						
		ABERDEEN	FLYBE LTD	S	A	31	0	3	5.9	55.9	20.6	5.9	0.0	2.9	0.0	0.0	0.0	0.0	8.8	6	47.5	35	34															
		ABERDEEN	FLYBE LTD	S	D	32	0	2	0.0	52.9	29.4	8.8	0.0	2.9	0.0	0.0	0.0	0.0	5.9	7	50.0	33	34															
		EDINBURGH	LOGANAIR LTD	S	A	20	0	1	4.8	28.6	47.6	9.5	4.8	0.0	0.0	0.0	0.0	0.0	4.8	9	87.0	7	23															
		EDINBURGH	LOGANAIR LTD	S	D	21	0	0	0.0	38.1	42.9	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	95.7	6	23															
<b>TOTAL WICK JOHN O GROATS</b>						<b>104</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>46.4</b>	<b>32.7</b>	<b>8.2</b>	<b>1.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>8</b>	<b>64.3</b>	<b>23</b>	<b>114</b>															
WINNIPEG																																						
		GATWICK	WEST JET AIRLINES	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4															
		GATWICK	WEST JET AIRLINES	S	D	5	0	0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	62	75.0	8	4															
<b>TOTAL WINNIPEG</b>						<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>87.5</b>	<b>6</b>	<b>8</b>															
WROCLAW																																						
		BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	40	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	9	66.7	51	9															
		BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	44.4	24	9															
		BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	11.1	44	9															
		BRISTOL	RYANAIR	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9															
		BRISTOL	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	55.6	21	9															
		DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	26	9															
		DONCASTER SHEFFIELD	WIZZ AIR	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	44.4	256	9															
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	0.0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	12	22															
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	11	22															
		EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	14	9															
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	9															
		GLASGOW	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	55.6	22	9															
		GLASGOW	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	36	9															

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	18	9
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	22	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	1	69.2	12	13
	LIVERPOOL (JOHN LENNON)	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	1	69.2	10	13
	LUTON	WIZZ AIR	S	A	45	0	0	8.9	60.0	22.2	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	4	44
	LUTON	WIZZ AIR	S	D	45	0	0	0.0	26.7	46.7	13.3	11.1	2.2	0.0	0.0	0.0	0.0	0.0	12	75.0	16	44
	STANSTED	RYANAIR	S	A	53	0	0	9.4	54.7	13.2	5.7	7.5	7.5	1.9	0.0	0.0	0.0	0.0	13	62.3	31	53
	STANSTED	RYANAIR	S	D	53	0	0	0.0	17.0	47.2	20.8	9.4	3.8	1.9	0.0	0.0	0.0	0.0	17	9.4	59	53
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	69.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	71.4	19	14
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	76.9	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	50.0	27	14
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	22	9
	NEWCASTLE	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	0.0	9	33.3	36	9
<b>TOTAL WROCLAW</b>					<b>416</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>40.6</b>	<b>38.0</b>	<b>8.4</b>	<b>5.0</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.3</b>	<b>30</b>	<b>436</b>
WUHAN TIANHE INTERNATIONAL	HEATHROW	CHINA SOUTHERN	S	A	13	0	0	7.7	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	7.1	43	14
	HEATHROW	CHINA SOUTHERN	S	D	13	0	0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	7	14
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>23.1</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>25</b>	<b>28</b>

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

Origin/Destinations: Y

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	BIRMINGHAM	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	34	0.0	0	0
	BIRMINGHAM	KLASJET UAB	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL YEREVAN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	35	20.0	20	5		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	18	0	0	11.1	16.7	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	70.6	14	17			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	44.4	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	52.9	19	17			
BRISTOL	TUI AIRWAYS LTD	C A	13	0	0	7.7	15.4	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	9	13			
BRISTOL	TUI AIRWAYS LTD	C 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	9	61.5	17	13			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	9	0	0	0.0	11.1	11.1	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	29	22.2	27	9			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	9			
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	14	4			
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	17	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	16	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	13	18			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	72.2	16	18			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	15.4	46.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	61.5	21	13			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	23.1	46.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	22	69.2	15	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	38.5	15.4	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	92.3	6	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	46.2	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	9	13			
EDINBURGH	JET2.COM LTD	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	3	9			
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	11	9			
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
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	3	0.0	35	5			
GLASGOW	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	20.0	29	5			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	22.2	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	30	33.3	33	9			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	13	9			
GLASGOW	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	16	100.0	1	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	7	75.0	12	4			
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	14.3	28.6	21.4	21.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	55.6	16	9			
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	7.1	57.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	77.8	13	9			

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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 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	0.0	41	44.4	21	9
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	2	9	
GATWICK	EASYJET UK LTD	S A	36	0	0	0.0	5.6	19.4	33.3	22.2	13.9	2.8	2.8	0.0	0.0	0.0	40	34.3	33	35	
GATWICK	EASYJET UK LTD	S D	36	0	0	0.0	5.6	55.6	19.4	13.9	2.8	0.0	2.8	0.0	0.0	0.0	23	74.3	13	35	
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	62.5	15	8	
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	62.5	10	8	
GATWICK	THOMAS COOK AIRLINES LTD	S A	21	0	0	4.8	4.8	38.1	14.3	23.8	9.5	0.0	4.8	0.0	0.0	0.0	33	50.0	28	22	
GATWICK	THOMAS COOK AIRLINES LTD	S D	21	0	0	0.0	9.5	47.6	28.6	9.5	0.0	0.0	4.8	0.0	0.0	0.0	24	68.2	25	22	
GATWICK	TUI AIRWAYS LTD	C A	25	0	0	0.0	8.0	40.0	24.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	24	44.4	24	18	
GATWICK	TUI AIRWAYS LTD	C D	25	0	0	0.0	8.0	52.0	20.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	18	64.7	18	17	
HEATHROW	BRITISH AIRWAYS PLC	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	47	44.4	22	9	
HEATHROW	BRITISH AIRWAYS PLC	S D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	3	9	
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	327	0.0	42	4	
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	339	0.0	42	4	
STANSTED	EASYJET UK LTD	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	53	25.0	29	4	
STANSTED	EASYJET UK 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	2	100.0	1	4	
STANSTED	JET2.COM LTD	S A	21	0	0	0.0	4.8	23.8	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	26	59.1	23	22	
STANSTED	JET2.COM LTD	S D	21	0	0	0.0	42.9	33.3	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	10	22	
STANSTED	THOMAS COOK AIRLINES LTD	S A	14	0	0	0.0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	24	38.5	30	13	
STANSTED	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	14.3	42.9	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	53.8	16	13	
STANSTED	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	21	0.0	33	4	
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	11	100.0	5	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	11.1	46	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	44.4	33	9	
MANCHESTER	JET2.COM LTD	S A	22	0	0	0.0	13.6	31.8	31.8	18.2	4.5	0.0	0.0	0.0	0.0	0.0	20	72.2	14	18	
MANCHESTER	JET2.COM LTD	S D	22	0	0	0.0	9.1	40.9	31.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	14	18	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	17	0	0	0.0	0.0	47.1	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	25	71.4	21	21	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	29.4	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	61.9	23	21	
MANCHESTER	TUI AIRWAYS LTD	C A	25	0	0	0.0	16.0	16.0	40.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	24	73.1	14	26	
MANCHESTER	TUI AIRWAYS LTD	C D	25	0	0	0.0	12.0	52.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	15	76.0	13	25	
NEWCASTLE	JET2.COM LTD	S A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9	

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	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	13	66.7	15	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	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	17	77.8	21	9
	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	1	77.8	16	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	0.0	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	44.4	24	9
	NEWCASTLE	TUI AIRWAYS 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	32	55.6	17	9
<b>TOTAL ZAKINTHOS</b>					<b>855</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>16.4</b>	<b>36.7</b>	<b>22.1</b>	<b>14.9</b>	<b>5.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>61.5</b>	<b>19</b>	<b>870</b>
ZARAGOZA																						
	STANSTED	RYANAIR	S	A	22	0	0	9.1	36.4	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	22.7	64	21
	STANSTED	RYANAIR	S	D	22	0	0	0.0	31.8	54.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	18.2	43	22
<b>TOTAL ZARAGOZA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>40.9</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>20.5</b>	<b>53</b>	<b>43</b>
ZHENGZHOU XINZHENG																						
	HEATHROW	CHINA SOUTHERN	S	A	9	0	0	11.1	0.0	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	HEATHROW	CHINA SOUTHERN	S	D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ZHENGZHOU XINZHENG</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZURICH																						
	BIRMINGHAM	SWISS AIRLINES	S	A	53	0	0	0.0	24.5	54.7	13.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	12	75.9	13	54
	BIRMINGHAM	SWISS AIRLINES	S	D	54	0	0	0.0	13.0	44.4	18.5	16.7	5.6	1.9	0.0	0.0	0.0	0.0	21	68.5	17	54
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	4
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	4
	EDINBURGH	EDELWEISS 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	11	1
	EDINBURGH	EDELWEISS AIR	S	A	22	0	0	0.0	27.3	45.5	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	15	82.4	9	17
	EDINBURGH	EDELWEISS AIR	S	D	22	0	0	0.0	13.6	36.4	27.3	18.2	0.0	4.5	0.0	0.0	0.0	0.0	22	52.9	15	17
	JERSEY	BLUE ISLANDS LIMITED	S	A	5	0	0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	42	25.0	38	4
	JERSEY	BLUE ISLANDS LIMITED	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	3	75.0	6	4
	GATWICK	EASYJET UK LTD	S	A	42	0	2	4.5	13.6	20.5	15.9	29.5	9.1	2.3	0.0	0.0	0.0	4.5	30	40.0	35	40
	GATWICK	EASYJET UK LTD	S	D	42	0	1	0.0	11.6	32.6	20.9	20.9	9.3	2.3	0.0	0.0	0.0	2.3	30	41.9	29	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	4	7.0	34.3	27.9	14.5	8.1	4.1	1.2	0.0	0.6	0.0	2.3	19	79.1	8	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	4	0.0	29.7	44.2	12.2	7.6	2.9	1.2	0.0	0.0	0.0	2.3	13	83.1	9	168
	HEATHROW	SWISS AIRLINES	S	A	209	0	8	2.8	28.1	39.6	13.4	8.8	3.7	0.0	0.0	0.0	0.0	3.7	14	73.3	12	215
	HEATHROW	SWISS AIRLINES	S	D	207	0	10	0.0	14.7	42.9	19.8	12.0	6.0	0.0	0.0	0.0	0.0	4.6	19	62.2	18	215
	LONDON CITY	BA CITYFLYER LTD	S	A	0	82	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	80.5	12	87
	LONDON CITY	BA CITYFLYER LTD	S	D	0	82	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	69.8	16	86



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							AUG 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)
LONDON CITY	SWISS AIRLINES	S A	0	138	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.8	4.2	0	76.6	10	136
LONDON CITY	SWISS AIRLINES	S D	0	138	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.2	4.8	0	60.3	18	136	
LUTON	EASYJET UK LTD	S A	56	0	3	1.7	30.5	25.4	15.3	13.6	6.8	0.0	1.7	0.0	0.0	5.1	21	62.1	25	58	
LUTON	EASYJET UK LTD	S D	56	0	1	0.0	8.8	50.9	14.0	15.8	8.8	0.0	0.0	0.0	0.0	1.8	20	56.9	21	58	
STANSTED	MALETH AERO	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1	
MANCHESTER	SWISS AIRLINES	S A	62	0	0	0.0	9.7	59.7	14.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	17	70.7	15	58	
MANCHESTER	SWISS AIRLINES	S D	61	0	2	0.0	1.6	28.6	39.7	20.6	4.8	0.0	1.6	0.0	0.0	3.2	28	43.1	24	58	
<b>TOTAL ZURICH</b>			<b>1241</b>	<b>440</b>	<b>50</b>	<b>1.3</b>	<b>15.9</b>	<b>29.2</b>	<b>12.4</b>	<b>8.7</b>	<b>3.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>25.4</b>	<b>2.9</b>	<b>18</b>	<b>68.8</b>	<b>15</b>	<b>1683</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	107	0	3	10.9	20.9	37.3	11.8	5.5	10.0	0.0	0.9	0.0	0.0	2.7	18	81.7	22	93
SCHEDULED FLIGHTS(ALL ROUTES)	3292	0	49	6.3	45.4	30.6	7.6	5.1	2.3	0.9	0.4	0.0	0.0	1.5	10	75.8	13	3426
<b>AIRPORT TOTAL</b>	<b>3399</b>	<b>0</b>	<b>52</b>	<b>6.4</b>	<b>44.6</b>	<b>30.8</b>	<b>7.7</b>	<b>5.1</b>	<b>2.5</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>75.9</b>	<b>13</b>	<b>3519</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	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	39	66.7	10	3
SCHEDULED FLIGHTS(ALL ROUTES)	3185	0	19	3.1	38.3	38.9	8.2	6.1	3.4	0.9	0.4	0.0	0.0	0.6	12	84.7	9	3200	
<b>AIRPORT TOTAL</b>	<b>3187</b>	<b>0</b>	<b>19</b>	<b>3.1</b>	<b>38.3</b>	<b>38.8</b>	<b>8.2</b>	<b>6.1</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>84.7</b>	<b>9</b>	<b>3203</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	287	0	0	8.4	43.9	32.8	7.7	3.1	3.1	0.0	1.0	0.0	0.0	0.0	10	84.2	10	297	
SCHEDULED FLIGHTS(ALL ROUTES)	3713	0	1	5.7	41.5	28.1	9.8	8.4	4.2	1.5	0.7	0.1	0.0	0.0	15	69.8	19	3810	
<b>AIRPORT TOTAL</b>	<b>4000</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>41.7</b>	<b>28.5</b>	<b>9.6</b>	<b>8.0</b>	<b>4.1</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.9</b>	<b>19</b>	<b>4107</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	1069	0	0	4.2	18.9	37.3	18.4	12.7	5.4	1.8	0.6	0.7	0.0	0.0	27	67.3	19	1006
SCHEDULED FLIGHTS(ALL ROUTES)	9073	0	37	5.6	24.0	36.9	15.0	10.8	5.5	1.4	0.5	0.1	0.0	0.4	19	67.8	19	8976
<b>AIRPORT TOTAL</b>	<b>10142</b>	<b>0</b>	<b>37</b>	<b>5.4</b>	<b>23.4</b>	<b>36.9</b>	<b>15.3</b>	<b>11.0</b>	<b>5.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>67.7</b>	<b>19</b>	<b>9982</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	152	0	0	5.9	36.8	27.6	7.2	9.9	9.9	2.0	0.0	0.7	0.0	0.0	29	81.0	8	137
SCHEDULED FLIGHTS(ALL ROUTES)	416	0	0	8.4	38.0	35.6	10.6	4.1	2.4	0.5	0.2	0.2	0.0	0.0	11	80.2	10	329
<b>AIRPORT TOTAL</b>	<b>568</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>37.7</b>	<b>33.5</b>	<b>9.7</b>	<b>5.6</b>	<b>4.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.5</b>	<b>10</b>	<b>466</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: BRISTOL (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	633	0	3	6.8	32.5	35.1	10.8	7.9	4.7	0.8	0.9	0.0	0.0	0.5	14	70.9	20	595
SCHEDULED FLIGHTS(ALL ROUTES)	5725	2	40	3.1	28.1	35.7	14.1	11.2	5.5	1.1	0.4	0.1	0.0	0.7	18	65.1	20	5926
<b>AIRPORT TOTAL</b>	<b>6358</b>	<b>2</b>	<b>43</b>	<b>3.5</b>	<b>28.5</b>	<b>35.6</b>	<b>13.8</b>	<b>10.9</b>	<b>5.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>65.6</b>	<b>20</b>	<b>6521</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	543	4	0	1.6	28.2	41.3	12.4	12.4	2.6	0.5	0.2	0.0	0.7	0.0	13	71.3	13	488
SCHEDULED FLIGHTS(ALL ROUTES)	1253	4	7	2.4	32.6	42.2	10.0	6.9	3.9	0.8	0.3	0.0	0.3	0.6	12	77.1	14	1281
<b>AIRPORT TOTAL</b>	<b>1796</b>	<b>8</b>	<b>7</b>	<b>2.2</b>	<b>31.3</b>	<b>42.0</b>	<b>10.8</b>	<b>8.6</b>	<b>3.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>13</b>	<b>75.5</b>	<b>13</b>	<b>1769</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	374	0	0	5.9	27.8	40.6	13.6	8.3	2.9	0.5	0.3	0.0	0.0	0.0	12	84.9	7	337	
SCHEDULED FLIGHTS(ALL ROUTES)	784	0	8	4.0	29.4	41.4	11.1	7.7	2.4	2.3	0.5	0.1	0.0	1.0	15	73.1	18	677	
<b>AIRPORT TOTAL</b>	<b>1158</b>	<b>0</b>	<b>8</b>	<b>4.6</b>	<b>28.9</b>	<b>41.2</b>	<b>11.9</b>	<b>7.9</b>	<b>2.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>77.0</b>	<b>14</b>	<b>1014</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	10	0	0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	15	1
SCHEDULED FLIGHTS(ALL ROUTES)	236	0	6	5.4	55.8	24.8	6.2	1.2	2.9	1.2	0.0	0.0	0.0	2.5	8	73.6	21	235
<b>AIRPORT TOTAL</b>	<b>246</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>54.8</b>	<b>25.4</b>	<b>6.3</b>	<b>1.2</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>8</b>	<b>73.7</b>	<b>21</b>	<b>236</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	407	0	0	6.6	35.1	32.4	10.1	7.4	6.4	1.7	0.2	0.0	0.0	0.0	15	78.0	13	410
SCHEDULED FLIGHTS(ALL ROUTES)	3362	0	6	8.6	35.8	35.3	9.4	6.3	3.4	0.7	0.2	0.1	0.0	0.2	12	75.4	14	3495
<b>AIRPORT TOTAL</b>	<b>3769</b>	<b>0</b>	<b>6</b>	<b>8.3</b>	<b>35.7</b>	<b>35.0</b>	<b>9.5</b>	<b>6.4</b>	<b>3.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>75.7</b>	<b>14</b>	<b>3905</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	186	0	0	10.8	19.4	40.9	12.9	11.3	3.2	0.0	1.6	0.0	0.0	0.0	17	67.7	19	221
SCHEDULED FLIGHTS(ALL ROUTES)	11361	0	68	4.5	32.3	35.0	12.4	8.8	4.8	1.0	0.5	0.1	0.0	0.6	16	70.1	16	11244
<b>AIRPORT TOTAL</b>	<b>11547</b>	<b>0</b>	<b>68</b>	<b>4.6</b>	<b>32.1</b>	<b>35.1</b>	<b>12.4</b>	<b>8.8</b>	<b>4.8</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>70.0</b>	<b>16</b>	<b>11465</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	190	1	0	10.5	41.4	23.0	8.9	12.6	3.1	0.0	0.0	0.0	0.5	0.0	11	78.2	10	173
SCHEDULED FLIGHTS(ALL ROUTES)	1280	4	16	4.3	36.1	39.2	9.9	6.1	2.0	0.6	0.2	0.0	0.3	1.2	10	80.5	11	1161
<b>AIRPORT TOTAL</b>	<b>1470</b>	<b>5</b>	<b>16</b>	<b>5.1</b>	<b>36.8</b>	<b>37.2</b>	<b>9.8</b>	<b>6.9</b>	<b>2.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>1.1</b>	<b>10</b>	<b>80.2</b>	<b>11</b>	<b>1334</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	1792	0	18	3.2	13.6	37.6	20.2	15.3	6.6	1.5	0.7	0.3	0.0	1.0	25	60.9	22	1845
SCHEDULED FLIGHTS(ALL ROUTES)	26096	0	250	2.9	15.3	32.6	18.9	16.8	9.5	2.1	0.7	0.1	0.0	0.9	27	56.5	26	26134
<b>AIRPORT TOTAL</b>	<b>27888</b>	<b>0</b>	<b>268</b>	<b>3.0</b>	<b>15.2</b>	<b>32.9</b>	<b>19.0</b>	<b>16.7</b>	<b>9.4</b>	<b>2.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>56.8</b>	<b>26</b>	<b>27979</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	370	0	1	5.4	27.8	34.8	12.7	11.3	4.6	1.3	1.6	0.3	0.0	0.3	22	67.3	19	352
SCHEDULED FLIGHTS(ALL ROUTES)	7208	0	65	5.0	33.7	35.2	11.5	7.7	4.4	1.2	0.4	0.0	0.0	0.9	15	71.8	16	7730
<b>AIRPORT TOTAL</b>	<b>7578</b>	<b>0</b>	<b>66</b>	<b>5.0</b>	<b>33.4</b>	<b>35.2</b>	<b>11.5</b>	<b>7.9</b>	<b>4.4</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>71.6</b>	<b>17</b>	<b>8082</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	112	0	0	2.7	19.6	42.9	13.4	11.6	8.0	1.8	0.0	0.0	0.0	0.0	19	66.4	21	128
SCHEDULED FLIGHTS(ALL ROUTES)	41620	0	490	8.4	29.0	34.5	12.3	8.8	4.3	1.0	0.5	0.1	0.0	1.2	16	76.9	14	41364
<b>AIRPORT TOTAL</b>	<b>41732</b>	<b>0</b>	<b>490</b>	<b>8.4</b>	<b>29.0</b>	<b>34.5</b>	<b>12.3</b>	<b>8.8</b>	<b>4.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>76.9</b>	<b>14</b>	<b>41492</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	10	0	0	10.0	10.0	20.0	10.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	40	37.5	33	8
SCHEDULED FLIGHTS(ALL ROUTES)	1073	1	15	4.5	37.5	36.5	7.8	6.3	4.6	0.8	0.0	0.2	0.1	1.4	12	81.0	14	1078
<b>AIRPORT TOTAL</b>	<b>1083</b>	<b>1</b>	<b>15</b>	<b>4.5</b>	<b>37.2</b>	<b>36.3</b>	<b>7.8</b>	<b>6.3</b>	<b>4.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>	<b>1.4</b>	<b>12</b>	<b>80.7</b>	<b>14</b>	<b>1086</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	0	5.3	23.7	52.6	13.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	46.4	23	28
SCHEDULED FLIGHTS(ALL ROUTES)	2478	0	19	4.0	37.6	32.4	9.8	9.9	4.3	0.9	0.2	0.1	0.0	0.8	14	70.5	18	2280
<b>AIRPORT TOTAL</b>	<b>2516</b>	<b>0</b>	<b>19</b>	<b>4.1</b>	<b>37.4</b>	<b>32.7</b>	<b>9.8</b>	<b>9.9</b>	<b>4.3</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>70.2</b>	<b>18</b>	<b>2308</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	56	0	0	0.0	3.6	51.8	23.2	10.7	5.4	3.6	0.0	1.8	0.0	0.0	52	70.1	15	156
SCHEDULED FLIGHTS(ALL ROUTES)	3339	0	8	9.5	31.7	37.1	10.2	7.1	2.8	0.8	0.5	0.1	0.0	0.2	13	78.5	13	3286
<b>AIRPORT TOTAL</b>	<b>3395</b>	<b>0</b>	<b>8</b>	<b>9.3</b>	<b>31.2</b>	<b>37.3</b>	<b>10.4</b>	<b>7.1</b>	<b>2.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>78.1</b>	<b>13</b>	<b>3442</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	22	0	0	0.0	9.1	50.0	13.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	66.7	18	36	
SCHEDULED FLIGHTS(ALL ROUTES)	3274	0	0	5.3	38.1	34.7	8.4	7.9	4.3	0.8	0.3	0.2	0.0	0.0	13	80.3	12	3398	
<b>AIRPORT TOTAL</b>	<b>3296</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>37.9</b>	<b>34.8</b>	<b>8.4</b>	<b>8.0</b>	<b>4.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.2</b>	<b>12</b>	<b>3434</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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	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	18	1
SCHEDULED FLIGHTS(ALL ROUTES)	0	6285	94	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.5	1.5	0	75.8	12	6362
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>6286</b>	<b>94</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75.8</b>	<b>12</b>	<b>6363</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	240	0	0	1.3	13.8	38.3	15.8	18.8	8.3	1.7	0.4	1.7	0.0	0.0	34	67.2	19	299
SCHEDULED FLIGHTS(ALL ROUTES)	10502	0	85	3.7	21.3	35.8	16.0	13.6	6.8	1.4	0.5	0.1	0.0	0.8	21	62.1	22	9841
<b>AIRPORT TOTAL</b>	<b>10742</b>	<b>0</b>	<b>85</b>	<b>3.6</b>	<b>21.2</b>	<b>35.9</b>	<b>16.0</b>	<b>13.7</b>	<b>6.8</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>62.3</b>	<b>22</b>	<b>10140</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	1572	0	0	3.0	12.3	41.5	19.9	13.1	7.2	1.7	1.1	0.1	0.0	0.0	26	61.5	25	1640
SCHEDULED FLIGHTS(ALL ROUTES)	18405	0	70	4.4	24.5	41.2	13.7	9.6	4.6	1.1	0.5	0.1	0.0	0.4	17	71.6	17	17643
<b>AIRPORT TOTAL</b>	<b>19977</b>	<b>0</b>	<b>70</b>	<b>4.3</b>	<b>23.5</b>	<b>41.2</b>	<b>14.2</b>	<b>9.9</b>	<b>4.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>70.7</b>	<b>18</b>	<b>19283</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	7	0	0	14.3	14.3	28.6	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	27	69.2	14	13
SCHEDULED FLIGHTS(ALL ROUTES)	4051	1	21	7.9	31.8	37.3	10.5	7.0	3.5	1.0	0.3	0.1	0.0	0.5	13	75.4	15	4315
<b>AIRPORT TOTAL</b>	<b>4058</b>	<b>1</b>	<b>21</b>	<b>7.9</b>	<b>31.8</b>	<b>37.3</b>	<b>10.5</b>	<b>7.0</b>	<b>3.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>75.4</b>	<b>15</b>	<b>4328</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	42	0	1	18.6	30.2	27.9	9.3	9.3	0.0	2.3	0.0	0.0	0.0	2.3	12	66.7	19	48
SCHEDULED FLIGHTS(ALL ROUTES)	3028	0	79	3.0	30.4	42.6	9.6	6.5	4.1	1.1	0.2	0.0	0.0	2.5	13	75.4	15	3181
<b>AIRPORT TOTAL</b>	<b>3070</b>	<b>0</b>	<b>80</b>	<b>3.2</b>	<b>30.3</b>	<b>42.4</b>	<b>9.6</b>	<b>6.5</b>	<b>4.0</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>75.3</b>	<b>15</b>	<b>3229</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	2101	6	8	4.6	36.3	33.9	10.1	8.7	4.3	0.8	0.5	0.0	0.3	0.4	14	66.8	26	1846
<b>AIRPORT TOTAL</b>	<b>2101</b>	<b>6</b>	<b>8</b>	<b>4.6</b>	<b>36.3</b>	<b>33.9</b>	<b>10.1</b>	<b>8.7</b>	<b>4.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.4</b>	<b>14</b>	<b>66.8</b>	<b>26</b>	<b>1846</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2019

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

AUG 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										AUG 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)	288	0	0	2.4	22.2	42.0	11.8	15.6	5.9	0.0	0.0	0.0	0.0	0.0	17	60.8	20	292
SCHEDULED FLIGHTS(ALL ROUTES)	16194	0	36	4.6	30.3	37.2	12.7	9.7	4.1	0.9	0.3	0.1	0.0	0.2	15	47.7	32	16958
<b>AIRPORT TOTAL</b>	<b>16482</b>	<b>0</b>	<b>36</b>	<b>4.6</b>	<b>30.1</b>	<b>37.3</b>	<b>12.7</b>	<b>9.8</b>	<b>4.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>48.0</b>	<b>32</b>	<b>17250</b>