

# 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

November 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 NOVEMBER 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>DENMARK</b>																					
COPENHAGEN	SAS	S	50	0	0	8.0	76.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	46		
<b>TOTAL COPENHAGEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>76.0</b>	<b>14.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>46</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	79.5	8	40		
ESBJERG	DANISH AIR TRANSPORT	S	11	0	4	13.3	53.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0	0.0	0	0		
ESBJERG	LOGANAIR LTD	S	50	0	0	8.0	58.0	24.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL ESBJERG</b>			<b>61</b>	<b>0</b>	<b>4</b>	<b>9.2</b>	<b>56.9</b>	<b>20.0</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>6.2</b>	<b>3</b>	<b>79.5</b>	<b>8</b>	<b>40</b>		
<b>TOTAL DENMARK</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>65.2</b>	<b>17.4</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>2</b>	<b>90.0</b>	<b>5</b>	<b>86</b>		
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	2		
<b>TOTAL VAGAR</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL FAROE ISLANDS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	120	0	0	10.0	60.8	21.7	5.0	1.7	0.8	0.0	0.0	0.0	0.0	3	89.8	6	118		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.8</b>	<b>21.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.8</b>	<b>6</b>	<b>118</b>		
<b>TOTAL FRANCE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.8</b>	<b>21.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.8</b>	<b>6</b>	<b>118</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	60	0	0	16.7	61.7	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.2	8	86		
<b>TOTAL DUBLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.7</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.2</b>	<b>8</b>	<b>86</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.7</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.2</b>	<b>8</b>	<b>86</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	128	0	0	5.5	53.1	29.7	8.6	3.1	0.0	0.0	0.0	0.0	0.0	5	94.5	3	164		
AMSTERDAM	KLM CITYHOPPER	S	136	1	0	4.4	56.9	29.9	2.9	2.9	2.2	0.0	0.0	0.0	0.7	0.0	5	91.8	3	61	
<b>TOTAL AMSTERDAM</b>			<b>264</b>	<b>1</b>	<b>0</b>	<b>4.9</b>	<b>55.1</b>	<b>29.8</b>	<b>5.7</b>	<b>3.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>3</b>	<b>225</b>	
<b>TOTAL NETHERLANDS</b>			<b>264</b>	<b>1</b>	<b>0</b>	<b>4.9</b>	<b>55.1</b>	<b>29.8</b>	<b>5.7</b>	<b>3.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>3</b>	<b>225</b>	
<b>NORWAY</b>																					
ALESUND	SPRINTAIR	S	0	0	0	0.0	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 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</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
BERGEN	WIDEROE FLYVESELSKAP A/S	S	90	0	4	1.1	46.8	26.6	11.7	6.4	3.2	0.0	0.0	0.0	4.3	10	91.7	4	94		
<b>TOTAL BERGEN</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>46.8</b>	<b>26.6</b>	<b>11.7</b>	<b>6.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>10</b>	<b>91.7</b>	<b>4</b>	<b>94</b>		
HAUGESUND	LOGANAIR LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL HAUGESUND</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>0.0</b>	<b>0</b>	<b>0</b>		
OSLO (GARDERMOEN)	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	81.0	7	42		
OSLO (GARDERMOEN)	SAS	S	50	0	0	2.0	52.0	28.0	10.0	8.0	0.0	0.0	0.0	0.0	0.0	7	71.2	12	48		

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 OSLO (GARDERMOEN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>52.0</b>	<b>28.0</b>	<b>10.0</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>7</b>	<b>75.5</b>	<b>10</b>	<b>90</b>	
STAVANGER	DANISH AIR TRANSPORT	S	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STAVANGER	SAS	S	92	0	0	1.1	62.0	35.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	96	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	133	0	8	2.1	68.8	12.1	2.8	7.8	0.7	0.0	0.0	0.0	0.0	5.7	5	93.3	3	102	
<b>TOTAL STAVANGER</b>			<b>228</b>	<b>0</b>	<b>8</b>	<b>2.5</b>	<b>65.3</b>	<b>21.6</b>	<b>2.1</b>	<b>4.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>4</b>	<b>90.5</b>	<b>5</b>	<b>198</b>	
<b>TOTAL NORWAY</b>			<b>370</b>	<b>0</b>	<b>12</b>	<b>2.1</b>	<b>59.2</b>	<b>23.6</b>	<b>5.5</b>	<b>5.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>6</b>	<b>87.2</b>	<b>6</b>	<b>383</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	18	0	0	38.9	33.3	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>33.3</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>33.3</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	16	0	0	12.5	56.3	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	7	18	
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	16	0	0	6.3	31.3	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	5	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>16</b>	<b>100.0</b>	<b>5</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>16</b>	<b>100.0</b>	<b>5</b>	<b>16</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	35	0	0	0.0	57.1	31.4	5.7	0.0	0.0	0.0	5.7	0.0	0.0	0.0	16	84.4	7	45	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>31.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.4</b>	<b>7</b>	<b>45</b>	
BIRMINGHAM	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	0.0	56	1	
BIRMINGHAM	FLYBE LTD	S	145	0	0	11.0	67.6	13.8	3.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	4	84.7	9	155	
<b>TOTAL BIRMINGHAM</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>67.6</b>	<b>13.8</b>	<b>3.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.2</b>	<b>10</b>	<b>156</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	78.0	9	50	
BRISTOL	LOGANAIR LTD	S	50	0	0	10.0	50.0	24.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>24.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.0</b>	<b>9</b>	<b>50</b>	
CARDIFF WALES	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	0.0	21	1	
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	50.0	16	5	
<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>42.9</b>	<b>17</b>	<b>6</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	98	0	11	11.9	32.1	19.3	2.8	12.8	6.4	3.7	0.9	0.0	0.0	10.1	22	71.7	19	112	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>98</b>	<b>0</b>	<b>11</b>	<b>11.9</b>	<b>32.1</b>	<b>19.3</b>	<b>2.8</b>	<b>12.8</b>	<b>6.4</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>22</b>	<b>71.7</b>	<b>19</b>	<b>112</b>	
EDINBURGH	LOGANAIR 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	154	100.0	2	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>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>154</b>	<b>100.0</b>	<b>2</b>	<b>2</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	81.3	8	96	
<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>81.3</b>	<b>8</b>	<b>96</b>	
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
HEATHROW	BRITISH AIRWAYS PLC	S	409	0	0	7.1	56.5	20.8	9.8	4.6	1.0	0.0	0.2	0.0	0.0	0.0	7	81.7	8	384	
HEATHROW	FLYBE LTD	S	158	0	2	12.5	50.0	25.0	3.1	4.4	3.8	0.0	0.0	0.0	0.0	1.3	7	74.4	12	164	
<b>TOTAL HEATHROW</b>			<b>567</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>54.7</b>	<b>22.0</b>	<b>7.9</b>	<b>4.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>79.6</b>	<b>9</b>	<b>549</b>	
HUMBERSIDE	FLYBE LTD	S	88	0	26	23.7	19.3	13.2	2.6	5.3	8.8	1.8	2.6	0.0	0.0	22.8	25	75.8	11	125	
<b>TOTAL HUMBERSIDE</b>			<b>88</b>	<b>0</b>	<b>26</b>	<b>23.7</b>	<b>19.3</b>	<b>13.2</b>	<b>2.6</b>	<b>5.3</b>	<b>8.8</b>	<b>1.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22.8</b>	<b>25</b>	<b>75.8</b>	<b>11</b>	<b>125</b>	
INVERNESS	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	61	1	
INVERNESS	LOGANAIR LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>1</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>50.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
KIRKWALL	LOGANAIR LTD	S	161	0	0	6.2	59.0	26.7	4.3	2.5	1.2	0.0	0.0	0.0	0.0	0.0	4	86.3	9	165	
<b>TOTAL KIRKWALL</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>59.0</b>	<b>26.7</b>	<b>4.3</b>	<b>2.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.3</b>	<b>9</b>	<b>165</b>	
LEEDS BRADFORD	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
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	44.4	19	90	
<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>44.7</b>	<b>18</b>	<b>91</b>	
LUTON	EASYJET UK LTD	S	35	0	0	5.7	48.6	34.3	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.5	6	27	
<b>TOTAL LUTON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>48.6</b>	<b>34.3</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.5</b>	<b>6</b>	<b>27</b>	
MANCHESTER	FLYBE LTD	S	260	0	2	8.8	63.0	23.7	2.3	0.8	0.0	0.4	0.4	0.0	0.0	0.8	3	83.0	10	269	
MANCHESTER	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	1	
<b>TOTAL MANCHESTER</b>			<b>261</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>62.7</b>	<b>24.0</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>83.0</b>	<b>10</b>	<b>270</b>	
NEWCASTLE	FLYBE LTD	S	86	0	22	0.9	34.3	19.4	8.3	4.6	9.3	0.9	1.9	0.0	0.0	20.4	23	38.1	19	71	
NEWCASTLE	LOGANAIR LTD	S	93	0	0	2.2	53.8	39.8	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>179</b>	<b>0</b>	<b>22</b>	<b>1.5</b>	<b>43.3</b>	<b>28.9</b>	<b>5.5</b>	<b>3.5</b>	<b>5.0</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>13</b>	<b>38.1</b>	<b>19</b>	<b>71</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	72.2	10	136	
NORWICH	LOGANAIR LTD	S	123	0	0	0.8	36.6	43.1	8.9	5.7	3.3	0.8	0.8	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL NORWICH</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>36.6</b>	<b>43.1</b>	<b>8.9</b>	<b>5.7</b>	<b>3.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>10</b>	<b>136</b>	
SOUTHAMPTON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9	
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>9</b>	
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	216	1	
SOUTHEND	LOGANAIR LTD	S	100	0	0	11.0	51.0	23.0	8.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>51.0</b>	<b>23.0</b>	<b>8.0</b>	<b>5.0</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>7</b>	<b>0.0</b>	<b>216</b>	<b>1</b>	
SUMBURGH	LOGANAIR LTD	S	214	0	1	7.0	52.6	30.2	6.5	0.5	0.9	1.9	0.0	0.0	0.0	0.5	7	86.5	8	222	
<b>TOTAL SUMBURGH</b>			<b>214</b>	<b>0</b>	<b>1</b>	<b>7.0</b>	<b>52.6</b>	<b>30.2</b>	<b>6.5</b>	<b>0.5</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>86.5</b>	<b>8</b>	<b>222</b>		

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WICK JOHN O GROATS	FLYBE LTD	S	46	0	14	1.7	35.0	10.0	6.7	10.0	3.3	10.0	0.0	0.0	0.0	23.3	30	58.5	18	74
<b>TOTAL WICK JOHN O GROATS</b>			<b>46</b>	<b>0</b>	<b>14</b>	<b>1.7</b>	<b>35.0</b>	<b>10.0</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.3</b>	<b>30</b>	<b>58.5</b>	<b>18</b>	<b>74</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2105</b>	<b>0</b>	<b>79</b>	<b>8.1</b>	<b>50.6</b>	<b>24.1</b>	<b>5.9</b>	<b>3.8</b>	<b>2.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>9</b>	<b>73.6</b>	<b>11</b>	<b>2208</b>
<b>TOTAL ABERDEEN</b>			<b>3081</b>	<b>1</b>	<b>95</b>	<b>7.5</b>	<b>53.0</b>	<b>24.1</b>	<b>5.6</b>	<b>3.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>8</b>	<b>78.2</b>	<b>9</b>	<b>3160</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>BELGIUM</b>																					
BRUSSELS	JETAIRFLY	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL BRUSSELS</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 BELGIUM</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>CANADA</b>																					
MONTREAL (DORVAL)	VISTAJET LTD MALTA	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 MONTREAL (DORVAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	24	0	0	0.0	29.2	70.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>70.8</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>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	CHARTRIGHT AIR INC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>70.8</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
IRELAND WEST(KNOCK)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	CHARTRIGHT AIR INC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	ARKEFLY	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	
AMSTERDAM	ARKEFLY	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	
AMSTERDAM	FLYBE LTD	S	27	0	0	0.0	22.2	74.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
AMSTERDAM	JETAIRFLY	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
AMSTERDAM	KLM	S	50	0	0	2.0	64.0	26.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	5	90.2	9	51	
AMSTERDAM	TRANSAVIA	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	
AMSTERDAM	TRANSAVIA	S	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>50.0</b>	<b>40.5</b>	<b>1.2</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.2</b>	<b>9</b>	<b>51</b>	
<b>TOTAL NETHERLANDS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>50.0</b>	<b>40.5</b>	<b>1.2</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.2</b>	<b>9</b>	<b>51</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	35	0	0	5.7	42.9	42.9	2.9	0.0	0.0	0.0	5.7	0.0	0.0	0.0	15	84.4	5	45	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ABERDEEN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>42.9</b>	<b>42.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.4</b>	<b>5</b>	<b>45</b>
BELFAST INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BIRMINGHAM	FLYBE LTD	S	329	0	1	8.2	55.5	29.1	2.7	3.0	1.2	0.0	0.0	0.0	0.0	0.3	4	78.7	14	355
BIRMINGHAM	NETJETS TRANSPORTES AEREOS	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 BIRMINGHAM</b>			<b>330</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>55.3</b>	<b>29.0</b>	<b>2.7</b>	<b>3.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>78.7</b>	<b>14</b>	<b>355</b>
CARDIFF WALES	FLYBE LTD	S	36	0	0	36.1	41.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	88
<b>TOTAL CARDIFF WALES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>36.1</b>	<b>41.7</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>0.0</b>	<b>1</b>	<b>87.5</b>	<b>9</b>	<b>88</b>
CARLISLE	LOGANAIR LTD	S	30	0	4	5.9	67.6	14.7	0.0	0.0	0.0	0.0	0.0	0.0	11.8	1	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>67.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	36
<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>94.4</b>	<b>4</b>	<b>36</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	133	0	2	10.4	56.3	27.4	0.0	1.5	3.0	0.0	0.0	0.0	1.5	4	91.8	7	182	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>133</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>56.3</b>	<b>27.4</b>	<b>0.0</b>	<b>1.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>4</b>	<b>91.8</b>	<b>7</b>	<b>182</b>	
EDINBURGH	FLYBE LTD	S	204	0	0	2.9	70.6	21.1	1.0	3.4	0.0	1.0	0.0	0.0	0.0	4	87.1	9	208	
<b>TOTAL EDINBURGH</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>70.6</b>	<b>21.1</b>	<b>1.0</b>	<b>3.4</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.1</b>	<b>9</b>	<b>208</b>	
EXETER	FLYBE LTD	S	34	0	0	14.7	52.9	26.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	6	44	
<b>TOTAL EXETER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>52.9</b>	<b>26.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.5</b>	<b>6</b>	<b>44</b>	
GATWICK	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	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</b>	<b>0.0</b>	<b>60</b>	<b>1</b>	
GLASGOW	FLYBE LTD	S	188	0	0	4.8	68.1	20.2	4.3	1.6	0.5	0.5	0.0	0.0	0.0	3	83.3	12	214	
<b>TOTAL GLASGOW</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>68.1</b>	<b>20.2</b>	<b>4.3</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>12</b>	<b>214</b>	
HEATHROW	AER LINGUS	S	178	0	2	11.7	42.2	27.8	7.8	7.8	1.7	0.0	0.0	0.0	1.1	8	75.4	11	177	
HEATHROW	BRITISH AIRWAYS PLC	S	228	0	1	7.9	50.2	24.5	9.6	5.7	1.3	0.4	0.0	0.0	0.4	8	85.8	7	230	
<b>TOTAL HEATHROW</b>			<b>406</b>	<b>0</b>	<b>3</b>	<b>9.5</b>	<b>46.7</b>	<b>25.9</b>	<b>8.8</b>	<b>6.6</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>81.3</b>	<b>9</b>	<b>407</b>	
INVERNESS	FLYBE LTD	S	33	0	1	8.8	58.8	20.6	2.9	5.9	0.0	0.0	0.0	0.0	2.9	5	75.0	21	35	
<b>TOTAL INVERNESS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>58.8</b>	<b>20.6</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>5</b>	<b>75.0</b>	<b>21</b>	<b>35</b>	
LEEDS BRADFORD	FLYBE LTD	S	209	0	1	17.1	50.0	24.3	3.8	2.9	1.4	0.0	0.0	0.0	0.5	4	80.8	15	226	
<b>TOTAL LEEDS BRADFORD</b>			<b>209</b>	<b>0</b>	<b>1</b>	<b>17.1</b>	<b>50.0</b>	<b>24.3</b>	<b>3.8</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>4</b>	<b>80.8</b>	<b>15</b>	<b>226</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	89.2	6	37	
<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</b>	<b>89.2</b>	<b>6</b>	<b>37</b>	
LONDON CITY	FLYBE LTD	S	283	0	3	15.0	44.1	28.0	8.0	2.8	0.7	0.3	0.0	0.0	1.0	5	81.1	11	286	
<b>TOTAL LONDON CITY</b>			<b>283</b>	<b>0</b>	<b>3</b>	<b>15.0</b>	<b>44.1</b>	<b>28.0</b>	<b>8.0</b>	<b>2.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>5</b>	<b>81.1</b>	<b>11</b>	<b>286</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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
LUTON	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	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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	383	0	0	4.2	55.1	29.8	5.0	3.1	2.9	0.0	0.0	0.0	0.0	0.0	6	87.0	6	350
<b>TOTAL MANCHESTER</b>			<b>383</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>55.1</b>	<b>29.8</b>	<b>5.0</b>	<b>3.1</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>6</b>	<b>87.0</b>	<b>6</b>	<b>350</b>
NORTHOLT	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL NORTHOLT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	128	0	0	3.1	49.2	26.6	4.7	5.5	7.0	3.9	0.0	0.0	0.0	0.0	16	87.3	10	156
<b>TOTAL SOUTHAMPTON</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>49.2</b>	<b>26.6</b>	<b>4.7</b>	<b>5.5</b>	<b>7.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.3</b>	<b>10</b>	<b>156</b>
SOUTHEND	FLYBE LTD	S	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	69	0.0	0	0
SOUTHEND	STOBART AIR	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	168	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>3</b>	<b>0</b>	<b>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>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>102</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2436</b>	<b>0</b>	<b>15</b>	<b>9.0</b>	<b>53.8</b>	<b>26.2</b>	<b>4.8</b>	<b>3.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>83.9</b>	<b>10</b>	<b>2673</b>
<b>USA</b>																				
LOS ANGELES INTERNATIONAL	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	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>7</b>	<b>1</b>
OAKLAND	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<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>100.0</b>	<b>0</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>4</b>	<b>2</b>
<b>TOTAL BELFAST CITY</b>			<b>2547</b>	<b>0</b>	<b>15</b>	<b>8.7</b>	<b>53.4</b>	<b>27.1</b>	<b>4.6</b>	<b>3.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>84.1</b>	<b>10</b>	<b>2729</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
VIENNA	AUSTRIAN AIRLINES	C	0	0	0	0.0	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	
VIENNA	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL VIENNA</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>66.7</b>	<b>8</b>	<b>3</b>	
<b>TOTAL AUSTRIA</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>66.7</b>	<b>8</b>	<b>3</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PAPHOS	JET2.COM LTD	S	4	0	0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 CYPRUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	18	0	0	0.0	50.0	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>FINLAND</b>																					
IVALO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
IVALO	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 IVALO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
CLERMONT FERRAND	PAN EUROPEAN AIR SERVICE	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	34	0	0	0.0	26.5	50.0	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	55.6	16	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>50.0</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>55.6</b>	<b>16</b>	<b>36</b>	
<b>TOTAL FRANCE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>47.2</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>55.6</b>	<b>16</b>	<b>36</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	18	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
FRANKFURT MAIN	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>HAHN</b>	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL HAHN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY GREECE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>HERAKLION</b>	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>RHODES</b>	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL RHODES</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 GREECE</b>			<b>3</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>ICELAND</b>																					
<b>KEFLAVIK</b>	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>KEFLAVIK</b>	EASYJET UK LTD	S	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	4	88.9	10	18	
<b>KEFLAVIK</b>	WOW 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	4	1	
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>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>85.0</b>	<b>10</b>	<b>20</b>	
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>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>85.0</b>	<b>10</b>	<b>20</b>	
<b>IRISH REPUBLIC</b>																					
<b>DUBLIN</b>	AER LINGUS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>DUBLIN</b>	WOW 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	3	1	
<b>TOTAL DUBLIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>ITALY</b>																					
<b>BERGAMO</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	87.5	4	16	
<b>TOTAL BERGAMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>NAPLES</b>	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TREVISIO</b>	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
<b>VENICE</b>	EASYJET UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	30	18	
<b>TOTAL VENICE</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>55.6</b>	<b>30</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>71.4</b>	<b>17</b>	<b>35</b>	
<b>LITHUANIA</b>																					
<b>VILNIUS</b>	WIZZ AIR	S	16	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	81.3	8	16	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
<b>MALTA</b>																					
<b>MALTA</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	83.3	8	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MALTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>8</b>	<b>18</b>
<b>TOTAL MALTA MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>MARRAKESH</b>	EASYJET UK LTD	S	18	0	0	11.1	72.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>72.2</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>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>72.2</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>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	AER LINGUS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>AMSTERDAM</b>	EASYJET UK LTD	S	40	0	0	0.0	60.0	35.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	73.3	11	60
<b>AMSTERDAM</b>	KLM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	54	2
<b>TOTAL AMSTERDAM</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.5</b>	<b>36.6</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>4</b>	<b>72.6</b>	<b>12</b>	<b>62</b>
<b>TOTAL NETHERLANDS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.5</b>	<b>36.6</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>4</b>	<b>72.6</b>	<b>12</b>	<b>62</b>
<b>POLAND</b>																				
<b>GDANSK</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	16
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>14</b>	<b>16</b>
<b>KRAKOW</b>	EASYJET UK LTD	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	92.3	4	26
<b>KRAKOW</b>	RYANAIR	S	20	0	0	15.0	45.0	15.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	15	76.9	9	26
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>42.1</b>	<b>18.4</b>	<b>13.2</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>7</b>	<b>52</b>
<b>WARSAW (MODLIN MASOVIA)</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	93.8	5	16
<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>93.8</b>	<b>5</b>	<b>16</b>
<b>WROCLAW</b>	RYANAIR	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	18
<b>TOTAL WROCLAW</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>11</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>19.0</b>	<b>11.9</b>	<b>4.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.3</b>	<b>8</b>	<b>102</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	EASYJET UK LTD	S	28	0	0	10.7	71.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	3	26
<b>FARO</b>	JET2.COM LTD	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>67.6</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>3</b>	<b>30</b>
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>67.6</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>3</b>	<b>30</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	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	0	50.0	159	8
<b>TOTAL FUNCHAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>159</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>159</b>	<b>8</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	EASYJET UK LTD	S	32	0	0	18.8	56.3	15.6	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	96.9	1	32
<b>ALICANTE</b>	JET2.COM LTD	S	28	0	0	10.7	42.9	39.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	22
<b>ALICANTE</b>	RYANAIR	S	14	0	0	0.0	50.0	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	14	26

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ALICANTE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>50.0</b>	<b>28.4</b>	<b>5.4</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>5</b>	<b>80</b>
GIRONA	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET UK LTD	S	38	0	0	15.8	47.4	18.4	10.5	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	6	36
MALAGA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
MALAGA	RYANAIR	S	20	0	0	5.0	35.0	30.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10	91.2	5	34
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>43.3</b>	<b>23.3</b>	<b>15.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>5</b>	<b>70</b>
PALMA DE MALLORCA	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	100.0	0	2
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4
<b>TOTAL PALMA DE MALLORCA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>6</b>
REUS	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL REUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>47.6</b>	<b>26.9</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>91.0</b>	<b>5</b>	<b>156</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	17	0	0	0.0	47.1	17.6	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	16
ARRECIFE	JET2.COM LTD	S	16	0	0	18.8	18.8	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	16
ARRECIFE	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	61.1	12	18
ARRECIFE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	17	18
<b>TOTAL ARRECIFE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>31.4</b>	<b>31.4</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>10</b>	<b>76.5</b>	<b>11</b>	<b>68</b>
FUERTEVENTURA	EASYJET UK 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	0.0	14	68.8	15	16
FUERTEVENTURA	JET2.COM LTD	S	10	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>35.7</b>	<b>7.1</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.2</b>	<b>10</b>	<b>24</b>
LAS PALMAS	JET2.COM LTD	S	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	75.0	19	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>19</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	22.2	36.1	36.1	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	4	22
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	0.0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	18	18
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	8	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>32.6</b>	<b>34.8</b>	<b>10.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.2</b>	<b>9</b>	<b>66</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>35.0</b>	<b>32.5</b>	<b>12.0</b>	<b>8.5</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>9</b>	<b>75.9</b>	<b>11</b>	<b>166</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
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	100.0	4	6
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>4</b>	<b>6</b>
DALAMAN	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>4</b>	<b>6</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>																					
BELFAST CITY (GEORGE BEST)	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	12	1	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
<b>BIRMINGHAM</b>																					
BIRMINGHAM	EASYJET UK LTD	S	144	0	0	4.2	61.1	18.8	7.6	5.6	2.8	0.0	0.0	0.0	0.0	0.0	7	85.8	10	148	
<b>TOTAL BIRMINGHAM</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>61.1</b>	<b>18.8</b>	<b>7.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.8</b>	<b>10</b>	<b>148</b>	
<b>BRISTOL</b>																					
BRISTOL	EASYJET UK LTD	S	164	0	0	4.9	55.5	30.5	6.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.7	11	170	
BRISTOL	JET2.COM LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>56.0</b>	<b>30.1</b>	<b>6.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.7</b>	<b>11</b>	<b>170</b>	
<b>EDINBURGH</b>																					
EDINBURGH	EASYJET UK LTD	S	180	0	0	9.4	62.8	23.3	1.1	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4	77.5	13	182	
<b>TOTAL EDINBURGH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>62.8</b>	<b>23.3</b>	<b>1.1</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>0.0</b>	<b>4</b>	<b>77.5</b>	<b>13</b>	<b>182</b>	
<b>GATWICK</b>																					
GATWICK	EASYJET UK LTD	S	354	0	0	15.8	55.1	22.3	5.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	79.1	11	364	
GATWICK	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4	
GATWICK	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	9	1	
<b>TOTAL GATWICK</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>55.1</b>	<b>22.3</b>	<b>5.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.1</b>	<b>11</b>	<b>369</b>	
<b>GLASGOW</b>																					
GLASGOW	EASYJET UK LTD	S	206	0	0	5.3	70.4	17.5	5.3	1.0	0.0	0.0	0.5	0.0	0.0	0.0	4	87.0	6	208	
GLASGOW	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<b>TOTAL GLASGOW</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>70.4</b>	<b>17.5</b>	<b>5.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.6</b>	<b>6</b>	<b>209</b>	
<b>ISLE OF MAN</b>																					
ISLE OF MAN	EASYJET UK LTD	S	18	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	83.3	7	18	
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>LEEDS BRADFORD</b>																					
LEEDS BRADFORD	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	1	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>1</b>	<b>1</b>	
<b>LIVERPOOL (JOHN LENNON)</b>																					
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	332	0	0	11.4	67.2	15.1	1.8	0.9	2.7	0.6	0.3	0.0	0.0	0.0	6	95.8	3	353	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>67.2</b>	<b>15.1</b>	<b>1.8</b>	<b>0.9</b>	<b>2.7</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>95.8</b>	<b>3</b>	<b>353</b>	
<b>LUTON</b>																					
LUTON	EASYJET UK LTD	S	208	0	0	10.1	50.0	28.4	6.7	3.8	1.0	0.0	0.0	0.0	0.0	0.0	6	89.4	5	208	
LUTON	SAXONAIR CHARTER LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL LUTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>28.1</b>	<b>6.7</b>	<b>4.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.4</b>	<b>5</b>	<b>208</b>	
<b>MANCHESTER</b>																					
MANCHESTER	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	EASYJET UK LTD	S	226	0	0	12.4	63.3	18.6	2.2	2.2	0.9	0.4	0.0	0.0	0.0	0.0	4	84.3	8	216	
MANCHESTER	FLYBE LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
MANCHESTER	RYANAIR	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	99.2	1	120	
<b>TOTAL MANCHESTER</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>62.1</b>	<b>18.5</b>	<b>3.0</b>	<b>2.2</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.6</b>	<b>6</b>	<b>337</b>	
<b>NEWCASTLE</b>																					
NEWCASTLE	EASYJET UK LTD	S	146	0	0	3.4	71.9	16.4	1.4	5.5	1.4	0.0	0.0	0.0	0.0	0.0	5	92.7	6	150	
<b>TOTAL NEWCASTLE</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>71.9</b>	<b>16.4</b>	<b>1.4</b>	<b>5.5</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>92.7</b>	<b>6</b>	<b>150</b>	

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	33	2
STANSTED	EASYJET UK LTD	S	268	0	0	8.2	61.6	21.3	5.6	2.6	0.4	0.4	0.0	0.0	0.0	0.0	4	86.7	8	293
STANSTED	RYANAIR	S	18	0	0	0.0	33.3	27.8	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	96.7	2	180
<b>TOTAL STANSTED</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>59.8</b>	<b>21.7</b>	<b>6.3</b>	<b>3.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.3</b>	<b>6</b>	<b>475</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2274</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>61.3</b>	<b>20.8</b>	<b>4.4</b>	<b>2.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.1</b>	<b>7</b>	<b>2621</b>
<b>USA</b>																				
NEW YORK (NEWARK)	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	21	2
<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>21</b>	<b>2</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>50.0</b>	<b>21</b>	<b>2</b>
<b>TOTAL BELFAST</b>			<b>2796</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>58.3</b>	<b>22.4</b>	<b>5.2</b>	<b>3.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.9</b>	<b>8</b>	<b>3320</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	EUROWINGS LUFTVERKEHRS	S	34	0	0	29.4	55.9	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	4	34
VIENNA	JET2.COM LTD	S	6	0	0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	7	6
VIENNA	LAUDA MOTION GMBH	S	26	0	0	3.8	42.3	38.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL VIENNA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>47.0</b>	<b>25.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>40</b>
<b>TOTAL AUSTRIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>47.0</b>	<b>25.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>40</b>
<b>BARBADOS</b>																				
BRIDGETOWN	TUI AIRWAYS LTD	C	27	0	0	0.0	11.1	40.7	40.7	3.7	0.0	3.7	0.0	0.0	0.0	0.0	19	60.9	37	23
<b>TOTAL BRIDGETOWN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>40.7</b>	<b>40.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.9</b>	<b>37</b>	<b>23</b>
<b>TOTAL BARBADOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>40.7</b>	<b>40.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.9</b>	<b>37</b>	<b>23</b>
<b>BELGIUM</b>																				
BRUSSELS	BRUSSELS AIRLINES	S	175	0	2	2.8	43.5	41.8	5.6	2.3	2.8	0.0	0.0	0.0	0.0	1.1	7	81.1	9	146
BRUSSELS	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	81	1	
<b>TOTAL BRUSSELS</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>43.5</b>	<b>41.8</b>	<b>5.6</b>	<b>2.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>80.5</b>	<b>10</b>	<b>147</b>
<b>TOTAL BELGIUM</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>43.5</b>	<b>41.8</b>	<b>5.6</b>	<b>2.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>80.5</b>	<b>10</b>	<b>147</b>
<b>BULGARIA</b>																				
SOFIA	RYANAIR	S	28	0	0	14.3	53.6	21.4	0.0	3.6	7.1	0.0	0.0	0.0	0.0	0.0	9	96.2	3	26
<b>TOTAL SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>53.6</b>	<b>21.4</b>	<b>0.0</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>9</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
<b>TOTAL BULGARIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>53.6</b>	<b>21.4</b>	<b>0.0</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>9</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	16	0	0	0.0	43.8	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	3	16
<b>TOTAL BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.1</b>	<b>3</b>	<b>16</b>
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	15	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
<b>TOTAL CAPE VERDE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>47.1</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.9</b>	<b>9</b>	<b>34</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2
<b>TOTAL DUBROVNIK</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>100.0</b>	<b>0</b>	<b>2</b>
SPLIT	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	15	26
LARNACA	JET2.COM LTD	S	13	0	0	23.1	23.1	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4
LARNACA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1
<b>TOTAL LARNACA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>21.4</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>12</b>	<b>32</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PAPHOS	JET2.COM LTD	S	26	0	0	34.6	11.5	42.3	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	92.9	4	14	
PAPHOS	TUI AIRWAYS LTD	C	16	0	0	25.0	18.8	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	94.1	5	17	
<b>TOTAL PAPHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>14.3</b>	<b>38.1</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>8</b>	<b>93.5</b>	<b>5</b>	<b>31</b>	
<b>TOTAL CYPRUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>16.1</b>	<b>41.1</b>	<b>8.9</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.0</b>	<b>8</b>	<b>63</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	CSA CZECH AIRLINES	S	6	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	61.1	15	36	
PRAGUE	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	2	1	
PRAGUE	JET2.COM LTD	S	18	0	0	16.7	44.4	22.2	0.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	16	88.9	8	18	
<b>TOTAL PRAGUE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>33.3</b>	<b>25.0</b>	<b>16.7</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.9</b>	<b>12</b>	<b>55</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>33.3</b>	<b>25.0</b>	<b>16.7</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.9</b>	<b>12</b>	<b>55</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	100	0	0	3.0	40.0	49.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.3	6	102	
<b>TOTAL COPENHAGEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>40.0</b>	<b>49.0</b>	<b>2.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.3</b>	<b>6</b>	<b>102</b>	
<b>TOTAL DENMARK</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>40.0</b>	<b>49.0</b>	<b>2.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.3</b>	<b>6</b>	<b>102</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	145	1	
<b>TOTAL PUNTA CANA</b>			<b>7</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>145</b>	<b>1</b>	
<b>TOTAL DOMINICAN</b>			<b>7</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>145</b>	<b>1</b>	
<b>EGYPT</b>																					
HURGHADA	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	80.6	6	36	
HURGHADA	TUI AIRWAYS LTD	S	25	0	0	4.0	32.0	52.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	8	89.5	9	19	
<b>TOTAL HURGHADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>52.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>7</b>	<b>55</b>	
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
<b>TOTAL MARSA ALAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>52.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.1</b>	<b>7</b>	<b>63</b>	
<b>FINLAND</b>																					
IVALO	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	3	
IVALO	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	42	1	
<b>TOTAL IVALO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>4</b>	
ROVANIEMI	TUI 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	0.0	31	0.0	0	0	
<b>TOTAL ROVANIEMI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>23</b>	<b>4</b>	
<b>FRANCE</b>																					
BORDEAUX	JET2.COM 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 BORDEAUX</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>	
CHATEAUX DEOLS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL 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>100.0</b>	<b>10</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LYON	AIR X CHARTER	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LYON	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	27	2
LYON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	40
LYON	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.1</b>	<b>12</b>	<b>45</b>
MONTPELLIER	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MONTPELLIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
NANTES	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0
<b>TOTAL NANTES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>142</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	150	0	0	2.7	60.0	29.3	2.0	3.3	2.7	0.0	0.0	0.0	0.0	0.0	5	78.9	9	166
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	170	0	1	9.4	30.4	45.6	9.4	3.5	1.2	0.0	0.0	0.0	0.0	0.6	7	66.3	17	167
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>320</b>	<b>0</b>	<b>1</b>	<b>6.2</b>	<b>44.2</b>	<b>38.0</b>	<b>5.9</b>	<b>3.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>72.5</b>	<b>13</b>	<b>333</b>
RENNES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>325</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>43.9</b>	<b>38.0</b>	<b>5.8</b>	<b>3.4</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>72.5</b>	<b>13</b>	<b>380</b>
<b>GAMBIA</b>																				
BANJUL	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	33.3	35	15
<b>TOTAL BANJUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>35</b>	<b>15</b>
<b>TOTAL GAMBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>35</b>	<b>15</b>
<b>GERMANY</b>																				
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	0.0	31	1
<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>0.0</b>	<b>31</b>	<b>1</b>
BERLIN (TEGEL)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	10	60
<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>85.2</b>	<b>10</b>	<b>60</b>
COLOGNE BONN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
COLOGNE BONN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
COLOGNE BONN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	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>50.0</b>	<b>10</b>	<b>4</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	182	0	0	12.1	61.5	22.5	3.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2	79.8	9	184
DUSSELDORF	FLYBE LTD	S	152	0	0	8.6	48.0	34.9	4.6	0.7	1.3	2.0	0.0	0.0	0.0	0.0	7	85.1	9	198
<b>TOTAL DUSSELDORF</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>55.4</b>	<b>28.1</b>	<b>3.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.5</b>	<b>9</b>	<b>382</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	100.0	7	1
FRANKFURT MAIN	LUFTHANSA	S	234	0	6	1.3	41.7	44.2	7.5	2.9	0.0	0.0	0.0	0.0	0.0	2.5	5	77.9	9	240
<b>TOTAL FRANKFURT MAIN</b>			<b>234</b>	<b>0</b>	<b>6</b>	<b>1.3</b>	<b>41.7</b>	<b>44.2</b>	<b>7.5</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>2.5</b>	<b>5</b>	<b>78.0</b>	<b>9</b>	<b>241</b>
HAMBURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.5	25	46

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL 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</b>	<b>56.5</b>	<b>25</b>	<b>46</b>	
HANOVER	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	65.9	22	44	
HANOVER	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
HANOVER	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL HANOVER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>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>8</b>	<b>65.9</b>	<b>22</b>	<b>44</b>	
MUNICH	LUFTHANSA	S	156	0	6	6.2	43.2	35.8	8.0	3.1	0.0	0.0	0.0	0.0	3.7	5	86.1	7	165	
<b>TOTAL MUNICH</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>6.2</b>	<b>43.2</b>	<b>35.8</b>	<b>8.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>5</b>	<b>86.1</b>	<b>7</b>	<b>165</b>	
STUTTGART	FLYBE LTD	S	92	0	0	22.8	34.8	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.9	21	96	
<b>TOTAL STUTTGART</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>22.8</b>	<b>34.8</b>	<b>42.4</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>71.9</b>	<b>21</b>	<b>96</b>	
<b>TOTAL GERMANY</b>			<b>819</b>	<b>0</b>	<b>12</b>	<b>8.3</b>	<b>46.7</b>	<b>36.0</b>	<b>5.3</b>	<b>1.7</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>79.2</b>	<b>11</b>	<b>1039</b>	
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>GREECE</b>																				
CHANIA	RYANAIR	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL CHANIA</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CORFU	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CORFU	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HERAKLION	JET2.COM LTD	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5	
<b>TOTAL HERAKLION</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</b>	<b>100.0</b>	<b>5</b>	<b>5</b>	
KOS	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KOS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
RHODES	JET2.COM LTD	S	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	2	
RHODES	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	47	0.0	0	0	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>52.2</b>	<b>21.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	14	0	0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BUDAPEST	WIZZ AIR	S	18	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	6	16	
<b>TOTAL BUDAPEST</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL HUNGARY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>ICELAND</b>																				
KEFLAVIK	JET2.COM LTD	S	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ICELAND</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	25	0	0	4.0	32.0	20.0	16.0	24.0	0.0	4.0	0.0	0.0	0.0	0.0	19	92.0	4	25	
<b>TOTAL AMRITSAR</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>20.0</b>	<b>16.0</b>	<b>24.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.0</b>	<b>4</b>	<b>25</b>	
COCHIN	TUI AIRWAYS 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	48	0.0	0	0	
<b>TOTAL COCHIN</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>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DELHI	AIR INDIA	S	25	0	0	0.0	12.0	16.0	20.0	24.0	16.0	4.0	4.0	4.0	0.0	0.0	155	44.0	21	25	
<b>TOTAL DELHI</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>16.0</b>	<b>20.0</b>	<b>24.0</b>	<b>16.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>155</b>	<b>44.0</b>	<b>21</b>	<b>25</b>	
GOA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	9	7	
<b>TOTAL GOA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>9</b>	<b>7</b>	
<b>TOTAL INDIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>21.2</b>	<b>19.2</b>	<b>17.3</b>	<b>23.1</b>	<b>9.6</b>	<b>3.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>66.7</b>	<b>12</b>	<b>57</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	114	0	0	13.2	48.2	28.9	6.1	2.6	0.9	0.0	0.0	0.0	0.0	0.0	4	88.4	7	110	
<b>TOTAL CORK</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>48.2</b>	<b>28.9</b>	<b>6.1</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.4</b>	<b>7</b>	<b>110</b>	
DUBLIN	AER LINGUS	S	210	0	0	8.6	51.4	29.0	7.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	75.9	11	216	
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	100.0	0	2	
DUBLIN	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
DUBLIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
DUBLIN	RYANAIR	S	326	0	0	10.7	51.8	27.9	4.6	3.1	0.9	0.3	0.6	0.0	0.0	0.0	6	87.1	6	334	
DUBLIN	STOBART AIR	S	71	0	0	9.9	54.9	18.3	9.9	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.3	11	79	
<b>TOTAL DUBLIN</b>			<b>607</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>52.1</b>	<b>27.2</b>	<b>6.1</b>	<b>3.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.8</b>	<b>8</b>	<b>633</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	34	0	1	17.1	34.3	42.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.9	3	69.4	20	36	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>17.1</b>	<b>34.3</b>	<b>42.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>3</b>	<b>69.4</b>	<b>20</b>	<b>36</b>	
SHANNON	STOBART AIR	S	50	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	94.4	7	54	
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>94.4</b>	<b>7</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>805</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>50.0</b>	<b>28.3</b>	<b>5.5</b>	<b>3.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>5</b>	<b>83.7</b>	<b>9</b>	<b>833</b>	
<b>ITALY</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	100.0	3	2	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
MILAN (MALPENSA)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	13	51	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.9</b>	<b>13</b>	<b>51</b>	
NAPLES	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2	
NAPLES	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	2	
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>71.4</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>10</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
ROME (CIAMPINO)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	532	2	
<b>TOTAL ROME (CIAMPINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>532</b>	<b>2</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
ROME (FIUMICINO)	JET2.COM LTD	S	28	0	0	0.0	32.1	46.4	10.7	0.0	7.1	0.0	3.6	0.0	0.0	0.0	18	85.7	10	21	
<b>TOTAL ROME (FIUMICINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>46.4</b>	<b>10.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.4</b>	<b>10</b>	<b>22</b>	
TREVISO	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL TREVISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
VENICE	JET2.COM LTD	S	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
VENICE	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL VENICE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
VERONA VILLAFRANCA	RYANAIR	S	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	6	16	
<b>TOTAL VERONA VILLAFRANCA</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>0.0</b>	<b>5</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.6</b>	<b>52.5</b>	<b>5.1</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.5</b>	<b>20</b>	<b>102</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	50.0	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	153	47.1	32	17	
<b>TOTAL MONTEGO BAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>153</b>	<b>47.1</b>	<b>32</b>	<b>17</b>	
<b>TOTAL JAMAICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>153</b>	<b>47.1</b>	<b>32</b>	<b>17</b>	
<b>JORDAN</b>																					
AQABA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	33	2	
<b>TOTAL AQABA</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>33</b>	<b>2</b>	
<b>TOTAL JORDAN</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>33</b>	<b>2</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	77.8	8	18	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	6	
MALTA	RYANAIR	S	26	0	0	3.8	42.3	42.3	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	7	26	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>43.3</b>	<b>40.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.6</b>	<b>6</b>	<b>32</b>	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>43.3</b>	<b>40.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.6</b>	<b>6</b>	<b>32</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	17	0	0	11.8	11.8	47.1	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	70.6	16	17	
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>47.1</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>0.0</b>	<b>12</b>	<b>70.6</b>	<b>16</b>	<b>17</b>	
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>47.1</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>0.0</b>	<b>12</b>	<b>70.6</b>	<b>16</b>	<b>17</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>85.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	20.0	20.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	5	
<b>TOTAL MARRAKESH</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>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>15</b>	<b>100.0</b>	<b>2</b>	<b>5</b>	
<b>TOTAL MOROCCO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>64.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>23</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	
AMSTERDAM	FLYBE LTD	S	365	0	1	8.2	31.4	43.2	10.1	4.4	1.6	0.5	0.3	0.0	0.0	0.3	10	66.7	18	372	
AMSTERDAM	KLM	S	240	0	1	2.1	36.5	43.2	10.8	5.4	1.2	0.4	0.0	0.0	0.0	0.4	9	82.1	9	238	
<b>TOTAL AMSTERDAM</b>			<b>605</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>33.4</b>	<b>43.2</b>	<b>10.4</b>	<b>4.8</b>	<b>1.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>72.7</b>	<b>14</b>	<b>611</b>	
EINDHOVEN	RYANAIR	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	28	0.0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>607</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>33.3</b>	<b>43.0</b>	<b>10.3</b>	<b>4.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>72.7</b>	<b>14</b>	<b>611</b>	
<b>NORWAY</b>																					
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>OMAN</b>																					
MUSCAT	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	704	2	
<b>TOTAL MUSCAT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>704</b>	<b>2</b>	
<b>TOTAL OMAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>704</b>	<b>2</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	61.5	20	26	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.5</b>	<b>20</b>	<b>26</b>	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	34	0	0	23.5	41.2	20.6	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>41.2</b>	<b>20.6</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>41.2</b>	<b>20.6</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.5</b>	<b>20</b>	<b>26</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	0	23.1	53.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	2	26	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>53.8</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
GDANSK	RYANAIR	S	16	0	0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	16	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
KATOWICE	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	295	0.0	0	0	
KATOWICE	RYANAIR	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.2	16	18	
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>26.3</b>	<b>47.4</b>	<b>21.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.2</b>	<b>16</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	17	0	0	29.4	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	2	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	16
KRAKOW	WIZZ AIR	S	26	0	0	7.7	30.8	34.6	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>40.6</b>	<b>26.1</b>	<b>10.1</b>	<b>7.2</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>97.1</b>	<b>2</b>	<b>34</b>
POZNAN	WIZZ AIR	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	4	100.0	1	16
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>16</b>
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	3	16
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	19.2	50.0	15.4	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	96.2	4	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>50.0</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.2</b>	<b>4</b>	<b>26</b>
WROCLAW	WIZZ AIR	S	18	0	0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	12	16
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>77.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>12</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>49.5</b>	<b>22.4</b>	<b>6.7</b>	<b>2.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.9</b>	<b>5</b>	<b>168</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	40	0	0	22.5	37.5	30.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	96.9	6	32
FARO	RYANAIR	S	28	0	0	7.1	25.0	42.9	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	6	26
<b>TOTAL FARO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>32.4</b>	<b>35.3</b>	<b>14.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.4</b>	<b>6</b>	<b>58</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	0	0	0	0.0	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
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	0.0	43.8	18.8	25.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>18.8</b>	<b>25.0</b>	<b>6.3</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>20</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
<b>TOTAL PORTUGAL</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>34.5</b>	<b>32.1</b>	<b>16.7</b>	<b>2.4</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>9</b>	<b>91.5</b>	<b>6</b>	<b>59</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	16	0	0	31.3	25.0	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.3	95	15
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	50.0	189	8
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.2</b>	<b>128</b>	<b>23</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.2</b>	<b>128</b>	<b>23</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	60	0	0	11.7	55.0	26.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	4	60
<b>TOTAL DOHA HAMAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>55.0</b>	<b>26.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>4</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>55.0</b>	<b>26.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>4</b>	<b>60</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	15.4	34.6	30.8	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	26
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	11.5	26.9	23.1	11.5	15.4	7.7	3.8	0.0	0.0	0.0	0.0	21	76.9	10	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>30.8</b>	<b>26.9</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.6</b>	<b>7</b>	<b>52</b>
CLUJ NAPOCA	WIZZ AIR	S	16	0	0	37.5	6.3	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>6.3</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>68</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>25.0</b>	<b>26.5</b>	<b>13.2</b>	<b>11.8</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>84.6</b>	<b>7</b>	<b>52</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	JOTA AVIATION LTD	C	7	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
BRATISLAVA	RYANAIR	S	26	0	0	19.2	53.8	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.8	6	26
<b>TOTAL BRATISLAVA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>45.5</b>	<b>24.2</b>	<b>12.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>6</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>45.5</b>	<b>24.2</b>	<b>12.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>6</b>	<b>26</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
ALICANTE	JET2.COM LTD	S	74	0	0	14.9	29.7	48.6	4.1	1.4	1.4	0.0	0.0	0.0	0.0	0.0	5	95.8	4	71
ALICANTE	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	13	0.0	0	0
ALICANTE	RYANAIR	S	62	0	0	17.7	48.4	22.6	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	95.0	3	60
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	7.7	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	13
<b>TOTAL ALICANTE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>39.5</b>	<b>37.5</b>	<b>5.9</b>	<b>1.3</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>95.8</b>	<b>3</b>	<b>144</b>
BARCELONA	RYANAIR	S	60	0	0	3.3	38.3	26.7	20.0	8.3	3.3	0.0	0.0	0.0	0.0	0.0	12	83.3	8	60
BARCELONA	VUELING AIRLINES	S	44	0	0	2.3	27.3	27.3	25.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	63.3	23	30
<b>TOTAL BARCELONA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>33.7</b>	<b>26.9</b>	<b>22.1</b>	<b>12.5</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>13</b>	<b>76.7</b>	<b>13</b>	<b>90</b>
GIRONA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
<b>TOTAL GIRONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>4</b>
IBIZA	JET2.COM LTD	S	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	6
IBIZA	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
MADRID	IBERIA EXPRESS	S	26	0	0	11.5	23.1	46.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	6	26
MADRID	RYANAIR	S	28	0	0	0.0	17.9	32.1	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	23	64.7	28	34
<b>TOTAL MADRID</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>20.4</b>	<b>38.9</b>	<b>24.1</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>0.0</b>	<b>16</b>	<b>76.7</b>	<b>19</b>	<b>60</b>
MAHON	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	3	100.0	0	4
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
MALAGA	AIR X CHARTER	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
MALAGA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
MALAGA	JET2.COM LTD	S	52	0	0	13.5	26.9	46.2	11.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	7	88.1	7	42
MALAGA	RYANAIR	S	60	0	1	4.9	45.9	32.8	4.9	4.9	0.0	3.3	1.6	0.0	0.0	1.6	15	90.6	5	53
MALAGA	TUI AIRWAYS LTD	C	11	0	0	0.0	9.1	63.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	13	16
<b>TOTAL MALAGA</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>34.7</b>	<b>41.1</b>	<b>8.9</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>86.8</b>	<b>7</b>	<b>114</b>
MURCIA INTERNATIONAL	RYANAIR	S	20	0	0	10.0	65.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>65.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	1	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>100.0</b>	<b>1</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PALMA DE MALLORCA	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	4
PALMA DE MALLORCA	JET2.COM LTD	S	29	0	0	13.8	37.9	37.9	3.4	0.0	6.9	0.0	0.0	0.0	0.0	0.0	8	100.0	1	18
PALMA DE MALLORCA	RYANAIR	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	4	0	0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>32.4</b>	<b>32.4</b>	<b>8.1</b>	<b>5.4</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>23</b>
REUS	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	13	100.0	0	2
<b>TOTAL REUS</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>13</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SEVILLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>510</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>35.2</b>	<b>35.8</b>	<b>11.7</b>	<b>4.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>87.7</b>	<b>8</b>	<b>464</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	68	0	0	23.5	19.1	47.1	5.9	2.9	1.5	0.0	0.0	0.0	0.0	0.0	6	70.0	14	40
ARRECIFE	RYANAIR	S	30	0	0	13.3	43.3	26.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	7	26
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	11	36
ARRECIFE	TUI AIRWAYS LTD	C	25	0	0	20.0	36.0	36.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	9	26
<b>TOTAL ARRECIFE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>28.5</b>	<b>39.8</b>	<b>7.3</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.7</b>	<b>11</b>	<b>128</b>
FUERTEVENTURA	JET2.COM LTD	S	36	0	0	16.7	36.1	36.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	7	18
FUERTEVENTURA	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	100.0	3	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	11	24
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	22.2	16.7	33.3	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	81.3	9	16
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>36.1</b>	<b>34.7</b>	<b>6.9</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>0.0</b>	<b>6</b>	<b>80.3</b>	<b>8</b>	<b>76</b>
LAS PALMAS	JET2.COM LTD	S	31	0	0	19.4	35.5	25.8	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	18
LAS PALMAS	RYANAIR	S	12	0	0	16.7	33.3	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	18
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
LAS PALMAS	TUI AIRWAYS LTD	C	27	0	0	14.8	37.0	37.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	6	27
LAS PALMAS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL LAS PALMAS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>35.7</b>	<b>31.4</b>	<b>11.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.0</b>	<b>6</b>	<b>67</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	108	0	0	28.7	21.3	46.3	2.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3	92.2	4	64
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	17.6	32.4	29.4	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	12	34
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.1	17	42
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	34	0	0	5.9	29.4	29.4	20.6	8.8	0.0	0.0	5.9	0.0	0.0	0.0	29	72.2	14	36
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>24.9</b>	<b>39.5</b>	<b>7.9</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>11</b>	<b>176</b>
<b>TOTAL SPAIN(CANARY SWEDEN</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>29.4</b>	<b>37.6</b>	<b>8.1</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.9</b>	<b>9</b>	<b>447</b>
<b>VAXJO</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	2
<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>2</b>	<b>2</b>
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	EASYJET SWITZERLAND	S	18	0	0	38.9	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	4	26
<b>GENEVA</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>TOTAL GENEVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>4</b>	<b>27</b>
<b>ZURICH</b>	SWISS AIRLINES	S	102	0	0	5.9	37.3	50.0	5.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.5	9	108
<b>TOTAL ZURICH</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>37.3</b>	<b>50.0</b>	<b>5.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.5</b>	<b>9</b>	<b>108</b>
<b>TOTAL SWITZERLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>35.8</b>	<b>46.7</b>	<b>5.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>8</b>	<b>135</b>
<b>TUNISIA</b>																				
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>8</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TOTAL TUNISIA</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>8</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2
<b>ANTALYA</b>	JET2.COM LTD	S	40	0	0	22.5	22.5	47.5	5.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	5	93.3	7	15
<b>ANTALYA</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	72.2	27	18
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2
<b>TOTAL ANTALYA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>24.4</b>	<b>46.3</b>	<b>4.9</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.4</b>	<b>19</b>	<b>37</b>
<b>DALAMAN</b>	JET2.COM LTD	S	11	0	0	9.1	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>DALAMAN</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 DALAMAN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>66.7</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>100.0</b>	<b>1</b>	<b>11</b>
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	86	0	0	32.6	41.9	18.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>32.6</b>	<b>41.9</b>	<b>18.6</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ISTANBUL ATATURK</b>	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	86.9	9	84
<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>86.9</b>	<b>9</b>	<b>84</b>
<b>TOTAL TURKEY</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>38.8</b>	<b>27.3</b>	<b>5.8</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.6</b>	<b>11</b>	<b>132</b>
<b>TURKMENISTAN</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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
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	64.3	17	42
<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>64.3</b>	<b>17</b>	<b>42</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>64.3</b>	<b>17</b>	<b>42</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	120	0	0	14.2	39.2	31.7	8.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	7	91.7	13	120
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>39.2</b>	<b>31.7</b>	<b>8.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>13</b>	<b>120</b>
DUBAI (WORLD CENTRAL)	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	34	0.0	0	0
DUBAI (WORLD CENTRAL)	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 DUBAI (WORLD CENTRAL)</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>39.3</b>	<b>31.1</b>	<b>8.2</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>7</b>	<b>91.7</b>	<b>13</b>	<b>120</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	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	0.0	70	1
ABERDEEN	FLYBE LTD	S	149	0	0	26.2	34.9	29.5	4.7	2.7	0.7	1.3	0.0	0.0	0.0	0.0	5	83.5	10	156
<b>TOTAL ABERDEEN</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>34.9</b>	<b>29.5</b>	<b>4.7</b>	<b>2.7</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.0</b>	<b>10</b>	<b>157</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	330	0	0	7.9	51.8	31.5	4.5	2.7	1.2	0.3	0.0	0.0	0.0	0.0	5	76.0	15	356
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>51.8</b>	<b>31.5</b>	<b>4.5</b>	<b>2.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.0</b>	<b>15</b>	<b>356</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
BELFAST INTERNATIONAL	EASYJET UK LTD	S	144	0	0	4.2	53.5	25.0	8.3	6.3	2.8	0.0	0.0	0.0	0.0	0.0	8	82.6	11	149
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>53.5</b>	<b>25.0</b>	<b>8.3</b>	<b>6.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.8</b>	<b>11</b>	<b>151</b>
BOURNEMOUTH	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
BRISTOL	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	128	3
BRISTOL	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
BRISTOL	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	32	2
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>50.0</b>	<b>48</b>	<b>10</b>
CARDIFF WALES	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	31	3
CARDIFF WALES	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	2
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.0</b>	<b>19</b>	<b>5</b>
DONCASTER SHEFFIELD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	2
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>2</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	1	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	9	1	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	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 EAST MIDLANDS INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
EDINBURGH	FLYBE LTD	S	345	0	2	17.0	50.1	25.6	2.9	2.0	1.4	0.3	0.0	0.0	0.0	0.6	4	70.7	17	391	
<b>TOTAL EDINBURGH</b>			<b>345</b>	<b>0</b>	<b>2</b>	<b>17.0</b>	<b>50.1</b>	<b>25.6</b>	<b>2.9</b>	<b>2.0</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>4</b>	<b>70.8</b>	<b>17</b>	<b>392</b>		
EXETER	FLYBE LTD	S	7	0	0	0.0	0.0	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	51	23.1	68	13	
<b>TOTAL EXETER</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>23.1</b>	<b>68</b>	<b>13</b>	
GATWICK	AIR PORTUGAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
GATWICK	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	122	1	
GATWICK	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>54</b>	<b>3</b>	
GLASGOW	FLYBE LTD	S	313	0	1	15.3	49.7	24.8	3.8	3.2	2.5	0.3	0.0	0.0	0.0	0.3	6	79.0	13	342	
GLASGOW	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
<b>TOTAL GLASGOW</b>			<b>315</b>	<b>0</b>	<b>1</b>	<b>15.2</b>	<b>50.0</b>	<b>24.7</b>	<b>3.8</b>	<b>3.2</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>78.8</b>	<b>13</b>	<b>343</b>		
GUERNSEY	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	2	
GUERNSEY	FLYBE LTD	S	41	0	0	2.4	31.7	48.8	12.2	0.0	2.4	0.0	0.0	2.4	0.0	0.0	21	61.2	31	45	
<b>TOTAL GUERNSEY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>30.2</b>	<b>48.8</b>	<b>11.6</b>	<b>2.3</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>21</b>	<b>62.7</b>	<b>30</b>	<b>47</b>	
HEATHROW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>39</b>	<b>1</b>	
INVERNESS	FLYBE LTD	S	35	0	1	22.2	44.4	19.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	2.8	6	78.3	17	59	
<b>TOTAL INVERNESS</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>44.4</b>	<b>19.4</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>6</b>	<b>78.3</b>	<b>17</b>	<b>59</b>	
ISLE OF MAN	FLYBE LTD	S	65	0	1	1.5	31.8	53.0	4.5	0.0	1.5	1.5	4.5	0.0	0.0	1.5	18	63.3	21	58	
<b>TOTAL ISLE OF MAN</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>31.8</b>	<b>53.0</b>	<b>4.5</b>	<b>0.0</b>	<b>1.5</b>	<b>1.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>63.3</b>	<b>21</b>	<b>58</b>	
JERSEY	FLYBE LTD	S	65	0	0	15.4	24.6	47.7	9.2	3.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	18	54	
<b>TOTAL JERSEY</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>24.6</b>	<b>47.7</b>	<b>9.2</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>0.0</b>	<b>7</b>	<b>75.0</b>	<b>18</b>	<b>54</b>	
LEEDS BRADFORD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LEEDS BRADFORD	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</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>100.0</b>	<b>0</b>	<b>1</b>	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	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	16	0.0	0	0	
LIVERPOOL (JOHN LENNON)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>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>0.0</b>	<b>16</b>	<b>0.0</b>	<b>38</b>	<b>1</b>
LUTON	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
LUTON	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	0.0	322	2
<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>0.0</b>	<b>28</b>	<b>0.0</b>	<b>322</b>	<b>2</b>
MANCHESTER	FLYBE LTD	S	7	0	0	14.3	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	10	3
MANCHESTER	JET2.COM LTD	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	76	3
MANCHESTER	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
<b>TOTAL MANCHESTER</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>0.0</b>	<b>45.5</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>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>33</b>	<b>8</b>
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	5	0	0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	18	9
<b>TOTAL SOUTHAMPTON</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>66.7</b>	<b>18</b>	<b>9</b>
SOUTHEND	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
SOUTHEND	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
STANSTED	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	7	1
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>50.0</b>	<b>34</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1533</b>	<b>0</b>	<b>5</b>	<b>13.2</b>	<b>45.6</b>	<b>30.2</b>	<b>5.1</b>	<b>3.1</b>	<b>1.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>74.8</b>	<b>16</b>	<b>1680</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	C	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	2	85.7	6	7
<b>TOTAL SANFORD</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>6</b>	<b>7</b>
<b>TOTAL USA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>6</b>	<b>7</b>
<b>TOTAL BIRMINGHAM</b>			<b>6739</b>	<b>0</b>	<b>24</b>	<b>11.6</b>	<b>41.3</b>	<b>34.2</b>	<b>7.1</b>	<b>3.5</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>79.2</b>	<b>12</b>	<b>7196</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	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 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>58</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>58</b>	<b>1</b>	
<b>CYPRUS</b>																					
PAPHOS	RYANAIR	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	38.9	26	18	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	80.0	9	5	
<b>TOTAL PAPHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</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>21</b>	<b>47.8</b>	<b>22</b>	<b>23</b>	
<b>TOTAL CYPRUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</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>21</b>	<b>47.8</b>	<b>22</b>	<b>23</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	17	1	0	0.0	22.2	61.1	5.6	5.6	0.0	0.0	0.0	0.0	5.6	0.0	8	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
IVALO	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	26	1	
<b>TOTAL IVALO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>	
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>	
<b>GERMANY</b>																					
COLOGNE BONN	AERO DIENST	S	0	0	0	0.0	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 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>100.0</b>	<b>15</b>	<b>1</b>	
DUSSELDORF	AERO DIENST	S	0	0	0	0.0	0.0	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 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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
<b>GREECE</b>																					
RHODES	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL RHODES</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 GREECE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
DUBLIN	RYANAIR	S	34	0	0	0.0	23.5	64.7	8.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>62.9</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>62.9</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	6.3	75.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	16	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>75.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>75.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>NETHERLANDS</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
AMSTERDAM	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 AMSTERDAM</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 NETHERLANDS</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>NORWAY</b>																					
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BERGEN	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1	
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
STAVANGER	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL STAVANGER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	18	0	0	16.7	50.0	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	31	94.4	3	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</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>31</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</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>31</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	20	0	0	0.0	35.0	55.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>55.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>55.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	24	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.8	2	24	
<b>TOTAL ALICANTE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
GIRONA	RYANAIR	S	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GIRONA</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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	RYANAIR	S	22	0	0	4.5	68.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	16	
<b>TOTAL MALAGA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>68.2</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>6</b>	<b>16</b>	
PALMA DE MALLORCA	RYANAIR	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	2	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>63.6</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>60.3</b>	<b>28.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.5</b>	<b>3</b>	<b>40</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	15	16	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>15</b>	<b>16</b>	
LAS PALMAS	RYANAIR	S	8	0	0	0.0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	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	2	83.3	8	6	
LAS PALMAS	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	723	2	
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>9</b>	<b>75.0</b>	<b>187</b>	<b>8</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	38.9	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	83.3	7	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>25.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SPAIN(CANARY UNITED KINGDOM)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>43.3</b>	<b>28.3</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.0</b>	<b>37</b>	<b>50</b>	
BIRMINGHAM	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	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>26</b>	<b>1</b>	
CARDIFF HELIPORT	BABCOCK MISSION CRITICAL SERVICES ONSHORE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CARDIFF HELIPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
CITY OF DERRY (EGLINTON)	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	28	1	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
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	0.0	46	2	
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>46</b>	<b>2</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	9	1	
GATWICK	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
GUERNSEY	AURIGNY AIR SERVICES	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	3	0.0	0	0	
<b>TOTAL GUERNSEY</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>	
JERSEY	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 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>100.0</b>	<b>0</b>	<b>1</b>	
MANCHESTER	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	13	1	
MANCHESTER	JOTA AVIATION LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MANCHESTER</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>100.0</b>	<b>13</b>	<b>1</b>	
NEWCASTLE	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
NEWCASTLE	LOGANAIR LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
STANSTED	TITAN 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	37	1	
<b>TOTAL STANSTED</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>37</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>54.5</b>	<b>20</b>	<b>11</b>	
<b>TOTAL BOURNEMOUTH</b>			<b>254</b>	<b>1</b>	<b>0</b>	<b>6.3</b>	<b>43.5</b>	<b>37.6</b>	<b>8.6</b>	<b>0.8</b>	<b>1.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>16</b>	<b>180</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
VIENNA	EASYJET UK LTD	S	26	0	0	0.0	50.0	38.5	0.0	3.8	7.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.5</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.5</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	99	0	0	1.0	48.5	42.4	7.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>48.5</b>	<b>42.4</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>48.5</b>	<b>42.4</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CAPE VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	16	0	0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>58.8</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS	EASYJET UK LTD	S	26	0	0	7.7	30.8	50.0	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	13	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>28.6</b>	<b>48.6</b>	<b>2.9</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</b>	<b>40.4</b>	<b>1.9</b>	<b>5.8</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	60	0	0	1.7	25.0	58.3	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>25.0</b>	<b>58.3</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>25.0</b>	<b>58.3</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	26	0	0	3.8	53.8	34.6	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>34.6</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>34.6</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	18	0	0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>38.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>38.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	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	11	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRIVE-LA-GAILLARDE	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
BRIVE-LA-GAILLARDE	BLUE ISLANDS LIMITED	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 BRIVE-LA-GAILLARDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	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	82	0.0	0	0	
<b>TOTAL NANTES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET UK LTD	S	18	0	0	16.7	61.1	16.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	110	0	0	4.5	47.3	31.8	8.2	3.6	2.7	0.9	0.0	0.9	0.0	17	0.0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>47.3</b>	<b>31.3</b>	<b>8.0</b>	<b>4.5</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	34	0	0	2.9	50.0	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	62	0	0	12.9	53.2	22.6	6.5	1.6	1.6	1.6	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>52.1</b>	<b>29.2</b>	<b>6.3</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>49.4</b>	<b>28.3</b>	<b>7.7</b>	<b>2.4</b>	<b>2.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	48	0	0	4.2	27.1	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>27.1</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
COLOGNE BONN	RYANAIR	S	34	0	0	5.9	67.6	23.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>67.6</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GERMANY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>43.9</b>	<b>35.4</b>	<b>12.2</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	20	0	0	20.0	65.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>65.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>65.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>GREECE</b>																					
ATHENS	EASYJET UK LTD	S	24	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL ATHENS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CHANIA	RYANAIR	S	4	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		
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</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>		
HERAKLION	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HERAKLION	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	120	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL HERAKLION</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>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>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0	
<b>TOTAL RHODES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>15.6</b>	<b>0.0</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	32	0	0	6.3	21.9	56.3	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	52	0	0	15.4	50.0	30.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>50.0</b>	<b>30.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBLIN	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	
DUBLIN	RYANAIR	S	161	0	0	5.0	48.4	31.1	5.6	8.1	1.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
DUBLIN	STOBART AIR	S	160	0	0	2.5	48.1	38.1	5.6	3.1	0.0	1.3	1.3	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>48.4</b>	<b>34.5</b>	<b>5.6</b>	<b>5.6</b>	<b>0.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	15.4	30.8	19.2	19.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>30.8</b>	<b>19.2</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANNON	RYANAIR	S	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>402</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>47.3</b>	<b>32.8</b>	<b>5.7</b>	<b>5.5</b>	<b>0.7</b>	<b>1.0</b>	<b>0.5</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>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	7.7	53.8	15.4	3.8	11.5	0.0	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>15.4</b>	<b>3.8</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</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>	
MILAN (MALPENSA)	EASYJET UK LTD	S	24	0	0	8.3	66.7	16.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	18	0	0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>54.8</b>	<b>16.7</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET UK LTD	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>	
OLBIA	EASYJET UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL OLBIA</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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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	
PISA	EASYJET UK LTD	S	18	0	2	0.0	50.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6	0.0	0	0	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	58	0	0	17.2	37.9	31.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>37.9</b>	<b>31.0</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>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	EASYJET EUROPE	S	36	0	0	19.4	63.9	8.3	2.8	2.8	2.8	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
VENICE	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	
VENICE	RYANAIR	S	44	0	0	2.3	54.5	25.0	6.8	6.8	0.0	0.0	0.0	4.5	0.0	0.0	26	0.0	0	0	
<b>TOTAL VENICE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>59.3</b>	<b>17.3</b>	<b>4.9</b>	<b>4.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>233</b>	<b>0</b>	<b>2</b>	<b>13.2</b>	<b>51.5</b>	<b>21.3</b>	<b>5.5</b>	<b>5.5</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	26	0	0	3.8	38.5	53.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>53.8</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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>53.8</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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	9	0	0	11.1	33.3	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL CANCUN</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>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</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>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	102	0	0	1.0	27.5	45.1	11.8	8.8	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
AMSTERDAM	KLM	S	232	0	0	1.7	44.0	38.4	9.9	4.7	0.9	0.4	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>38.9</b>	<b>40.4</b>	<b>10.5</b>	<b>6.0</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>38.9</b>	<b>40.4</b>	<b>10.5</b>	<b>6.0</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NORWAY</b>																					
BERGEN	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BERGEN</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	16.7	55.6	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KATOWICE	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	17	0.0	0	0	
KATOWICE	WIZZ AIR	S	18	0	0	27.8	55.6	5.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>26.3</b>	<b>52.6</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 NOVEMBER 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KRAKOW	EASYJET UK LTD	S	35	0	1	8.3	27.8	36.1	11.1	11.1	0.0	0.0	2.8	0.0	0.0	2.8	18	0.0	0	0	
KRAKOW	RYANAIR	S	35	0	0	8.6	54.3	22.9	5.7	5.7	0.0	0.0	2.9	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>40.8</b>	<b>29.6</b>	<b>8.5</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	RYANAIR	S	26	0	0	26.9	53.8	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>53.8</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RZESZOW	RYANAIR	S	18	0	0	5.6	38.9	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (CHOPIN)	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	77	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</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>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	34	0	0	17.6	44.1	26.5	2.9	2.9	0.0	5.9	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>44.1</b>	<b>26.5</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WROCLAW	RYANAIR	S	16	0	0	31.3	62.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>62.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>16.3</b>	<b>46.8</b>	<b>22.2</b>	<b>5.9</b>	<b>4.9</b>	<b>0.5</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	60	0	0	10.0	43.3	31.7	6.7	5.0	3.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
FARO	RYANAIR	S	26	0	0	7.7	42.3	30.8	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL FARO</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>43.0</b>	<b>31.4</b>	<b>8.1</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LISBON	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	1	0.0	0	0	
LISBON	EASYJET UK LTD	S	38	0	0	7.9	31.6	36.8	5.3	5.3	13.2	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL LISBON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>38.5</b>	<b>5.1</b>	<b>5.1</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	18	0	0	5.6	38.9	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>39.2</b>	<b>34.3</b>	<b>8.4</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET UK LTD	S	34	0	0	20.6	38.2	38.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>38.2</b>	<b>38.2</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>38.2</b>	<b>38.2</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	16	0	0	6.3	56.3	31.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	82	0	0	6.1	41.5	36.6	8.5	6.1	1.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ALICANTE	RYANAIR	S	62	0	0	9.7	45.2	32.3	6.5	3.2	1.6	0.0	0.0	1.6	0.0	0.0	12	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>41.6</b>	<b>35.6</b>	<b>7.4</b>	<b>4.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARCELONA	EASYJET UK LTD	S	84	0	0	7.1	54.8	31.0	4.8	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>54.8</b>	<b>31.0</b>	<b>4.8</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BILBAO	EASYJET UK LTD	S	16	0	0	0.0	62.5	18.8	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GIRONA	RYANAIR	S	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL GIRONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	44	0	0	2.3	38.6	45.5	11.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL MADRID</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>45.5</b>	<b>11.4</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	EASYJET UK LTD	S	57	0	0	15.8	45.6	29.8	1.8	5.3	1.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
MALAGA	RYANAIR	S	54	0	0	11.1	44.4	29.6	5.6	5.6	0.0	3.7	0.0	0.0	0.0	0.0	10	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	207	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>44.3</b>	<b>29.6</b>	<b>3.5</b>	<b>6.1</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	26	0	0	23.1	42.3	26.9	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>26.9</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	24	0	0	25.0	41.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	10	0	0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>30.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
REUS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL REUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SANTANDER	EASYJET UK LTD	S	3	0	0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	89	0.0	0	0	
<b>TOTAL SANTANDER</b>			<b>3</b>	<b>0</b>	<b>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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEVILLE	EASYJET UK LTD	S	26	0	0	23.1	57.7	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
SEVILLE	RYANAIR	S	18	0	0	0.0	38.9	16.7	16.7	5.6	22.2	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>50.0</b>	<b>15.9</b>	<b>6.8</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	18	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>548</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>44.3</b>	<b>32.5</b>	<b>6.4</b>	<b>4.0</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	17	0	0	5.9	35.3	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ARRECIFE	RYANAIR	S	26	0	0	11.5	34.6	34.6	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	TUI AIRWAYS LTD	C	16	0	0	0.0	43.8	43.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>37.3</b>	<b>40.7</b>	<b>6.8</b>	<b>5.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	11.1	27.8	16.7	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>21.4</b>	<b>21.4</b>	<b>25.0</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	0.0	38.9	27.8	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
LAS PALMAS	RYANAIR	S	12	0	0	0.0	41.7	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	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	6	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>28.2</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	34	0	0	14.7	23.5	44.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	3.8	34.6	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	25	0	0	12.0	44.0	36.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>32.9</b>	<b>40.0</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>34.6</b>	<b>35.5</b>	<b>10.9</b>	<b>7.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BALE MULHOUSE	EASYJET UK LTD	S	26	0	0	11.5	50.0	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</b>	<b>26.9</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GENEVA	EASYJET UK LTD	S	52	0	0	3.8	59.6	25.0	1.9	9.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>59.6</b>	<b>25.0</b>	<b>1.9</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>56.4</b>	<b>25.6</b>	<b>5.1</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
BODRUM (MILAS)	EASYJET UK LTD	S	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	50	0	0	8.0	44.0	34.0	6.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>44.0</b>	<b>34.0</b>	<b>6.0</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	164	0	0	3.0	55.5	31.1	6.7	3.0	0.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BELFAST INTERNATIONAL	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>55.4</b>	<b>31.3</b>	<b>6.6</b>	<b>3.0</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>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	BLUE ISLANDS LIMITED	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	5	0.0	0	0	



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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
BIRMINGHAM	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
EDINBURGH	EASYJET UK LTD	S	230	0	0	4.8	55.2	28.7	7.4	3.0	0.0	0.9	0.0	0.0	0.0	0.0	6	0.0	0	0
EDINBURGH	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>55.4</b>	<b>28.6</b>	<b>7.4</b>	<b>3.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	EASYJET UK LTD	S	186	0	0	1.6	50.5	32.8	5.9	5.9	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>50.5</b>	<b>32.8</b>	<b>5.9</b>	<b>5.9</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GUERNSEY	AURIGNY AIR SERVICES	S	34	0	0	11.8	50.0	20.6	8.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GUERNSEY	FLYBE LTD	S	34	0	0	17.6	50.0	29.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>50.0</b>	<b>25.0</b>	<b>5.9</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HAWARDEN	LOGANAIR LTD	C	46	0	0	15.2	54.3	23.9	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
HAWARDEN	LOGANAIR LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL HAWARDEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>52.1</b>	<b>25.0</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	EASYJET UK LTD	S	36	0	0	2.8	33.3	44.4	5.6	8.3	0.0	5.6	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	EASYJET UK LTD	S	18	0	2	0.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</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>10.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	16	0	0	25.0	43.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
LEEDS BRADFORD	RYANAIR	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	24	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</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	11	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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>75</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	EASYJET UK LTD	S	102	0	0	12.7	57.8	21.6	4.9	1.0	2.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>57.8</b>	<b>21.6</b>	<b>4.9</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>934</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>52.1</b>	<b>29.2</b>	<b>6.6</b>	<b>3.6</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRISTOL</b>			<b>3922</b>	<b>0</b>	<b>5</b>	<b>7.7</b>	<b>46.3</b>	<b>32.1</b>	<b>6.9</b>	<b>4.3</b>	<b>1.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>ALBANIA</b>																					
TIRANA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL 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>100.0</b>	<b>0</b>	<b>2</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>100.0</b>	<b>0</b>	<b>2</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	ENTER AIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BAKU (HEYDER ALIYEV INT'L)	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	5	0.0	0	0	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AZERBAIJAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
<b>TOTAL BRIDGETOWN</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BARBADOS</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	6	
<b>TOTAL PAPHOS</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>13</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>TOTAL CYPRUS</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>13</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	CSA CZECH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>DENMARK</b>																					
AARHUS (TIRSTRUP)	KLASJET UAB	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
NICE	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	14	1	
<b>TOTAL NICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	68	0	0	0.0	26.5	64.7	5.9	0.0	1.5	1.5	0.0	0.0	0.0	0.0	7	84.5	7	57	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>64.7</b>	<b>5.9</b>	<b>0.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.5</b>	<b>7</b>	<b>57</b>	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL FRANCE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>64.7</b>	<b>5.9</b>	<b>0.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.7</b>	<b>8</b>	<b>58</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	5	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>5</b>	<b>18</b>		
MUNICH	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	83.3	16	18			
<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</b>	<b>78.9</b>	<b>16</b>	<b>18</b>			
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.5</b>	<b>10</b>	<b>36</b>			
<b>GREECE</b>																					
KOS	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL KOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
RHODES	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL RHODES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL GREECE</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	C	6	0	0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0	21	0.0	0			
<b>TOTAL BUDAPEST</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>			
DEBRECEN	WIZZ AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	0.0	0			
<b>TOTAL DEBRECEN</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</b>	<b>4</b>	<b>0.0</b>	<b>0</b>			
<b>TOTAL HUNGARY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>			
<b>IRISH REPUBLIC</b>																					
CORK	FLYBE LTD	S	16	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	92.3	6			
<b>TOTAL CORK</b>			<b>16</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</b>	<b>2</b>	<b>92.3</b>	<b>6</b>			
DUBLIN	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1			
DUBLIN	FLYBE LTD	S	158	2	1	21.1	42.2	25.5	4.3	1.9	2.5	0.6	0.0	1.2	0.6	5	87.7	7			
<b>TOTAL DUBLIN</b>			<b>158</b>	<b>2</b>	<b>1</b>	<b>21.1</b>	<b>42.2</b>	<b>25.5</b>	<b>4.3</b>	<b>1.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>1.2</b>	<b>0.6</b>	<b>5</b>	<b>87.8</b>	<b>7</b>			
SHANNON	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	0.0	0			
SHANNON	STOBART AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0	35	0.0	0			
<b>TOTAL SHANNON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>			
<b>TOTAL IRISH REPUBLIC</b>			<b>177</b>	<b>2</b>	<b>1</b>	<b>18.9</b>	<b>42.2</b>	<b>28.3</b>	<b>3.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>0.6</b>	<b>5</b>	<b>88.6</b>	<b>7</b>			
<b>ITALY</b>																					
MILAN (MALPENSA)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	21	18			
<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</b>	<b>72.2</b>	<b>21</b>				
ROME (FIUMICINO)	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	81.3	10	16			
<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</b>	<b>81.3</b>	<b>10</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</b>	<b>76.5</b>	<b>16</b>				
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0.0	0			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA NETHERLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AMSTERDAM</b>	KLM	S	171	0	0	0.6	46.2	43.3	5.8	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5	91.3	4	172	
<b>TOTAL AMSTERDAM</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>46.2</b>	<b>43.3</b>	<b>5.8</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>5</b>	<b>91.3</b>	<b>4</b>	<b>172</b>	
<b>TOTAL NETHERLANDS</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>46.2</b>	<b>43.3</b>	<b>5.8</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>5</b>	<b>91.3</b>	<b>4</b>	<b>172</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</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	66.7	9	18	
<b>FARO</b>	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	108	0.0	0	0	
<b>TOTAL FARO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>108</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>108</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>QATAR</b>																					
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	44	0	0	13.6	40.9	29.5	13.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.2	3	44	
<b>TOTAL DOHA HAMAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>40.9</b>	<b>29.5</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.2</b>	<b>3</b>	<b>44</b>	
<b>TOTAL QATAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>40.9</b>	<b>29.5</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.2</b>	<b>3</b>	<b>44</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	93.8	3	16	
<b>ALICANTE</b>	VUELING AIRLINES	S	26	0	0	3.8	30.8	23.1	7.7	11.5	15.4	0.0	7.7	0.0	0.0	0.0	36	69.2	13	26	
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.5</b>	<b>36.4</b>	<b>9.1</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>78.6</b>	<b>9</b>	<b>42</b>	
<b>MADRID</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	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>100.0</b>	<b>15</b>	<b>1</b>	
<b>MALAGA</b>	TUI AIRWAYS LTD	C	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	15	62.5	16	8	
<b>MALAGA</b>	VUELING AIRLINES	S	13	0	1	0.0	28.6	28.6	21.4	14.3	0.0	0.0	0.0	0.0	0.0	7.1	12	50.0	12	16	
<b>TOTAL MALAGA</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.7</b>	<b>43.5</b>	<b>13.0</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>4.3</b>	<b>13</b>	<b>54.2</b>	<b>13</b>	<b>24</b>	
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>29.0</b>	<b>37.7</b>	<b>10.1</b>	<b>10.1</b>	<b>7.2</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>21</b>	<b>70.1</b>	<b>10</b>	<b>67</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	50.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	23	18	
<b>TOTAL ARRECIFE</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>57.9</b>	<b>23</b>	<b>19</b>	
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	8	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>80.0</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>10</b>	<b>8</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	18	1	0	5.3	15.8	21.1	26.3	26.3	0.0	0.0	0.0	0.0	5.3	0.0	21	77.8	10	18	
<b>TENERIFE (SURREINA SOFIA)</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	34.6	34.6	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	11	88.5	4	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>4.4</b>	<b>26.7</b>	<b>28.9</b>	<b>17.8</b>	<b>17.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>15</b>	<b>82.6</b>	<b>7</b>	<b>46</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>4.2</b>	<b>23.9</b>	<b>40.8</b>	<b>14.1</b>	<b>14.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>12</b>	<b>75.3</b>	<b>11</b>	<b>73</b>
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	100.0	0	3
ANTALYA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>3</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
DALAMAN	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL DALAMAN</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>4</b>
<b>TOTAL TURKEY</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>100.0</b>	<b>0</b>	<b>7</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI (WORLD CENTRAL)	WHITE 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	20	1
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	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	0.0	35	1
ABERDEEN	EASTERN AIRWAYS	S	8	3	0	0.0	27.3	45.5	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	3	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>8</b>	<b>3</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>45.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.3</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>35</b>	<b>1</b>
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	81	0	2	13.3	42.2	30.1	6.0	1.2	3.6	1.2	0.0	0.0	0.0	2.4	8	77.0	13	83
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>42.2</b>	<b>30.1</b>	<b>6.0</b>	<b>1.2</b>	<b>3.6</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>77.0</b>	<b>13</b>	<b>83</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	60	0	0	1.7	65.0	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.6	9	88
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>65.0</b>	<b>26.7</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>0.0</b>	<b>3</b>	<b>88.6</b>	<b>9</b>	<b>88</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	105	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>105</b>	<b>1</b>
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>100.0</b>	<b>0</b>	<b>1</b>
DONCASTER SHEFFIELD	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 DONCASTER SHEFFIELD</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	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	40	1
EDINBURGH	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	FLYBE LTD	S	152	0	0	1.3	50.7	41.4	5.3	0.0	0.7	0.7	0.0	0.0	0.0	0.0	4	80.6	14	98
<b>TOTAL EDINBURGH</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>50.7</b>	<b>41.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.2</b>	<b>14</b>	<b>100</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	100.0	10	2
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>2</b>
GLASGOW	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	22	1
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	77.3	14	44
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.9</b>	<b>14</b>	<b>45</b>
JERSEY	FLYBE LTD	S	26	0	0	7.7	53.8	15.4	0.0	7.7	0.0	15.4	0.0	0.0	0.0	0.0	25	87.5	9	16
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</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>25</b>	<b>87.5</b>	<b>9</b>	<b>16</b>
LEEDS BRADFORD	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 LEEDS BRADFORD</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	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	100.0	5	2
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	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	155	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>155</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
NEWCASTLE	EASTERN AIRWAYS	S	26	5	0	0.0	35.5	25.8	0.0	12.9	3.2	3.2	0.0	3.2	16.1	0.0	33	52.9	51	40
<b>TOTAL NEWCASTLE</b>			<b>26</b>	<b>5</b>	<b>0</b>	<b>0.0</b>	<b>35.5</b>	<b>25.8</b>	<b>0.0</b>	<b>12.9</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>16.1</b>	<b>0.0</b>	<b>33</b>	<b>51.9</b>	<b>51</b>	<b>40</b>
<b>TOTAL UNITED KINGDOM</b>			<b>354</b>	<b>14</b>	<b>2</b>	<b>4.3</b>	<b>48.4</b>	<b>32.7</b>	<b>4.6</b>	<b>1.9</b>	<b>1.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.3</b>	<b>3.8</b>	<b>0.5</b>	<b>9</b>	<b>76.6</b>	<b>16</b>	<b>379</b>
<b>TOTAL CARDIFF WALES</b>			<b>1000</b>	<b>17</b>	<b>4</b>	<b>6.4</b>	<b>41.3</b>	<b>36.9</b>	<b>6.5</b>	<b>3.8</b>	<b>1.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>1.7</b>	<b>0.4</b>	<b>9</b>	<b>81.2</b>	<b>11</b>	<b>1050</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>CYPRUS</b>																					
PAPHOS	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	2	100.0	0	6	
<b>TOTAL PAPHOS</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>2</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>TOTAL CYPRUS</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>2</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>EGYPT</b>																					
HURGHADA	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 HURGHADA</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 EGYPT</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>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	8	16	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>8</b>	<b>16</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>72.2</b>	<b>8</b>	<b>16</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	18	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	18	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>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>2</b>	<b>18</b>	
DEBRECEN	WIZZ AIR	S	16	0	0	43.8	31.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL DEBRECEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>43.8</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>50.0</b>	<b>23.5</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	26	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	18	0	0	44.4	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	16	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	18	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</b>	<b>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>88.9</b>	<b>7</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</b>	<b>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>88.9</b>	<b>7</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	4	60	
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.3</b>	<b>4</b>	<b>60</b>	
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.3</b>	<b>4</b>	<b>60</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	34	0	0	41.2	41.2	14.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	2	34	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>34</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>41.2</b>	<b>14.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.1</b>	<b>2</b>	<b>34</b>	
KATOWICE	WIZZ AIR	S	34	0	0	29.4	44.1	23.5	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	91.2	3	34	
<b>TOTAL KATOWICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>44.1</b>	<b>23.5</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.2</b>	<b>3</b>	<b>34</b>	
KRAKOW	WIZZ AIR	S	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>16.7</b>	<b>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>	
POZNAN	WIZZ AIR	S	26	0	0	15.4	61.5	19.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	25	100.0	1	26	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>61.5</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>1</b>	<b>26</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	16.7	44.4	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	22	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>22</b>	
WROCLAW	WIZZ AIR	S	16	0	0	37.5	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	18	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>56.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>44.5</b>	<b>24.0</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.3</b>	<b>2</b>	<b>134</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	34	0	0	20.6	17.6	32.4	14.7	8.8	0.0	5.9	0.0	0.0	0.0	0.0	16	88.5	4	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>17.6</b>	<b>32.4</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	92	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>92</b>	<b>16</b>	
TIMISOARA	WIZZ AIR	S	18	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL TIMISOARA</b>			<b>18</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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>31.4</b>	<b>25.7</b>	<b>7.1</b>	<b>4.3</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>37</b>	<b>42</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	37	16	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	5.6	50.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	16	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>20</b>	<b>32</b>	
MALAGA	TUI AIRWAYS LTD	C	12	0	0	0.0	16.7	58.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	71.4	9	14	
<b>TOTAL MALAGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>58.3</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.4</b>	<b>9</b>	<b>14</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</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 SPAIN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>35.5</b>	<b>51.6</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.6</b>	<b>17</b>	<b>46</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	25.0	43.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>43.8</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>9</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>3</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	7.7	42.3	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	5	26	



Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>38.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY UNITED KINGDOM)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>35.3</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.2</b>	<b>2</b>	<b>52</b>
<b>BELFAST CITY (GEORGE BEST)</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	83.3	8	36
<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>83.3</b>	<b>8</b>	<b>36</b>
<b>CARDIFF WALES</b>	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>JERSEY</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16
<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>100.0</b>	<b>1</b>	<b>16</b>
<b>NEWQUAY</b>	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>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>88.5</b>	<b>5</b>	<b>52</b>
<b>TOTAL DONCASTER</b>			<b>379</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>40.6</b>	<b>29.8</b>	<b>3.4</b>	<b>2.9</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.0</b>	<b>8</b>	<b>486</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	153	0	0	2.6	47.1	40.5	3.9	5.2	0.7	0.0	0.0	0.0	0.0	0.0	6	93.6	5	156	
<b>TOTAL AMSTERDAM</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>47.1</b>	<b>40.5</b>	<b>3.9</b>	<b>5.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.6</b>	<b>5</b>	<b>156</b>	
<b>TOTAL NETHERLANDS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>47.1</b>	<b>40.5</b>	<b>3.9</b>	<b>5.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.6</b>	<b>5</b>	<b>156</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	113	0	4	6.8	41.0	23.1	2.6	8.5	10.3	3.4	0.9	0.0	0.0	3.4	21	75.2	14	110	
<b>TOTAL ABERDEEN</b>			<b>113</b>	<b>0</b>	<b>4</b>	<b>6.8</b>	<b>41.0</b>	<b>23.1</b>	<b>2.6</b>	<b>8.5</b>	<b>10.3</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>75.2</b>	<b>14</b>	<b>110</b>	
FARNBOROUGH	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	10	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
HUMBERSIDE	FLYBE LTD	S	12	0	0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
<b>TOTAL HUMBERSIDE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>40.0</b>	<b>13.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
LOSSIEMOUTH	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LOSSIEMOUTH</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>	
LUTON	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	0.0	30	1	
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
NEWCASTLE	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>131</b>	<b>0</b>	<b>4</b>	<b>8.9</b>	<b>40.0</b>	<b>23.0</b>	<b>4.4</b>	<b>8.1</b>	<b>8.9</b>	<b>3.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>76.2</b>	<b>13</b>	<b>119</b>	
<b>TOTAL DURHAM TEES</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>43.8</b>	<b>32.3</b>	<b>4.2</b>	<b>6.6</b>	<b>4.5</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>85.8</b>	<b>9</b>	<b>275</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>BELGIUM</b>																				
BRUSSELS	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	14	84
BRUSSELS	FAI FLIGHT- AMBULANCE SERVICE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
BRUSSELS	LOGANAIR LTD	S	78	0	0	0.0	50.0	28.2	12.8	1.3	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BRUSSELS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>28.2</b>	<b>12.8</b>	<b>1.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.8</b>	<b>14</b>	<b>85</b>
<b>TOTAL BELGIUM</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>28.2</b>	<b>12.8</b>	<b>1.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.8</b>	<b>14</b>	<b>85</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SPLIT	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<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>0</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	10	0	0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</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>6</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
PAPHOS	JET2.COM LTD	S	10	0	1	36.4	9.1	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	8	100.0	2	10
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	5
<b>TOTAL PAPHOS</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>10.0</b>	<b>35.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>15</b>
<b>TOTAL CYPRUS</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>30.0</b>	<b>30.0</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>19</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	18	0	0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	2	18
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
<b>EGYPT</b>																				
HURGHADA	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	86.7	6	15
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.7</b>	<b>6</b>	<b>15</b>
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.7</b>	<b>6</b>	<b>15</b>
<b>FINLAND</b>																				
KITTILA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL KITTILA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>FRANCE</b>																				
LIMOGES	RYANAIR	S	18	0	0	11.1	50.0	16.7	5.6	11.1	0.0	0.0	5.6	0.0	0.0	0.0	21	61.1	15	18
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.1</b>	<b>15</b>	<b>18</b>
<b>TOTAL FRANCE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.1</b>	<b>15</b>	<b>18</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	10	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 BERLIN (SCHONEFELD)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>10</b>	<b>18</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	0.0	29	1	
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.4</b>	<b>11</b>	<b>19</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CHANIA</b>			<b>4</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>	
CORFU	RYANAIR	S	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HERAKLION	JET2.COM 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	100.0	0	2	
HERAKLION	TUI AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KOS	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	JET2.COM 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	100.0	0	2	
RHODES	RYANAIR	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
RHODES	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL RHODES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>64.7</b>	<b>11.8</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>12</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	18	
BUDAPEST	RYANAIR	S	20	0	0	0.0	40.0	35.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	16	
<b>TOTAL BUDAPEST</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>34.2</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>34</b>	
<b>TOTAL HUNGARY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>34.2</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>34</b>	
<b>ICELAND</b>																					
KEFLAVIK	JET2.COM LTD	S	6	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	95	0	0	9.5	52.6	23.2	8.4	4.2	2.1	0.0	0.0	0.0	0.0	0.0	6	74.0	11	96	
<b>TOTAL DUBLIN</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>52.6</b>	<b>23.2</b>	<b>8.4</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.0</b>	<b>11</b>	<b>96</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	36	0	0	5.6	36.1	44.4	2.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	85.3	6	34	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>44.4</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
SHANNON	RYANAIR	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	19	0.0	0	0	
<b>TOTAL SHANNON</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>46.7</b>	<b>28.9</b>	<b>8.1</b>	<b>6.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.9</b>	<b>9</b>	<b>130</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	3.8	23.1	34.6	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	65.4	13	26	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>34.6</b>	<b>23.1</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.4</b>	<b>13</b>	<b>26</b>	
BRINDISI	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	72	1	
<b>TOTAL BRINDISI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>72</b>	<b>1</b>	
ROME (FIUMICINO)	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	37	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>0.0</b>	<b>37</b>	<b>1</b>	
TREVISO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	16	
<b>TOTAL TREVISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>34.6</b>	<b>23.1</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>12</b>	<b>44</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	26	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	9	26	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>53.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>9</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>53.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>9</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6	
MALTA	RYANAIR	S	26	0	0	3.8	42.3	34.6	3.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	10	76.9	9	26	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>43.3</b>	<b>30.0</b>	<b>3.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>8</b>	<b>32</b>	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>43.3</b>	<b>30.0</b>	<b>3.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>8</b>	<b>32</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL CANCUN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MOROCCO</b>																					
MARRAKESH	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	55	0	0	3.6	29.1	52.7	10.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	81.7	10	60	
AMSTERDAM	KLM	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 AMSTERDAM</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>51.8</b>	<b>12.5</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>81.7</b>	<b>10</b>	<b>60</b>	
<b>TOTAL NETHERLANDS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>51.8</b>	<b>12.5</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>81.7</b>	<b>10</b>	<b>60</b>	
<b>OMAN</b>																					
MUSCAT	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL MUSCAT</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>	
<b>TOTAL OMAN</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>	
<b>POLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
KATOWICE	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	9	1
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
KRAKOW	RYANAIR	S	26	0	0	11.5	53.8	15.4	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	5	26
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>53.8</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	5.6	38.9	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	18
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>7</b>	<b>77.8</b>	<b>11</b>	<b>18</b>
RZESZOW	RYANAIR	S	24	0	0	8.3	58.3	25.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	8	26
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>25.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
WARSAW (MODLIN MASOVIA)	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	4	84.6	21	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</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>4</b>	<b>84.6</b>	<b>21</b>	<b>26</b>
WROCLAW	RYANAIR	S	34	0	0	8.8	44.1	38.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	85.3	8	34
<b>TOTAL WROCLAW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>44.1</b>	<b>38.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.3</b>	<b>8</b>	<b>34</b>
<b>TOTAL POLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>48.3</b>	<b>30.0</b>	<b>10.0</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>0.0</b>	<b>5</b>	<b>84.7</b>	<b>10</b>	<b>131</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	20	0	0	15.0	60.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18
FARO	RYANAIR	S	18	0	0	16.7	44.4	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	24
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>52.6</b>	<b>18.4</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>42</b>
OPORTO (PORTUGAL)	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>52.5</b>	<b>17.5</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>42</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	54	44.4	64	8
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	101	3
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>74</b>	<b>11</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>74</b>	<b>11</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	CARPATAIR	C	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0
<b>TOTAL BRATISLAVA</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>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK 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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	56	0	0	16.1	53.6	23.2	5.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	3	54
ALICANTE	RYANAIR	S	60	0	0	8.3	55.0	28.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	60
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	0.0	46.2	38.5	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	19	92.3	1	13
<b>TOTAL ALICANTE</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>53.5</b>	<b>27.1</b>	<b>5.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.9</b>	<b>4</b>	<b>127</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ALMERIA	JET2.COM LTD	S	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 ALMERIA</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>	
GIRONA	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL GIRONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
IBIZA	JET2.COM LTD	S	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	JET2.COM LTD	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
MALAGA	JET2.COM LTD	S	34	0	0	20.6	47.1	23.5	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	3	28	
MALAGA	RYANAIR	S	52	0	0	1.9	42.3	44.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	7	34	
MALAGA	TUI AIRWAYS LTD	C	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	15	100.0	3	8	
<b>TOTAL MALAGA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>43.2</b>	<b>36.8</b>	<b>6.3</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>0.0</b>	<b>5</b>	<b>92.9</b>	<b>5</b>	<b>70</b>	
MURCIA INTERNATIONAL	RYANAIR	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>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	92.3	7	26	
<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>92.3</b>	<b>7</b>	<b>26</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	14	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	
PALMA DE MALLORCA	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
REUS	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	30	0.0	0	0	
<b>TOTAL REUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEVILLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	18	
<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>77.8</b>	<b>11</b>	<b>18</b>	
VALENCIA	RYANAIR	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>49.1</b>	<b>29.4</b>	<b>5.7</b>	<b>2.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.3</b>	<b>5</b>	<b>261</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	42	0	0	16.7	42.9	28.6	4.8	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	84.4	5	32	
ARRECIFE	RYANAIR	S	36	0	0	11.1	47.2	19.4	11.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	9	76.5	12	34	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	18	
ARRECIFE	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	20	10	
<b>TOTAL ARRECIFE</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>42.5</b>	<b>26.4</b>	<b>6.9</b>	<b>5.7</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.4</b>	<b>13</b>	<b>94</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	33.3	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	16	
FUERTEVENTURA	RYANAIR	S	18	0	0	22.2	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	16	18	

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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
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	16
FUERTEVENTURA	TUI AIRWAYS LTD	C	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	100.0	2	9
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>36.4</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>0.0</b>	<b>6</b>	<b>83.1</b>	<b>12</b>	<b>59</b>
LAS PALMAS	JET2.COM LTD	S	20	0	0	30.0	25.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	16	18
LAS PALMAS	RYANAIR	S	16	0	0	18.8	50.0	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10
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	90.0	6	10
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>36.1</b>	<b>27.8</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>6</b>	<b>93.5</b>	<b>8</b>	<b>46</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	24.5	32.1	30.2	5.7	5.7	1.9	0.0	0.0	0.0	0.0	0.0	7	95.7	3	46
TENERIFE (SURREINA SOFIA)	RYANAIR	S	54	0	0	13.0	37.0	37.0	7.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	52
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.2	7	34
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	23.1	57.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	16	100.0	2	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>32.3</b>	<b>38.3</b>	<b>6.8</b>	<b>4.5</b>	<b>0.8</b>	<b>1.5</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>6</b>	<b>158</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>36.3</b>	<b>32.0</b>	<b>6.7</b>	<b>5.7</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.3</b>	<b>9</b>	<b>357</b>
ANTALYA	JET2.COM LTD	S	11	0	0	18.2	45.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	6
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	100.0	0	1
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	61.5	35	13
<b>TOTAL ANTALYA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>45.5</b>	<b>36.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>23</b>	<b>20</b>
DALAMAN	JET2.COM LTD	S	7	0	0	14.3	28.6	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4
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	75.0	6	4
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>17</b>	<b>28</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	159	0	2	3.1	63.4	26.7	0.6	2.5	2.5	0.0	0.0	0.0	0.0	1.2	5	90.7	7	182
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>159</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>63.4</b>	<b>26.7</b>	<b>0.6</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>1.2</b>	<b>5</b>	<b>90.7</b>	<b>7</b>	<b>182</b>
BRISTOL	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BRISTOL</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>
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	78.6	13	139
EDINBURGH	LOGANAIR LTD	S	196	0	2	3.0	44.9	31.3	11.6	2.5	3.0	2.0	0.5	0.0	0.0	1.0	13	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>44.9</b>	<b>31.3</b>	<b>11.6</b>	<b>2.5</b>	<b>3.0</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>78.6</b>	<b>13</b>	<b>139</b>
GATWICK	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	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>66</b>	<b>1</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GLASGOW	FLYBE LTD	S	1	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	83.1	11	152
GLASGOW	LOGANAIR LTD	S	95	0	0	1.1	27.4	40.0	17.9	6.3	6.3	0.0	1.1	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>27.1</b>	<b>39.6</b>	<b>17.7</b>	<b>7.3</b>	<b>6.3</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.1</b>	<b>11</b>	<b>152</b>
GUERNSEY	AURIGNY AIR SERVICES	S	33	0	1	14.7	64.7	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	1	73.5	4	30
<b>TOTAL GUERNSEY</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>14.7</b>	<b>64.7</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>1</b>	<b>73.5</b>	<b>4</b>	<b>30</b>
INVERNESS	LOGANAIR LTD	S	29	0	0	24.1	34.5	31.0	0.0	3.4	3.4	3.4	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>34.5</b>	<b>31.0</b>	<b>0.0</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	34	0	0	5.9	47.1	32.4	2.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	66.7	11	35
<b>TOTAL JERSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>47.1</b>	<b>32.4</b>	<b>2.9</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>11</b>	<b>35</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>56</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>548</b>	<b>0</b>	<b>5</b>	<b>4.7</b>	<b>48.1</b>	<b>30.6</b>	<b>7.6</b>	<b>3.1</b>	<b>3.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>82.5</b>	<b>10</b>	<b>540</b>
<b>USA</b>																				
NEW YORK (NEWARK)	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL NEW YORK (NEWARK)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
SANFORD	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	100.0	7	1
<b>TOTAL SANFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
<b>TOTAL USA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>3</b>
<b>TOTAL EAST MIDLANDS</b>			<b>1812</b>	<b>0</b>	<b>6</b>	<b>9.3</b>	<b>44.8</b>	<b>30.7</b>	<b>7.8</b>	<b>4.1</b>	<b>2.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>84.4</b>	<b>9</b>	<b>1882</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>ALBANIA</b>																					
TIRANA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	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>44</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>44</b>	<b>1</b>	
<b>AUSTRIA</b>																					
VIENNA	EASYJET UK LTD	S	18	0	0	27.8	22.2	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	93.8	5	16	
VIENNA	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	2	94.4	2	18	
VIENNA	LAUDA MOTION GMBH	S	24	0	0	4.2	37.5	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>29.5</b>	<b>36.4</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	
<b>TOTAL AUSTRIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>29.5</b>	<b>36.4</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	99	0	2	6.9	42.6	37.6	8.9	2.0	0.0	0.0	0.0	0.0	0.0	2.0	6	76.9	10	104	
<b>TOTAL BRUSSELS</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>42.6</b>	<b>37.6</b>	<b>8.9</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>2.0</b>	<b>6</b>	<b>76.9</b>	<b>10</b>	<b>104</b>	
CHARLEROI	RYANAIR	S	42	0	0	14.3	47.6	16.7	7.1	4.8	4.8	4.8	0.0	0.0	0.0	0.0	18	91.2	20	34	
<b>TOTAL CHARLEROI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>47.6</b>	<b>16.7</b>	<b>7.1</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>18</b>	<b>91.2</b>	<b>20</b>	<b>34</b>	
<b>TOTAL BELGIUM</b>			<b>141</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>44.1</b>	<b>31.5</b>	<b>8.4</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>1.4</b>	<b>9</b>	<b>80.4</b>	<b>12</b>	<b>138</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	16	0	0	0.0	50.0	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	68.8	14	16	
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>CANADA</b>																					
HALIFAX INT	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL HALIFAX INT</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 CANADA</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>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	0	0	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	1	16	
<b>TOTAL BEIJING</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>1</b>	<b>16</b>	
<b>TOTAL CHINA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>1</b>	<b>16</b>	
<b>CYPRUS</b>																					
LARNACA	ENTER AIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LARNACA	JET2.COM LTD	S	6	0	0	16.7	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	10	2	
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	100.0	10	1	
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>10</b>	<b>3</b>	
PAPHOS	EASYJET UK LTD	S	18	0	0	5.6	27.8	44.4	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	100.0	0	16	
PAPHOS	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	1	100.0	0	6	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	5	
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>26.5</b>	<b>44.1</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CYPRUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>28.6</b>	<b>38.1</b>	<b>2.4</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>10</b>	<b>96.7</b>	<b>2</b>	<b>30</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	26	0	0	3.8	38.5	46.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	36
PRAGUE	RYANAIR	S	34	0	0	2.9	55.9	20.6	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	57.7	20	26
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.3</b>	<b>31.7</b>	<b>11.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.6</b>	<b>13</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.3</b>	<b>31.7</b>	<b>11.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.6</b>	<b>13</b>	<b>62</b>
<b>DENMARK</b>																				
COPENHAGEN	EASYJET UK LTD	S	34	0	0	2.9	38.2	26.5	20.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	84.1	11	44
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	16.7	50.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	57.7	17	26
COPENHAGEN	RYANAIR	S	26	0	0	0.0	26.9	42.3	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	79.4	7	34
<b>TOTAL COPENHAGEN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.5</b>	<b>37.2</b>	<b>21.8</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>0.0</b>	<b>11</b>	<b>76.0</b>	<b>11</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.5</b>	<b>37.2</b>	<b>21.8</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>0.0</b>	<b>11</b>	<b>76.0</b>	<b>11</b>	<b>104</b>
<b>ESTONIA</b>																				
TALLIN	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	7	83.3	6	18
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
<b>FAROE ISLANDS</b>																				
VAGAR	ATLANTIC AIRWAYS	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	1	66.7	37	18
<b>TOTAL VAGAR</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>1</b>	<b>66.7</b>	<b>37</b>	<b>18</b>
<b>TOTAL FAROE ISLANDS</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>1</b>	<b>66.7</b>	<b>37</b>	<b>18</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	41	0	3	13.6	54.5	22.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.8	2	100.0	1	22
<b>TOTAL HELSINKI</b>			<b>41</b>	<b>0</b>	<b>3</b>	<b>13.6</b>	<b>54.5</b>	<b>22.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>22</b>
<b>TOTAL FINLAND</b>			<b>41</b>	<b>0</b>	<b>3</b>	<b>13.6</b>	<b>54.5</b>	<b>22.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>22</b>
<b>FRANCE</b>																				
BASTIA	ENTER AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
BASTIA	VOLOTEA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL BASTIA</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BORDEAUX	AERO4M	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
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL BORDEAUX</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
LYON	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MARSEILLE	RYANAIR	S	16	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	18
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
NANTES	RYANAIR	S	20	0	0	0.0	20.0	55.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	14	18
<b>TOTAL NANTES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>55.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>14</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	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 NICE</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>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	120	0	0	6.7	50.0	32.5	8.3	1.7	0.8	0.0	0.0	0.0	0.0	0.0	5	90.1	5	172	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	94	0	0	5.3	39.4	41.5	4.3	4.3	5.3	0.0	0.0	0.0	0.0	0.0	10	64.6	18	96	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.7</b>	<b>37.0</b>	<b>6.4</b>	<b>2.7</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.0</b>	<b>10</b>	<b>268</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
TOULOUSE (BLAGNAC)	JET2.COM LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	0	6.3	50.0	25.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	93.8	3	16	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>23.5</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>0.0</b>	<b>9</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>43.4</b>	<b>37.7</b>	<b>6.8</b>	<b>3.6</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>9</b>	<b>325</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	38	0	0	0.0	50.0	34.2	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	65.4	17	52	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>34.2</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.4</b>	<b>17</b>	<b>52</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	40	0	0	7.5	22.5	37.5	20.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	13	65.4	17	26	
<b>TOTAL BERLIN (TEGEL)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>22.5</b>	<b>37.5</b>	<b>20.0</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.4</b>	<b>17</b>	<b>26</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	18	0	0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	4	20	
<b>TOTAL COLOGNE BONN</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>95.0</b>	<b>4</b>	<b>20</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18	
<b>TOTAL DUSSELDORF</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>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
FRANKFURT MAIN	LUFTHANSA	S	96	0	6	1.0	31.4	33.3	20.6	7.8	0.0	0.0	0.0	0.0	0.0	5.9	10	85.6	6	104	
<b>TOTAL FRANKFURT MAIN</b>			<b>96</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>31.4</b>	<b>33.3</b>	<b>20.6</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>10</b>	<b>85.6</b>	<b>6</b>	<b>104</b>	
HAMBURG	EASYJET UK LTD	S	18	0	0	5.6	50.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.9	13	32	
HAMBURG	RYANAIR	S	36	0	0	11.1	44.4	13.9	16.7	5.6	8.3	0.0	0.0	0.0	0.0	0.0	15	91.2	2	34	
<b>TOTAL HAMBURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>46.3</b>	<b>24.1</b>	<b>11.1</b>	<b>3.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>7</b>	<b>66</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MEMMINGEN ALLGAU	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	93.8	3	16	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MUNICH	EASYJET UK LTD	S	36	0	0	8.3	33.3	47.2	2.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	71.2	17	52	
MUNICH	EUROWINGS LUFTVERKEHRS	S	18	0	0	16.7	38.9	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	97.2	3	36	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
MUNICH	LUFTHANSA	S	26	0	0	19.2	30.8	34.6	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>33.8</b>	<b>41.3</b>	<b>1.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>11</b>	<b>88</b>	
NIEDERRHEIN	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4	
<b>TOTAL NIEDERRHEIN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>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>100.0</b>	<b>0</b>	<b>4</b>	
NUREMBERG	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL NUREMBERG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
STUTTGART	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	66.7	27	18	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>27</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>353</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>37.3</b>	<b>32.9</b>	<b>12.0</b>	<b>6.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>81.1</b>	<b>10</b>	<b>412</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	16	0	0	18.8	37.5	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	10	14	
ATHENS	EASYJET UK LTD	S	18	0	0	27.8	27.8	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	81.3	8	16	
<b>TOTAL ATHENS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>32.4</b>	<b>26.5</b>	<b>11.8</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>7</b>	<b>73.3</b>	<b>9</b>	<b>30</b>	
<b>TOTAL GREECE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>32.4</b>	<b>26.5</b>	<b>11.8</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>7</b>	<b>73.3</b>	<b>9</b>	<b>30</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	16	0	0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	6	18	
BUDAPEST	RYANAIR	S	58	0	0	0.0	34.5	51.7	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	13	17	
<b>TOTAL BUDAPEST</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>36.5</b>	<b>43.2</b>	<b>6.8</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.1</b>	<b>10</b>	<b>35</b>	
<b>TOTAL HUNGARY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>36.5</b>	<b>43.2</b>	<b>6.8</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.1</b>	<b>10</b>	<b>35</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	33	0	0	0.0	42.4	39.4	12.1	0.0	3.0	0.0	3.0	0.0	0.0	0.0	14	71.4	10	42	
KEFLAVIK	NEOS SPA	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
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	20.0	1	6	
<b>TOTAL KEFLAVIK</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>37.1</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>8</b>	<b>48</b>	
<b>TOTAL ICELAND</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>37.1</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>8</b>	<b>48</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	72	0	0	5.6	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.0	2	76	
CORK	LOGANAIR 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 CORK</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>59.5</b>	<b>33.8</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>91.0</b>	<b>2</b>	<b>76</b>	
DUBLIN	AER LINGUS	S	262	0	0	8.0	42.7	40.8	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5	79.9	10	268	
DUBLIN	RYANAIR	S	206	0	0	22.8	47.6	18.4	5.3	5.3	0.5	0.0	0.0	0.0	0.0	0.0	5	89.3	5	206	
<b>TOTAL DUBLIN</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>44.9</b>	<b>31.0</b>	<b>5.6</b>	<b>3.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.0</b>	<b>8</b>	<b>474</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	7.7	69.2	15.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	80.8	10	26	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>69.2</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
SHANNON	AER LINGUS	S	34	0	0	5.9	61.8	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	97.2	2	36	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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 SHANNON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>32.4</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>97.2</b>	<b>2</b>	<b>36</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>48.7</b>	<b>30.7</b>	<b>4.5</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.5</b>	<b>7</b>	<b>612</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	66	0	0	10.6	39.4	37.9	4.5	4.5	3.0	0.0	0.0	0.0	0.0	0.0	8	71.4	9	42	
<b>TOTAL BERGAMO</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>39.4</b>	<b>37.9</b>	<b>4.5</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>0.0</b>	<b>8</b>	<b>71.4</b>	<b>9</b>	<b>42</b>	
BOLOGNA	RYANAIR	S	18	0	0	0.0	27.8	50.0	0.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	33.3	23	18	
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>33.3</b>	<b>23</b>	<b>18</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	62	0	0	12.9	58.1	22.6	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	21	75.0	14	80	
<b>TOTAL MILAN (MALPENSA)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>52.9</b>	<b>25.7</b>	<b>7.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>14</b>	<b>80</b>	
NAPLES	EASYJET EUROPE	S	16	0	2	5.6	50.0	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0	
NAPLES	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	14	20	
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>9</b>	<b>85.0</b>	<b>14</b>	<b>20</b>	
ROME (CIAMPINO)	RYANAIR	S	43	0	1	11.4	47.7	36.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3	3	90.5	5	42	
<b>TOTAL ROME (CIAMPINO)</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>47.7</b>	<b>36.4</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>3</b>	<b>90.5</b>	<b>5</b>	<b>42</b>	
ROME (FIUMICINO)	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 ROME (FIUMICINO)</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>	
TREVISO	RYANAIR	S	18	0	0	16.7	27.8	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	95.8	2	24	
<b>TOTAL TREVISO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>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>95.8</b>	<b>2</b>	<b>24</b>	
VENICE	EASYJET EUROPE	S	42	0	0	33.3	47.6	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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	82.1	12	28	
<b>TOTAL VENICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>47.6</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>82.1</b>	<b>12</b>	<b>28</b>	
<b>TOTAL ITALY</b>			<b>273</b>	<b>0</b>	<b>4</b>	<b>13.7</b>	<b>44.4</b>	<b>30.3</b>	<b>3.6</b>	<b>4.3</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7</b>	<b>77.6</b>	<b>11</b>	<b>254</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	16	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	10	
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	26	0	0	0.0	42.3	38.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL LUXEMBOURG</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>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>10</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>42.3</b>	<b>38.5</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	20	0	0	0.0	30.0	30.0	25.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	22	62.5	18	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>25.0</b>	<b>0.0</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>22</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
<b>TOTAL MALTA NETHERLANDS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>25.0</b>	<b>0.0</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>22</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
<b>AMSTERDAM</b>	EASYJET EUROPE	S	44	0	0	20.5	43.2	25.0	6.8	2.3	0.0	0.0	2.3	0.0	0.0	0.0	8	0.0	0	0	
<b>AMSTERDAM</b>	EASYJET UK LTD	S	76	0	0	0.0	31.6	43.4	13.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	72.1	15	122	
<b>AMSTERDAM</b>	KLM	S	239	0	1	2.5	43.3	48.3	2.9	2.5	0.0	0.0	0.0	0.0	0.0	0.4	4	92.9	5	238	
<b>AMSTERDAM</b>	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL AMSTERDAM</b>			<b>359</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>40.8</b>	<b>44.4</b>	<b>5.6</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>85.7</b>	<b>8</b>	<b>361</b>	
<b>EINDHOVEN</b>	RYANAIR	S	18	0	0	0.0	55.6	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	67.9	12	28	
<b>TOTAL EINDHOVEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>67.9</b>	<b>12</b>	<b>28</b>	
<b>TOTAL NETHERLANDS</b>			<b>377</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>41.5</b>	<b>43.4</b>	<b>6.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>84.4</b>	<b>9</b>	<b>389</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	LOGANAIR LTD	S	16	0	0	0.0	37.5	50.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>KRISTIANSAND (KJEVIK)</b>	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	50.0	12	2	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	59	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR SHUTTLE	S	60	0	0	3.3	43.3	38.3	5.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>38.3</b>	<b>5.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>15</b>	<b>59</b>	
<b>SANDEFJORD(TORP)</b>	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL SANDEFJORD(TORP)</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>STAVANGER</b>	LOGANAIR LTD	S	33	0	3	0.0	27.8	30.6	16.7	11.1	5.6	0.0	0.0	0.0	0.0	8.3	17	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>33</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>27.8</b>	<b>30.6</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>8.3</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TRONDHEIM (VAERNES)</b>	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>110</b>	<b>0</b>	<b>3</b>	<b>1.8</b>	<b>37.2</b>	<b>37.2</b>	<b>8.8</b>	<b>6.2</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>79.7</b>	<b>14</b>	<b>63</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	RYANAIR	S	44	0	0	9.1	56.8	27.3	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.1	11	26	
<b>TOTAL GDANSK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>56.8</b>	<b>27.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>73.1</b>	<b>11</b>	<b>26</b>	
<b>KATOWICE</b>	RYANAIR	S	16	0	0	12.5	56.3	18.8	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	72.2	12	18	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>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>72.2</b>	<b>12</b>	<b>18</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	20	0	0	10.0	45.0	40.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	20	
<b>KRAKOW</b>	RYANAIR	S	44	0	0	22.7	34.1	34.1	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.1	13	42	
<b>TOTAL KRAKOW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>35.9</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.7</b>	<b>11</b>	<b>62</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
POZNAN	RYANAIR	S	18	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	58	0	0	27.6	43.1	25.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.2	7	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>27.6</b>	<b>43.1</b>	<b>25.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.2</b>	<b>7</b>	<b>34</b>	
WROCLAW	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	100.0	3	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>47.2</b>	<b>29.8</b>	<b>5.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.8</b>	<b>9</b>	<b>176</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	12	
FARO	RYANAIR	S	18	0	0	22.2	38.9	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	16	15	
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.7</b>	<b>39.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>78.6</b>	<b>10</b>	<b>27</b>	
LISBON	EASYJET UK LTD	S	24	0	0	12.5	58.3	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	8	26	
LISBON	RYANAIR	S	18	0	0	0.0	22.2	27.8	11.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	21	44.4	33	18	
<b>TOTAL LISBON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>28.6</b>	<b>4.8</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>11</b>	<b>70.5</b>	<b>18</b>	<b>44</b>	
OPORTO (PORTUGAL)	RYANAIR	S	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	87.5	4	16	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>4</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>39.2</b>	<b>31.1</b>	<b>5.4</b>	<b>9.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.1</b>	<b>13</b>	<b>87</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	192	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.5</b>	<b>192</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.5</b>	<b>192</b>	<b>8</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	60	0	0	20.0	50.0	26.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	8	60	
<b>TOTAL DOHA HAMAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>26.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.0</b>	<b>8</b>	<b>60</b>	
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>26.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.0</b>	<b>8</b>	<b>60</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	22	0	0	0.0	13.6	63.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>63.6</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>63.6</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	16	0	0	31.3	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	18	
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>SPAIN</b>																					



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
ALICANTE	EASYJET UK LTD	S	18	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	16
ALICANTE	JET2.COM LTD	S	32	0	0	25.0	53.1	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	30
ALICANTE	RYANAIR	S	44	0	0	13.6	45.5	31.8	6.8	0.0	0.0	2.3	0.0	0.0	0.0	0.0	6	86.4	6	44
<b>TOTAL ALICANTE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>50.0</b>	<b>26.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.3</b>	<b>3</b>	<b>90</b>
BARCELONA	RYANAIR	S	52	0	0	1.9	48.1	36.5	7.7	1.9	3.8	0.0	0.0	0.0	0.0	0.0	7	84.8	6	46
BARCELONA	VUELING AIRLINES	S	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	14	55.6	16	18
<b>TOTAL BARCELONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>41.4</b>	<b>35.7</b>	<b>14.3</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.6</b>	<b>9</b>	<b>64</b>
BILBAO	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16
<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>100.0</b>	<b>1</b>	<b>16</b>
MADRID	EASYJET UK LTD	S	70	0	0	10.0	37.1	41.4	2.9	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	85.7	7	70
<b>TOTAL MADRID</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.1</b>	<b>41.4</b>	<b>2.9</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>7</b>	<b>70</b>
MALAGA	JET2.COM LTD	S	10	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MALAGA	RYANAIR	S	38	0	0	5.3	26.3	47.4	15.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	90.5	6	42
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>41.7</b>	<b>12.5</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>6</b>	<b>44</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
PALMA DE MALLORCA	JET2.COM LTD	S	6	0	0	16.7	16.7	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
PALMA DE MALLORCA	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	56	0.0	0	0
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SANTANDER	RYANAIR	S	16	0	0	6.3	56.3	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	5	16
<b>TOTAL SANTANDER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
SEVILLE	EASYJET UK LTD	S	16	0	0	6.3	37.5	37.5	6.3	0.0	0.0	6.3	6.3	0.0	0.0	0.0	26	87.5	28	16
SEVILLE	RYANAIR	S	18	0	0	11.1	27.8	33.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	16
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>35.3</b>	<b>14.7</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>17</b>	<b>81.3</b>	<b>18</b>	<b>32</b>
VALENCIA	RYANAIR	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	96.2	1	26
<b>TOTAL VALENCIA</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>96.2</b>	<b>1</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>41.0</b>	<b>35.2</b>	<b>7.6</b>	<b>2.6</b>	<b>2.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.0</b>	<b>7</b>	<b>358</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	33	0	0	9.1	51.5	36.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	21	26
ARRECIFE	RYANAIR	S	16	0	0	6.3	31.3	25.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	10	18
ARRECIFE	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	2	100.0	6	10
<b>TOTAL ARRECIFE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>43.9</b>	<b>35.1</b>	<b>7.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.1</b>	<b>15</b>	<b>54</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	16
FUERTEVENTURA	RYANAIR	S	12	0	0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	43.8	27	16
<b>TOTAL FUERTEVENTURA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>60.0</b>	<b>23.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>59.4</b>	<b>18</b>	<b>32</b>
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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			
LAS PALMAS	RYANAIR	S	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	16		
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>39.3</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>4</b>	<b>91.2</b>	<b>5</b>	<b>34</b>		
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	26	0	0	15.4	30.8	38.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	8	76.9	9	26		
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	38	0	0	7.9	63.2	21.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	2	90.6	4	32		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	35	0	2	2.7	29.7	32.4	16.2	8.1	0.0	2.7	0.0	2.7	0.0	5.4	35	82.4	8	34	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	16.7	33.3	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	88.9	41	18		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>41.2</b>	<b>31.1</b>	<b>8.4</b>	<b>6.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>14</b>	<b>84.5</b>	<b>13</b>	<b>110</b>		
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>232</b>	<b>0</b>	<b>2</b>	<b>9.0</b>	<b>44.4</b>	<b>32.1</b>	<b>7.7</b>	<b>5.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>9</b>	<b>79.6</b>	<b>13</b>	<b>230</b>		
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	16.7	61.1	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	10	50.0	19	18		
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>18</b>	<b>0</b>	<b>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>10</b>	<b>50.0</b>	<b>19</b>	<b>18</b>		
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	27.8	50.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	96.2	4	26		
STOCKHOLM (ARLANDA)	SAS	S	30	0	0	0.0	40.0	40.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	9	91.7	4	24		
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.4</b>	<b>43.8</b>	<b>8.3</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.0</b>	<b>4</b>	<b>50</b>		
STOCKHOLM (SKAVSTA)	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	55.6	32	18		
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>32</b>	<b>18</b>		
<b>TOTAL SWEDEN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>42.4</b>	<b>34.8</b>	<b>7.6</b>	<b>6.1</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>86</b>		
SWITZERLAND																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	34	0	0	17.6	58.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
BALE MULHOUSE	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	36		
<b>TOTAL BALE MULHOUSE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>58.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>13</b>	<b>36</b>		
GENEVA	EASYJET UK LTD	S	44	0	0	15.9	52.3	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	83.7	14	43		
<b>TOTAL GENEVA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>52.3</b>	<b>22.7</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>3</b>	<b>83.7</b>	<b>14</b>	<b>43</b>		
ZURICH	EDELWEISS AIR	S	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18		
<b>TOTAL ZURICH</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>3</b>	<b>100.0</b>	<b>2</b>	<b>18</b>		
<b>TOTAL SWITZERLAND</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>54.1</b>	<b>27.6</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.5</b>	<b>11</b>	<b>97</b>		
TURKEY																					
ANTALYA	JET2.COM LTD	S	11	0	0	9.1	36.4	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	7	4		
<b>TOTAL ANTALYA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>54.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>7</b>	<b>4</b>		
DALAMAN	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	100.0	0	2		
DALAMAN	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
DALAMAN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL DALAMAN</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>8</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
ISTANBUL	THY TURKISH AIRLINES	S	54	0	0	33.3	50.0	13.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>13.0</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>0.0</b>	<b>1</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	83.3	13	42	
<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>83.3</b>	<b>13</b>	<b>42</b>	
<b>TOTAL TURKEY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>47.1</b>	<b>20.6</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>12</b>	<b>48</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	60	0	0	8.3	38.3	40.0	8.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	89.1	4	44	
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>38.3</b>	<b>40.0</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.1</b>	<b>4</b>	<b>44</b>	
<b>TOTAL UNITED ARAB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>38.3</b>	<b>40.0</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.1</b>	<b>4</b>	<b>44</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	105	0.0	33	1	
<b>TOTAL ABERDEEN</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>105</b>	<b>0.0</b>	<b>33</b>	<b>1</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	204	0	0	9.8	61.3	23.0	1.5	3.4	0.0	1.0	0.0	0.0	0.0	0.0	4	87.0	9	207	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>61.3</b>	<b>23.0</b>	<b>1.5</b>	<b>3.4</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.0</b>	<b>9</b>	<b>207</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	180	0	0	10.6	60.0	21.7	4.4	2.8	0.6	0.0	0.0	0.0	0.0	0.0	4	78.6	12	182	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>60.0</b>	<b>21.7</b>	<b>4.4</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.6</b>	<b>12</b>	<b>182</b>	
BIRMINGHAM	FLYBE LTD	S	343	0	3	15.6	54.6	23.1	3.2	1.2	1.4	0.0	0.0	0.0	0.0	0.9	3	76.1	16	387	
<b>TOTAL BIRMINGHAM</b>			<b>343</b>	<b>0</b>	<b>3</b>	<b>15.6</b>	<b>54.6</b>	<b>23.1</b>	<b>3.2</b>	<b>1.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>3</b>	<b>76.1</b>	<b>16</b>	<b>387</b>	
BRISTOL	EASYJET UK LTD	S	228	0	0	8.3	50.9	30.3	6.6	3.1	0.0	0.9	0.0	0.0	0.0	0.0	6	74.0	14	234	
<b>TOTAL BRISTOL</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.9</b>	<b>30.3</b>	<b>6.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.0</b>	<b>14</b>	<b>234</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	43	1	
CARDIFF WALES	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	3	2	
CARDIFF WALES	FLYBE LTD	S	147	0	0	14.3	43.5	36.7	4.1	0.7	0.7	0.0	0.0	0.0	0.0	0.0	3	83.5	13	97	
<b>TOTAL CARDIFF WALES</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>43.5</b>	<b>36.7</b>	<b>4.1</b>	<b>0.7</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>3</b>	<b>83.0</b>	<b>14</b>	<b>100</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	44	0	0	4.5	52.3	38.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	44	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>52.3</b>	<b>38.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>10</b>	<b>44</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	11	140	
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	198	0	5	20.7	34.5	28.1	4.9	3.4	3.0	2.0	0.5	0.5	0.0	2.5	15	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>198</b>	<b>0</b>	<b>5</b>	<b>20.7</b>	<b>34.5</b>	<b>28.1</b>	<b>4.9</b>	<b>3.4</b>	<b>3.0</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>2.5</b>	<b>15</b>	<b>82.1</b>	<b>11</b>	<b>140</b>	
EXETER	FLYBE LTD	S	68	0	0	7.4	52.9	27.9	5.9	4.4	1.5	0.0	0.0	0.0	0.0	0.0	6	75.0	18	60	
<b>TOTAL EXETER</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>52.9</b>	<b>27.9</b>	<b>5.9</b>	<b>4.4</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>75.0</b>	<b>18</b>	<b>60</b>	
GATWICK	BRITISH AIRWAYS PLC	S	178	0	0	15.7	59.0	14.6	5.6	4.5	0.6	0.0	0.0	0.0	0.0	0.0	4	91.1	3	180	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	214	0	0	11.2	56.1	23.4	7.9	0.5	0.9	0.0	0.0	0.0	0.0	0.0	4	76.6	11	235	
GATWICK	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	6	
<b>TOTAL GATWICK</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>57.4</b>	<b>19.4</b>	<b>6.9</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.9</b>	<b>8</b>	<b>421</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	583	0	2	8.2	56.9	21.7	6.7	4.6	1.2	0.0	0.3	0.0	0.0	0.3	6	80.3	9	544	
HEATHROW	FLYBE LTD	S	350	0	0	11.7	50.0	27.7	5.7	3.4	1.4	0.0	0.0	0.0	0.0	0.0	5	80.2	13	232	
HEATHROW	UNITED AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>934</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>54.3</b>	<b>24.0</b>	<b>6.3</b>	<b>4.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>80.3</b>	<b>10</b>	<b>776</b>	
ISLE OF MAN	LOGANAIR LTD	S	30	0	4	2.9	47.1	23.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	11.8	8	88.9	5	18	
<b>TOTAL ISLE OF MAN</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>47.1</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>11.8</b>	<b>8</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
JERSEY	EASYJET UK LTD	S	18	0	1	10.5	26.3	36.8	10.5	5.3	5.3	0.0	0.0	0.0	0.0	5.3	14	0.0	0	0	
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>26.3</b>	<b>36.8</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KIRKWALL	LOGANAIR LTD	S	144	0	1	8.3	42.8	31.7	6.9	5.5	4.1	0.0	0.0	0.0	0.0	0.7	9	82.7	12	139	
<b>TOTAL KIRKWALL</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>42.8</b>	<b>31.7</b>	<b>6.9</b>	<b>5.5</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>82.7</b>	<b>12</b>	<b>139</b>	
LONDON CITY	BA CITYFLYER LTD	S	485	0	2	7.6	52.8	27.1	5.1	4.7	1.2	1.0	0.0	0.0	0.0	0.4	7	80.1	14	445	
LONDON CITY	FLYBE LTD	S	201	0	1	10.9	34.2	34.7	12.4	3.5	2.5	1.0	0.5	0.0	0.0	0.5	11	81.3	11	197	
<b>TOTAL LONDON CITY</b>			<b>686</b>	<b>0</b>	<b>3</b>	<b>8.6</b>	<b>47.3</b>	<b>29.3</b>	<b>7.3</b>	<b>4.4</b>	<b>1.6</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>80.5</b>	<b>14</b>	<b>642</b>	
LUTON	EASYJET UK LTD	S	178	0	0	16.3	51.1	20.2	8.4	2.8	1.1	0.0	0.0	0.0	0.0	0.0	5	69.8	19	182	
<b>TOTAL LUTON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>51.1</b>	<b>20.2</b>	<b>8.4</b>	<b>2.8</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>5</b>	<b>69.8</b>	<b>19</b>	<b>182</b>	
MANCHESTER	FLYBE LTD	S	169	0	0	16.0	41.4	37.9	1.8	2.4	0.6	0.0	0.0	0.0	0.0	0.0	3	82.2	12	174	
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>41.2</b>	<b>38.2</b>	<b>1.8</b>	<b>2.4</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>3</b>	<b>82.2</b>	<b>12</b>	<b>174</b>	
NORWICH	LOGANAIR LTD	S	128	0	1	3.1	38.8	29.5	10.9	7.0	5.4	3.1	1.6	0.0	0.0	0.8	20	90.6	4	126	
<b>TOTAL NORWICH</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>38.8</b>	<b>29.5</b>	<b>10.9</b>	<b>7.0</b>	<b>5.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>90.6</b>	<b>4</b>	<b>126</b>	
SOUTHAMPTON	FLYBE LTD	S	221	0	1	18.9	42.3	30.6	2.7	2.7	2.3	0.0	0.0	0.0	0.0	0.5	5	88.1	7	267	
SOUTHAMPTON	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 SOUTHAMPTON</b>			<b>222</b>	<b>0</b>	<b>1</b>	<b>19.3</b>	<b>42.2</b>	<b>30.5</b>	<b>2.7</b>	<b>2.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>88.1</b>	<b>7</b>	<b>267</b>	
STANSTED	EASYJET UK LTD	S	227	0	1	8.8	52.2	25.4	10.5	2.2	0.4	0.0	0.0	0.0	0.0	0.4	5	78.4	11	236	
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	84.9	7	284	
<b>TOTAL STANSTED</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>52.2</b>	<b>25.4</b>	<b>10.5</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>81.9</b>	<b>9</b>	<b>520</b>	
STORNOWAY	LOGANAIR LTD	S	62	0	0	11.3	41.9	25.8	6.5	1.6	6.5	4.8	1.6	0.0	0.0	0.0	19	84.6	7	78	
<b>TOTAL STORNOWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>41.9</b>	<b>25.8</b>	<b>6.5</b>	<b>1.6</b>	<b>6.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.6</b>	<b>7</b>	<b>78</b>	
SUMBURGH	LOGANAIR LTD	S	129	0	0	7.8	39.5	34.9	6.2	3.1	6.2	2.3	0.0	0.0	0.0	0.0	13	81.6	14	139	
<b>TOTAL SUMBURGH</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>39.5</b>	<b>34.9</b>	<b>6.2</b>	<b>3.1</b>	<b>6.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.6</b>	<b>14</b>	<b>139</b>	
WICK JOHN O GROATS	LOGANAIR LTD	S	44	0	2	10.9	52.2	23.9	4.3	2.2	2.2	0.0	0.0	0.0	0.0	4.3	5	89.8	2	46	
<b>TOTAL WICK JOHN O GROATS</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>52.2</b>	<b>23.9</b>	<b>4.3</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>5</b>	<b>89.8</b>	<b>2</b>	<b>46</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4777</b>	<b>0</b>	<b>24</b>	<b>11.3</b>	<b>49.9</b>	<b>26.7</b>	<b>6.0</b>	<b>3.3</b>	<b>1.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>80.9</b>	<b>11</b>	<b>4883</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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>USA</b>																					
COLUMBUS	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL COLUMBUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COLUMBUS RICKENBACKER AFB	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 COLUMBUS RICKENBACKER AFB</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>	
HOUSTON	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
<b>TOTAL HOUSTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	54	0	0	46.3	37.0	13.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	73.8	24	42	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>46.3</b>	<b>37.0</b>	<b>13.0</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>0.0</b>	<b>2</b>	<b>73.8</b>	<b>24</b>	<b>42</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	61	0	0	11.5	50.8	14.8	6.6	9.8	6.6	0.0	0.0	0.0	0.0	0.0	10	66.7	35	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.8</b>	<b>14.8</b>	<b>6.6</b>	<b>9.8</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>35</b>	<b>60</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	80.0	7	57	
<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>80.0</b>	<b>7</b>	<b>57</b>	
<b>TOTAL USA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>28.2</b>	<b>43.6</b>	<b>13.7</b>	<b>5.1</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>7</b>	<b>73.0</b>	<b>23</b>	<b>160</b>	
<b>TOTAL EDINBURGH</b>			<b>8835</b>	<b>0</b>	<b>46</b>	<b>11.0</b>	<b>46.8</b>	<b>29.7</b>	<b>6.4</b>	<b>3.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>81.3</b>	<b>11</b>	<b>8908</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EXETER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	7	0	0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	79	7	
<b>TOTAL PAPHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57.1</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>71.4</b>	<b>79</b>	<b>7</b>	
<b>TOTAL CYPRUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57.1</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>71.4</b>	<b>79</b>	<b>7</b>	
<b>FINLAND</b>																					
IVALO	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1	
<b>TOTAL IVALO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ROVANIEMI	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ROVANIEMI</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</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>8</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
LA ROCHELLE	FLYBE LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	109	0	0	1.8	56.9	32.1	5.5	2.8	0.9	0.0	0.0	0.0	0.0	0.0	4	74.3	15	108	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>56.9</b>	<b>32.1</b>	<b>5.5</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>4</b>	<b>74.3</b>	<b>15</b>	<b>108</b>	
<b>TOTAL FRANCE</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>56.8</b>	<b>31.5</b>	<b>5.4</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.3</b>	<b>15</b>	<b>108</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	34	0	0	5.9	61.8	23.5	2.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	91.9	3	35	
<b>TOTAL DUBLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.9</b>	<b>3</b>	<b>35</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.9</b>	<b>3</b>	<b>35</b>	
<b>MALTA</b>																					
MALTA	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	0.0	5	0.0	0	0	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	114	1	0	5.2	40.9	38.3	7.8	3.5	3.5	0.0	0.0	0.0	0.9	0.0	7	88.5	9	95	
<b>TOTAL AMSTERDAM</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>5.2</b>	<b>40.9</b>	<b>38.3</b>	<b>7.8</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>7</b>	<b>88.5</b>	<b>9</b>	<b>95</b>	
<b>TOTAL NETHERLANDS</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>5.2</b>	<b>40.9</b>	<b>38.3</b>	<b>7.8</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>7</b>	<b>88.5</b>	<b>9</b>	<b>95</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																					
FARO	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	14	16	
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>14</b>	<b>16</b>	
<b>PORTUGAL(MADEIRA)</b>																					
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	0	1	
<b>TOTAL FUNCHAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>0</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	22	26	
ALICANTE	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	5	0.0	0	0	
<b>TOTAL ALICANTE</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>5</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
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	76.9	13	26	
MALAGA	RYANAIR	S	16	0	0	6.3	12.5	56.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>13</b>	<b>26</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.6</b>	<b>48.6</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.9</b>	<b>17</b>	<b>52</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	12.5	43.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	19	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>19</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	19.2	61.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	1	25	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>61.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.2</b>	<b>1</b>	<b>25</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>50.0</b>	<b>26.0</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>86.5</b>	<b>9</b>	<b>51</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	34	0	0	17.6	50.0	26.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.2	9	44	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>50.0</b>	<b>26.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.2</b>	<b>9</b>	<b>44</b>	
EDINBURGH	FLYBE LTD	S	68	0	0	10.3	47.1	30.9	7.4	2.9	1.5	0.0	0.0	0.0	0.0	0.0	6	67.7	21	61	
<b>TOTAL EDINBURGH</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>47.1</b>	<b>30.9</b>	<b>7.4</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.7</b>	<b>21</b>	<b>61</b>	
GLASGOW	FLYBE LTD	S	34	0	0	5.9	55.9	32.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	83.3	10	35	
<b>TOTAL GLASGOW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>55.9</b>	<b>32.4</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>0.0</b>	<b>10</b>	<b>83.3</b>	<b>10</b>	<b>35</b>	
GUERNSEY	FLYBE LTD	S	49	0	0	14.3	51.0	24.5	4.1	2.0	2.0	2.0	0.0	0.0	0.0	0.0	6	66.0	34	50	
<b>TOTAL GUERNSEY</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>51.0</b>	<b>24.5</b>	<b>4.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.0</b>	<b>34</b>	<b>50</b>	
HEATHROW	FLYBE LTD	S	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	49	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	FLYBE LTD	S	45	0	0	8.9	42.2	37.8	0.0	6.7	0.0	2.2	2.2	0.0	0.0	0.0	12	72.9	23	48	
<b>TOTAL JERSEY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>42.2</b>	<b>37.8</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.9</b>	<b>23</b>	<b>48</b>	
LONDON CITY	FLYBE LTD	S	22	0	0	9.1	72.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.8	10	58	
<b>TOTAL LONDON CITY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>72.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.8</b>	<b>10</b>	<b>58</b>	
MANCHESTER	FLYBE LTD	S	153	0	0	11.1	49.7	27.5	7.8	2.0	1.3	0.7	0.0	0.0	0.0	0.0	6	77.4	14	183	

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MANCHESTER</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>49.7</b>	<b>27.5</b>	<b>7.8</b>	<b>2.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.0</b>	<b>14</b>	<b>183</b>
NEWCASTLE	FLYBE LTD	S	49	0	0	6.1	61.2	28.6	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	68.0	21	49
<b>TOTAL NEWCASTLE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>61.2</b>	<b>28.6</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>0.0</b>	<b>1</b>	<b>68.0</b>	<b>21</b>	<b>49</b>
NEWQUAY	FLYBE LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL NEWQUAY</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>
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	63.9	21	36
<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>63.9</b>	<b>21</b>	<b>36</b>
SOUTHEND	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 SOUTHEND</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>455</b>	<b>3</b>	<b>0</b>	<b>10.5</b>	<b>51.1</b>	<b>28.2</b>	<b>5.2</b>	<b>2.2</b>	<b>0.9</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>6</b>	<b>75.3</b>	<b>17</b>	<b>564</b>
<b>TOTAL EXETER</b>			<b>827</b>	<b>4</b>	<b>0</b>	<b>8.4</b>	<b>49.6</b>	<b>30.7</b>	<b>6.3</b>	<b>2.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>6</b>	<b>78.0</b>	<b>16</b>	<b>930</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	62	0	0	27.4	25.8	40.3	3.2	0.0	1.6	1.6	0.0	0.0	0.0	0.0	6	89.7	7	68	
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	100.0	1	2		
<b>TOTAL TIRANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>25.8</b>	<b>40.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.0</b>	<b>7</b>	<b>70</b>		
<b>TOTAL ALBANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>25.8</b>	<b>40.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.0</b>	<b>7</b>	<b>70</b>		
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	44	0	0	31.8	38.6	22.7	4.5	2.3	0.0	0.0	0.0	0.0	0.0	3	90.0	4	40		
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>38.6</b>	<b>22.7</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>4</b>	<b>40</b>		
<b>TOTAL ALGERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>38.6</b>	<b>22.7</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>4</b>	<b>40</b>		
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	75.0	14	8		
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	22.2	41.7	16.7	13.9	2.8	2.8	0.0	0.0	0.0	0.0	8	82.9	19	35		
<b>TOTAL ANTIGUA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>43.2</b>	<b>18.2</b>	<b>11.4</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>8</b>	<b>81.4</b>	<b>18</b>	<b>43</b>		
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>43.2</b>	<b>18.2</b>	<b>11.4</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>8</b>	<b>81.4</b>	<b>18</b>	<b>43</b>		
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	46	0	0	8.7	45.7	30.4	10.9	2.2	0.0	0.0	2.2	0.0	0.0	10	88.2	5	34		
<b>TOTAL BUENOS AIRES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>45.7</b>	<b>30.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.2</b>	<b>5</b>	<b>34</b>		
<b>TOTAL ARGENTINA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>45.7</b>	<b>30.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.2</b>	<b>5</b>	<b>34</b>		
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	20	0	0	5.0	50.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	18		
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>45.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>18</b>		
SALZBURG	BRITISH AIRWAYS PLC	S	26	0	0	26.9	46.2	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	5	92.3	4	26		
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.3</b>	<b>4</b>	<b>26</b>		
VIENNA	ANISEC LUFTFAHT T/AS LEVEL	S	0	0	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	60		
VIENNA	BRITISH AIRWAYS PLC	S	42	0	0	33.3	42.9	19.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	3	86.4	6	44		
VIENNA	EASYJET UK LTD	S	96	0	0	2.1	36.5	45.8	10.4	4.2	1.0	0.0	0.0	0.0	0.0	7	76.0	12	100		
<b>TOTAL VIENNA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>38.4</b>	<b>37.7</b>	<b>8.0</b>	<b>3.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.9</b>	<b>11</b>	<b>204</b>		
<b>TOTAL AUSTRIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>40.8</b>	<b>35.3</b>	<b>7.1</b>	<b>3.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.0</b>	<b>10</b>	<b>248</b>		
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1		
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>		
<b>TOTAL AZERBAIJAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>		
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	91	0	0	11.0	31.9	29.7	14.3	5.5	3.3	4.4	0.0	0.0	0.0	15	80.9	13	89		
BRIDGETOWN	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	35.3	42	17		
BRIDGETOWN	TUI AIRWAYS LTD	C	50	0	0	4.0	6.0	32.0	18.0	28.0	8.0	4.0	0.0	0.0	0.0	29	64.5	31	31		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	15.0	23.3	28.3	8.3	8.3	8.3	3.3	5.0	0.0	0.0	0.0	32	63.3	42	60
<b>TOTAL BRIDGETOWN</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>22.9</b>	<b>29.9</b>	<b>13.4</b>	<b>11.9</b>	<b>6.0</b>	<b>4.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>69.0</b>	<b>27</b>	<b>197</b>
<b>TOTAL BARBADOS</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>22.9</b>	<b>29.9</b>	<b>13.4</b>	<b>11.9</b>	<b>6.0</b>	<b>4.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>69.0</b>	<b>27</b>	<b>197</b>
<b>BELARUS</b>																				
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	34	0	0	0.0	38.2	41.2	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	65.4	14	26
MINSK INT'L	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	15	2
<b>TOTAL MINSK INT'L</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>41.2</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.3</b>	<b>14</b>	<b>28</b>
<b>TOTAL BELARUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>41.2</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.3</b>	<b>14</b>	<b>28</b>
<b>BERMUDA</b>																				
BERMUDA	BRITISH AIRWAYS PLC	S	43	0	0	11.6	39.5	37.2	7.0	2.3	0.0	2.3	0.0	0.0	0.0	0.0	7	86.4	15	44
<b>TOTAL BERMUDA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>39.5</b>	<b>37.2</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.4</b>	<b>15</b>	<b>44</b>
<b>TOTAL BERMUDA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>39.5</b>	<b>37.2</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.4</b>	<b>15</b>	<b>44</b>
<b>BRAZIL</b>																				
RIO DE JANEIRO (GALEAO)	NORWEGIAN AIR UK LTD	S	34	0	0	8.8	20.6	58.8	8.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>20.6</b>	<b>58.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>20.6</b>	<b>58.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>																				
SOFIA	EASYJET UK LTD	S	40	0	0	20.0	32.5	37.5	7.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	5	90.0	4	40
<b>TOTAL SOFIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>32.5</b>	<b>37.5</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>4</b>	<b>40</b>
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>32.5</b>	<b>37.5</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>4</b>	<b>40</b>
<b>CANADA</b>																				
CALGARY	WEST JET AIRLINES	S	34	0	0	5.9	26.5	38.2	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	29.2	39	24
<b>TOTAL CALGARY</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>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>29.2</b>	<b>39</b>	<b>24</b>
TORONTO	AIR TRANSAT	S	60	0	0	8.3	33.3	36.7	8.3	6.7	5.0	1.7	0.0	0.0	0.0	0.0	14	76.7	17	60
TORONTO	WEST JET AIRLINES	S	60	0	0	36.7	8.3	25.0	8.3	13.3	1.7	1.7	5.0	0.0	0.0	0.0	25	65.6	23	60
<b>TOTAL TORONTO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>20.8</b>	<b>30.8</b>	<b>8.3</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.0</b>	<b>20</b>	<b>120</b>
<b>TOTAL CANADA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>22.1</b>	<b>32.5</b>	<b>9.1</b>	<b>11.7</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>64.2</b>	<b>24</b>	<b>144</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	36	0	0	5.6	33.3	30.6	16.7	8.3	5.6	0.0	0.0	0.0	0.0	0.0	14	81.8	10	33
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>30.6</b>	<b>16.7</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.8</b>	<b>10</b>	<b>33</b>
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	21	8
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	25	0	0	0.0	24.0	40.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	14	82.4	9	34
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>40.0</b>	<b>28.0</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>14</b>	<b>78.6</b>	<b>11</b>	<b>42</b>
<b>TOTAL CAPE VERDE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>29.5</b>	<b>34.4</b>	<b>21.3</b>	<b>8.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.0</b>	<b>10</b>	<b>75</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	ELITAVIA MALTA 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 GRAND CAYMAN</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 CAYMAN ISLANDS</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>CHINA</b>																					
BEIJING	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL BEIJING</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</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	95.5	3	22	
<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>95.5</b>	<b>3</b>	<b>22</b>	
SHANGHAI (PU DONG)	AIR CHINA	S	28	0	2	16.7	30.0	20.0	6.7	6.7	3.3	3.3	6.7	0.0	0.0	6.7	35	0.0	0	0	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	50	0	0	26.0	48.0	24.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>22.5</b>	<b>41.3</b>	<b>22.5</b>	<b>2.5</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>22.5</b>	<b>41.3</b>	<b>22.5</b>	<b>2.5</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>14</b>	<b>95.7</b>	<b>3</b>	<b>23</b>	
<b>COSTA RICA</b>																					
LIBERIA	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	4	62.5	34	8	
LIBERIA	WESTERN AIR CHARTER, INC, DBA JET EDGE	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 LIBERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</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>6</b>	<b>62.5</b>	<b>34</b>	<b>8</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	17	0	0	11.8	11.8	23.5	0.0	47.1	5.9	0.0	0.0	0.0	0.0	0.0	29	69.2	44	26	
<b>TOTAL SAN JOSE COST RICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>0.0</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>29</b>	<b>69.2</b>	<b>44</b>	<b>26</b>	
<b>TOTAL COSTA RICA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>11.5</b>	<b>30.8</b>	<b>7.7</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>67.6</b>	<b>41</b>	<b>34</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	10	0	0	10.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	6	
DUBROVNIK	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	100.0	0	2	
<b>TOTAL DUBROVNIK</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>72.7</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
SPLIT	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	100.0	2	2	
<b>TOTAL SPLIT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>75.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>CUBA</b>																					
HAVANA	CUBANA	C	0	0	0	0.0	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	
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	11.8	17.6	35.3	0.0	17.6	5.9	5.9	5.9	0.0	0.0	0.0	36	55.6	18	18	
<b>TOTAL HAVANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>35.3</b>	<b>0.0</b>	<b>17.6</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>36</b>	<b>52.6</b>	<b>20</b>	<b>19</b>	
HOLGUIN (FRANK PAIS)	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	11.1	57	8	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>11.1</b>	<b>57</b>	<b>8</b>	
<b>TOTAL CUBA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>35.3</b>	<b>0.0</b>	<b>17.6</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>36</b>	<b>39.3</b>	<b>31</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	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	85	100.0	1	2	
LARNACA	EASYJET UK LTD	S	50	0	0	14.0	20.0	40.0	16.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	12	70.0	15	50	
LARNACA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>18.9</b>	<b>39.6</b>	<b>15.1</b>	<b>5.7</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>14</b>	<b>71.7</b>	<b>14</b>	<b>53</b>	
<b>PAPHOS</b>																					
PAPHOS	BRITISH AIRWAYS PLC	S	22	0	0	31.8	36.4	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18	
PAPHOS	EASYJET UK LTD	S	64	0	0	21.9	25.0	45.3	4.7	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	93.9	3	66	
PAPHOS	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	30	2	
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	14	6	
PAPHOS	TUI AIRWAYS LTD	C	33	0	0	9.1	18.2	39.4	18.2	9.1	6.1	0.0	0.0	0.0	0.0	0.0	15	94.4	4	36	
<b>TOTAL PAPHOS</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>25.2</b>	<b>40.3</b>	<b>8.4</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.6</b>	<b>5</b>	<b>128</b>	
<b>TOTAL CYPRUS</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>23.3</b>	<b>40.1</b>	<b>10.5</b>	<b>4.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.1</b>	<b>8</b>	<b>181</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	108	0	0	1.9	37.0	44.4	10.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	73.1	10	119	
PRAGUE	SMARTWINGS	S	12	0	0	0.0	8.3	50.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	61.1	13	36	
<b>TOTAL PRAGUE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>34.2</b>	<b>45.0</b>	<b>11.7</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.3</b>	<b>11</b>	<b>155</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>34.2</b>	<b>45.0</b>	<b>11.7</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.3</b>	<b>11</b>	<b>155</b>	
<b>DENMARK</b>																					
AARHUS (TIRSTRUP)	EASYJET UK LTD	S	18	0	0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
COPENHAGEN	EASYJET UK LTD	S	154	0	0	14.3	49.4	27.9	5.2	1.3	1.9	0.0	0.0	0.0	0.0	0.0	5	87.2	7	156	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	261	0	1	2.3	40.8	37.4	10.3	6.1	0.8	1.1	0.0	0.8	0.0	0.4	12	72.3	16	306	
COPENHAGEN	NORWEGIAN AIR UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
COPENHAGEN	TAG AVIATION (UK) LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>416</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>43.8</b>	<b>33.7</b>	<b>8.4</b>	<b>4.3</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>77.3</b>	<b>13</b>	<b>462</b>	
<b>TOTAL DENMARK</b>			<b>434</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>43.6</b>	<b>33.5</b>	<b>8.3</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>78.1</b>	<b>13</b>	<b>480</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	25	0	0	12.0	32.0	20.0	8.0	4.0	12.0	12.0	0.0	0.0	0.0	0.0	35	92.3	7	26	
PUNTA CANA	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	68.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	11	18	
PUNTA CANA	TUI AIRWAYS LTD	S	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL PUNTA CANA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>37.8</b>	<b>11.1</b>	<b>2.2</b>	<b>8.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>93.2</b>	<b>8</b>	<b>44</b>	
<b>TOTAL DOMINICAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>37.8</b>	<b>11.1</b>	<b>2.2</b>	<b>8.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>93.2</b>	<b>8</b>	<b>44</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	26	0	0	30.8	15.4	34.6	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	52.0	45	25	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>HURGHADA</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	62.7	14	51
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	26	0	0	3.8	23.1	34.6	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	76.9	9	26
<b>TOTAL HURGHADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>19.2</b>	<b>34.6</b>	<b>15.4</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>13</b>	<b>63.7</b>	<b>20</b>	<b>102</b>
<b>MARSA ALAM</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	90.0	5	10
<b>MARSA ALAM</b>	TUI AIRWAYS LTD	S	8	0	0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	5	11
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.5</b>	<b>5</b>	<b>21</b>
<b>TOTAL EGYPT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>18.3</b>	<b>40.0</b>	<b>13.3</b>	<b>8.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.3</b>	<b>18</b>	<b>123</b>
<b>ESTONIA</b>																				
<b>TALLIN</b>	AIR BALTIC	S	26	0	0	0.0	50.0	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	16
<b>TALLIN</b>	EASYJET UK LTD	S	16	0	0	31.3	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	18
<b>TOTAL TALLIN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>45.2</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>4</b>	<b>94.1</b>	<b>6</b>	<b>34</b>
<b>TOTAL ESTONIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>45.2</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>4</b>	<b>94.1</b>	<b>6</b>	<b>34</b>
<b>FINLAND</b>																				
<b>HELSINKI</b>	NORWEGIAN AIR INTERNATIONAL	S	120	0	0	8.3	45.0	37.5	3.3	4.2	1.7	0.0	0.0	0.0	0.0	0.0	5	74.2	21	120
<b>TOTAL HELSINKI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.0</b>	<b>37.5</b>	<b>3.3</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.2</b>	<b>21</b>	<b>120</b>
<b>IVALO</b>	EASYJET UK 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	75.0	14	4
<b>IVALO</b>	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	19	0.0	0	0
<b>TOTAL IVALO</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>7</b>	<b>75.0</b>	<b>14</b>	<b>4</b>
<b>KITTILA</b>	BRITISH AIRWAYS PLC	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>KITTILA</b>	EASYJET UK LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	0	1
<b>KITTILA</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	5	2
<b>TOTAL KITTILA</b>			<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0</b>	<b>66.7</b>	<b>3</b>	<b>4</b>
<b>ROVANIEMI</b>	BRITISH AIRWAYS PLC	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	1
<b>ROVANIEMI</b>	EASYJET UK LTD	S	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	2	16
<b>ROVANIEMI</b>	NORWEGIAN AIR INTERNATIONAL	S	20	0	0	5.0	55.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	2	26
<b>ROVANIEMI</b>	TUI 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	0.0	29	0.0	0	0
<b>TOTAL ROVANIEMI</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>42.4</b>	<b>45.5</b>	<b>3.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>2</b>	<b>43</b>
<b>TOTAL FINLAND</b>			<b>157</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>44.0</b>	<b>38.4</b>	<b>3.8</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>1.3</b>	<b>5</b>	<b>77.3</b>	<b>16</b>	<b>171</b>
<b>FRANCE</b>																				
<b>BORDEAUX</b>	BRITISH AIRWAYS PLC	S	60	0	0	23.3	45.0	25.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	70
<b>BORDEAUX</b>	EASYJET UK LTD	S	42	0	0	9.5	50.0	26.2	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	8	42
<b>TOTAL BORDEAUX</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>25.5</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.4</b>	<b>6</b>	<b>112</b>
<b>LYON</b>	EASYJET UK LTD	S	112	0	0	16.1	47.3	25.9	5.4	1.8	1.8	0.9	0.9	0.0	0.0	0.0	8	88.6	6	114
<b>TOTAL LYON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>47.3</b>	<b>25.9</b>	<b>5.4</b>	<b>1.8</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>8</b>	<b>88.6</b>	<b>6</b>	<b>114</b>
<b>MARSEILLE</b>	EASYJET UK LTD	S	50	0	0	6.0	46.0	36.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.2	9	38
<b>TOTAL MARSEILLE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>46.0</b>	<b>36.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.2</b>	<b>9</b>	<b>38</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
MONTPELLIER	BLUE JET SP ZOO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	121	1	
MONTPELLIER	EASYJET UK LTD	S	40	0	0	12.5	52.5	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.9	8	38	
<b>TOTAL MONTPELLIER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>52.5</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.9</b>	<b>11</b>	<b>39</b>	
NANTES	EASYJET UK LTD	S	66	0	0	13.6	37.9	39.4	7.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	8	72	
<b>TOTAL NANTES</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>37.9</b>	<b>39.4</b>	<b>7.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>8</b>	<b>72</b>	
NICE	BRITISH AIRWAYS PLC	S	94	0	0	12.8	54.3	25.5	3.2	1.1	2.1	0.0	1.1	0.0	0.0	0.0	6	86.9	8	84	
NICE	EASYJET UK LTD	S	130	0	0	17.7	37.7	33.8	5.4	4.6	0.8	0.0	0.0	0.0	0.0	0.0	5	79.1	14	148	
<b>TOTAL NICE</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>44.6</b>	<b>30.4</b>	<b>4.5</b>	<b>3.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.9</b>	<b>12</b>	<b>232</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	146	0	0	14.4	49.3	32.2	2.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	3	87.9	8	149	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	186	0	0	12.9	57.5	24.2	2.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	11	126	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>53.9</b>	<b>27.7</b>	<b>2.4</b>	<b>1.8</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>3</b>	<b>80.4</b>	<b>9</b>	<b>275</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	94	0	0	9.6	31.9	31.9	7.4	16.0	2.1	0.0	1.1	0.0	0.0	0.0	15	78.4	10	116	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>31.9</b>	<b>31.9</b>	<b>7.4</b>	<b>16.0</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>15</b>	<b>78.4</b>	<b>10</b>	<b>116</b>	
<b>TOTAL FRANCE</b>			<b>1020</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>47.0</b>	<b>29.5</b>	<b>4.7</b>	<b>3.6</b>	<b>0.9</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.8</b>	<b>9</b>	<b>998</b>	
<b>GAMBIA</b>																					
BANJUL	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	26.1	55	23	
BANJUL	TITAN AIRWAYS LTD	C	24	0	0	20.8	29.2	45.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	64.7	16	17	
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>29.2</b>	<b>45.8</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>42.5</b>	<b>38</b>	<b>40</b>	
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>29.2</b>	<b>45.8</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>42.5</b>	<b>38</b>	<b>40</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	S	12	0	0	33.3	33.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	0	16	
<b>TOTAL TBILISI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>0</b>	<b>16</b>	
<b>TOTAL GEORGIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>0</b>	<b>16</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	94	0	0	21.3	36.2	21.3	11.7	8.5	1.1	0.0	0.0	0.0	0.0	0.0	9	75.0	14	96	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>36.2</b>	<b>21.3</b>	<b>11.7</b>	<b>8.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>14</b>	<b>96</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	154	0	0	21.4	44.8	28.6	3.2	1.3	0.6	0.0	0.0	0.0	0.0	0.0	3	79.5	8	156	
<b>TOTAL BERLIN (TEGEL)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>44.8</b>	<b>28.6</b>	<b>3.2</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.5</b>	<b>8</b>	<b>156</b>	
COLOGNE BONN	BRITISH AIRWAYS PLC	S	30	0	0	13.3	63.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	18	
<b>TOTAL COLOGNE BONN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>63.3</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
DUSSELDORF	EASYJET UK LTD	S	110	0	0	24.5	41.8	26.4	5.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>TOTAL DUSSELDORF</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>24.5</b>	<b>41.8</b>	<b>26.4</b>	<b>5.5</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>4</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
FRANKFURT MAIN	ELITAVIA MALTA 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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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
FRANKFURT MAIN	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	69	1
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>69</b>	<b>1</b>
HAMBURG	EASYJET UK LTD	S	86	0	0	3.5	31.4	48.8	11.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.2	10	96
<b>TOTAL HAMBURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>31.4</b>	<b>48.8</b>	<b>11.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.2</b>	<b>10</b>	<b>96</b>
MUNICH	EASYJET UK LTD	S	132	0	0	9.8	47.7	31.8	3.0	5.3	2.3	0.0	0.0	0.0	0.0	0.0	6	90.4	8	136
<b>TOTAL MUNICH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>47.7</b>	<b>31.8</b>	<b>3.0</b>	<b>5.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.4</b>	<b>8</b>	<b>136</b>
NUREMBERG	BRITISH AIRWAYS PLC	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	6	22
<b>TOTAL NUREMBERG</b>			<b>4</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>86.4</b>	<b>6</b>	<b>22</b>
STUTTGART	EASYJET UK LTD	S	66	0	0	15.2	40.9	34.8	7.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	5	86.3	6	80
<b>TOTAL STUTTGART</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>40.9</b>	<b>34.8</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.3</b>	<b>6</b>	<b>80</b>
<b>TOTAL GERMANY</b>			<b>677</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>42.8</b>	<b>30.3</b>	<b>6.4</b>	<b>3.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.3</b>	<b>9</b>	<b>606</b>
<b>GHANA</b>																				
ACCRA	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	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>39</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>39</b>	<b>1</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	59	0	0	28.8	33.9	30.5	1.7	3.4	1.7	0.0	0.0	0.0	0.0	0.0	5	88.5	14	61
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>28.8</b>	<b>33.9</b>	<b>30.5</b>	<b>1.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>14</b>	<b>61</b>
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>28.8</b>	<b>33.9</b>	<b>30.5</b>	<b>1.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>14</b>	<b>61</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	26	0	0	3.8	38.5	38.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	39.3	26	28
ATHENS	EASYJET UK LTD	S	60	0	0	8.3	25.0	56.7	1.7	3.3	5.0	0.0	0.0	0.0	0.0	0.0	11	76.7	12	60
<b>TOTAL ATHENS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>29.1</b>	<b>51.2</b>	<b>7.0</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.8</b>	<b>17</b>	<b>88</b>
CHANIA	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	100.0	6	4
<b>TOTAL CHANIA</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>6</b>	<b>4</b>
CORFU	EASYJET UK LTD	S	6	0	0	16.7	33.3	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	17	100.0	1	8
<b>TOTAL CORFU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
HERAKLION	AEGEAN AIRLINES	C	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	25.0	26	8
HERAKLION	EASYJET UK LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	6
HERAKLION	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 HERAKLION</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>13.3</b>	<b>40.0</b>	<b>26.7</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>13</b>	<b>53.3</b>	<b>16</b>	<b>14</b>
KALAMATA	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL KALAMATA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KOS	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
KOS	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RHODES	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	100.0	0	4
RHODES	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
<b>TOTAL RHODES</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>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>26</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
SALONIKA	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	14	2
SALONIKA	BRITISH AIRWAYS PLC	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4
SALONIKA	EASYJET UK LTD	S	44	0	0	22.7	29.5	40.9	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	5	44
<b>TOTAL SALONIKA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>31.3</b>	<b>41.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.0</b>	<b>5</b>	<b>50</b>
THIRA (SANTORINI)	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>TOTAL THIRA (SANTORINI)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>29.4</b>	<b>44.2</b>	<b>7.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.1</b>	<b>11</b>	<b>176</b>
<b>GRENADA</b>																				
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	11.8	17.6	41.2	0.0	11.8	11.8	5.9	0.0	0.0	0.0	0.0	27	88.2	7	17
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	1	16.7	27.8	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	5.6	9	76.5	10	17
<b>TOTAL GRENADA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>22.9</b>	<b>37.1</b>	<b>2.9</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>82.4</b>	<b>8</b>	<b>34</b>
<b>TOTAL GRENADA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>22.9</b>	<b>37.1</b>	<b>2.9</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>82.4</b>	<b>8</b>	<b>34</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	52	0	0	11.5	42.3	28.8	5.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	54
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>28.8</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>9</b>	<b>54</b>
<b>TOTAL HONG KONG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>28.8</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>9</b>	<b>54</b>
<b>HUNGARY</b>																				
BUDAPEST	EASYJET UK LTD	S	94	0	0	7.4	28.7	51.1	4.3	6.4	1.1	1.1	0.0	0.0	0.0	0.0	9	77.1	11	96
BUDAPEST	WIZZ AIR	S	52	0	0	0.0	19.2	42.3	19.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.3</b>	<b>47.9</b>	<b>9.6</b>	<b>8.2</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.1</b>	<b>11</b>	<b>96</b>
<b>TOTAL HUNGARY</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.3</b>	<b>47.9</b>	<b>9.6</b>	<b>8.2</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.1</b>	<b>11</b>	<b>96</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	62	0	0	22.6	27.4	43.5	4.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4	77.5	13	78
KEFLAVIK	ICELANDAIR	S	50	0	2	11.5	42.3	34.6	5.8	1.9	0.0	0.0	0.0	0.0	0.0	3.8	5	56.7	17	66
KEFLAVIK	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1
KEFLAVIK	TUI AIRWAYS LTD	C	15	0	0	0.0	46.7	33.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	86.7	7	15
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	71.1	13	76
<b>TOTAL KEFLAVIK</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>15.5</b>	<b>35.7</b>	<b>38.8</b>	<b>4.7</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>69.9</b>	<b>14</b>	<b>236</b>
<b>TOTAL ICELAND</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>15.5</b>	<b>35.7</b>	<b>38.8</b>	<b>4.7</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>69.9</b>	<b>14</b>	<b>236</b>
<b>INDIA</b>																				
COCHIN	TUI AIRWAYS 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	42	0.0	0	0
<b>TOTAL COCHIN</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>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
GOA	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	67	5	
GOA	TUI AIRWAYS LTD	C	15	0	0	20.0	6.7	40.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	100.0	2	7	
<b>TOTAL GOA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>6.7</b>	<b>40.0</b>	<b>20.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.3</b>	<b>29</b>	<b>12</b>	
<b>TOTAL INDIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>5.9</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.3</b>	<b>29</b>	<b>12</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	71.4	5	12	
<b>TOTAL BAGHDAD (GECA)</b>			<b>0</b>	<b>0</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>0.0</b>	<b>100.0</b>	<b>0</b>	<b>71.4</b>	<b>5</b>	<b>12</b>	
SULAYMANIYAH INT	IRAQI AIRWAYS	S	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	1	4	
<b>TOTAL SULAYMANIYAH INT</b>			<b>0</b>	<b>0</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>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL IRAQ</b>			<b>0</b>	<b>0</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>0.0</b>	<b>100.0</b>	<b>0</b>	<b>77.8</b>	<b>4</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	60	0	0	10.0	48.3	33.3	1.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	5	81.7	10	60	
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>48.3</b>	<b>33.3</b>	<b>1.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.7</b>	<b>10</b>	<b>60</b>	
DUBLIN	AER LINGUS	S	330	0	0	12.4	56.7	18.8	6.7	3.3	2.1	0.0	0.0	0.0	0.0	0.0	5	66.4	15	336	
DUBLIN	RYANAIR	S	396	0	0	17.2	46.2	24.5	5.8	4.0	1.8	0.5	0.0	0.0	0.0	0.0	7	80.2	11	480	
<b>TOTAL DUBLIN</b>			<b>726</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>51.0</b>	<b>21.9</b>	<b>6.2</b>	<b>3.7</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.5</b>	<b>13</b>	<b>816</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	60	0	0	8.3	60.0	18.3	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	8	78.3	13	60	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>60.0</b>	<b>18.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.3</b>	<b>13</b>	<b>60</b>	
SHANNON	RYANAIR	S	52	0	0	15.4	59.6	19.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.2	11	52	
<b>TOTAL SHANNON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>59.6</b>	<b>19.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>69.8</b>	<b>11</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>898</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>51.9</b>	<b>22.3</b>	<b>5.9</b>	<b>3.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.9</b>	<b>13</b>	<b>988</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	24	0	0	4.2	16.7	37.5	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	22	65.4	12	26	
<b>TOTAL TEL AVIV</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>16.7</b>	<b>37.5</b>	<b>8.3</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>22</b>	<b>65.4</b>	<b>12</b>	<b>26</b>	
<b>TOTAL ISRAEL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>16.7</b>	<b>37.5</b>	<b>8.3</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>22</b>	<b>65.4</b>	<b>12</b>	<b>26</b>	
<b>ITALY</b>																					
ANCONA	EASYJET UK LTD	S	18	0	0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>55.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	EASYJET UK LTD	S	18	0	0	5.6	33.3	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	2	16	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
BERGAMO	BRITISH AIRWAYS PLC	S	50	0	0	44.0	36.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>44.0</b>	<b>36.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	EASYJET UK LTD	S	36	0	1	16.2	40.5	24.3	8.1	5.4	2.7	0.0	0.0	0.0	0.0	2.7	8	86.8	8	38	
<b>TOTAL BOLOGNA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>16.2</b>	<b>40.5</b>	<b>24.3</b>	<b>8.1</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>2.7</b>	<b>8</b>	<b>86.8</b>	<b>8</b>	<b>38</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	24	0	0	8.3	25.0	41.7	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	57.7	24	26	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>41.7</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>57.7</b>	<b>24</b>	<b>26</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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	
FLORENCE	VUELING AIRLINES	S	84	0	1	10.6	54.1	24.7	7.1	2.4	0.0	0.0	0.0	0.0	0.0	1.2	4	61.4	25	68	
<b>TOTAL FLORENCE</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>54.1</b>	<b>24.7</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>4</b>	<b>61.4</b>	<b>25</b>	<b>68</b>	
GENOA	BRITISH AIRWAYS PLC	S	26	0	0	23.1	42.3	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	5	34	
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.1</b>	<b>5</b>	<b>34</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MILAN (LINATE)	EASYJET UK LTD	S	162	0	1	14.1	54.6	20.9	5.5	3.1	1.2	0.0	0.0	0.0	0.0	0.6	5	91.5	4	164	
<b>TOTAL MILAN (LINATE)</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>54.9</b>	<b>20.7</b>	<b>5.5</b>	<b>3.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>5</b>	<b>91.5</b>	<b>4</b>	<b>164</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	297	0	0	12.8	46.1	27.6	7.7	3.7	1.3	0.3	0.3	0.0	0.0	0.0	7	83.0	8	312	
<b>TOTAL MILAN (MALPENSA)</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>46.1</b>	<b>27.6</b>	<b>7.7</b>	<b>3.7</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.7</b>	<b>8</b>	<b>312</b>	
NAPLES	BRITISH AIRWAYS PLC	S	56	0	0	7.1	37.5	35.7	7.1	3.6	7.1	1.8	0.0	0.0	0.0	0.0	13	74.0	15	50	
NAPLES	EASYJET UK LTD	S	58	0	0	8.6	48.3	34.5	5.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	89.7	4	58	
NAPLES	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	34	25.0	19	2	
<b>TOTAL NAPLES</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>41.2</b>	<b>34.5</b>	<b>8.4</b>	<b>3.4</b>	<b>4.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.4</b>	<b>9</b>	<b>110</b>	
OLBIA	EASYJET UK LTD	S	18	0	0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
PALERMO	EASYJET UK 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	6	100.0	3	18	
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
PISA	EASYJET UK LTD	S	86	0	0	11.6	43.0	24.4	8.1	8.1	3.5	1.2	0.0	0.0	0.0	0.0	11	92.0	10	88	
<b>TOTAL PISA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>43.0</b>	<b>24.4</b>	<b>8.1</b>	<b>8.1</b>	<b>3.5</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>92.0</b>	<b>10</b>	<b>88</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	51	0	2	9.4	35.8	41.5	7.5	0.0	0.0	0.0	0.0	1.9	0.0	3.8	12	79.6	9	54	
ROME (FIUMICINO)	EASYJET UK LTD	S	172	0	0	15.1	39.5	37.8	5.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.3	6	182	
ROME (FIUMICINO)	VUELING AIRLINES	S	128	0	0	6.3	46.9	26.6	7.8	5.5	2.3	3.1	0.8	0.8	0.0	0.0	17	63.2	18	114	
<b>TOTAL ROME (FIUMICINO)</b>			<b>351</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>41.6</b>	<b>34.3</b>	<b>6.5</b>	<b>3.1</b>	<b>0.8</b>	<b>1.1</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>77.7</b>	<b>10</b>	<b>350</b>	
TURIN	BRITISH AIRWAYS PLC	S	90	0	0	21.1	46.7	23.3	2.2	4.4	1.1	0.0	1.1	0.0	0.0	0.0	7	86.7	9	90	
<b>TOTAL TURIN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>46.7</b>	<b>23.3</b>	<b>2.2</b>	<b>4.4</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.7</b>	<b>9</b>	<b>90</b>	
VENICE	BRITISH AIRWAYS PLC	S	152	0	1	23.5	43.1	20.9	6.5	2.6	1.3	1.3	0.0	0.0	0.0	0.7	7	87.2	6	156	
VENICE	EASYJET UK LTD	S	178	0	0	18.5	40.4	33.1	5.6	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	86.4	8	184	
<b>TOTAL VENICE</b>			<b>330</b>	<b>0</b>	<b>1</b>	<b>20.8</b>	<b>41.7</b>	<b>27.5</b>	<b>6.0</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>86.8</b>	<b>7</b>	<b>340</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	60	0	0	30.0	40.0	23.3	1.7	1.7	3.3	0.0	0.0	0.0	0.0	0.0	5	90.0	7	60	
VERONA VILLAFRANCA	EASYJET UK LTD	S	28	0	1	6.9	55.2	31.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2	83.3	11	36	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>44.9</b>	<b>25.8</b>	<b>2.2</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>4</b>	<b>87.5</b>	<b>9</b>	<b>96</b>	
<b>TOTAL ITALY</b>			<b>1816</b>	<b>0</b>	<b>7</b>	<b>15.4</b>	<b>44.3</b>	<b>28.3</b>	<b>6.1</b>	<b>3.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>83.6</b>	<b>9</b>	<b>1766</b>	
JAMAICA																					
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	0.0	11.5	30.8	0.0	19.2	23.1	11.5	0.0	3.8	0.0	0.0	96	57.7	20	26	
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>0.0</b>	<b>19.2</b>	<b>23.1</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>96</b>	<b>57.7</b>	<b>20</b>	<b>26</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MONTEGO BAY	TUI AIRWAYS LTD	C	26	0	0	0.0	23.1	50.0	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	58.3	18	36	
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	37.5	12.5	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	47.8	27	23	
<b>TOTAL MONTEGO BAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>18.0</b>	<b>46.0</b>	<b>14.0</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>9</b>	<b>54.2</b>	<b>21</b>	<b>59</b>	
<b>TOTAL JAMAICA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>15.8</b>	<b>40.8</b>	<b>9.2</b>	<b>9.2</b>	<b>7.9</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>55.3</b>	<b>21</b>	<b>85</b>	
<b>JORDAN</b>																					
AQABA	EASYJET UK LTD	S	17	0	0	11.8	47.1	17.6	5.9	11.8	0.0	5.9	0.0	0.0	0.0	0.0	16	33.3	32	6	
AQABA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	2	
<b>TOTAL AQABA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>24</b>	<b>8</b>	
<b>TOTAL JORDAN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>24</b>	<b>8</b>	
<b>KOSOVO</b>																					
PRISTINA	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PRISTINA</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 KOSOVO</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>LATVIA</b>																					
RIGA	AIR BALTIC	S	77	0	1	7.7	41.0	33.3	10.3	5.1	1.3	0.0	0.0	0.0	0.0	1.3	8	90.4	8	94	
<b>TOTAL RIGA</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>41.0</b>	<b>33.3</b>	<b>10.3</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>1.3</b>	<b>8</b>	<b>90.4</b>	<b>8</b>	<b>94</b>	
<b>TOTAL LATVIA</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>41.0</b>	<b>33.3</b>	<b>10.3</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>1.3</b>	<b>8</b>	<b>90.4</b>	<b>8</b>	<b>94</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	EASYJET UK LTD	S	38	0	0	5.3	44.7	47.4	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.6	12	38	
LUXEMBOURG	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	22	5	
<b>TOTAL LUXEMBOURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>44.7</b>	<b>47.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.1</b>	<b>13</b>	<b>43</b>	
<b>TOTAL LUXEMBOURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>44.7</b>	<b>47.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.1</b>	<b>13</b>	<b>43</b>	
<b>MALDIVE ISLANDS</b>																					
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	0.0	23.1	26.9	38.5	3.8	0.0	7.7	0.0	0.0	0.0	0.0	23	88.5	7	26	
<b>TOTAL MALE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>38.5</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>38.5</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	96	0	0	4.2	21.9	41.7	17.7	10.4	4.2	0.0	0.0	0.0	0.0	0.0	14	71.7	12	60	
MALTA	BRITISH AIRWAYS PLC	S	44	0	0	31.8	43.2	18.2	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	4	100.0	1	44	
MALTA	EASYJET UK LTD	S	62	0	0	16.1	33.9	35.5	4.8	3.2	6.5	0.0	0.0	0.0	0.0	0.0	10	93.8	5	64	
MALTA	PHOENIX 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	69	1	
MALTA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	54	8	
<b>TOTAL MALTA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>30.2</b>	<b>34.7</b>	<b>10.4</b>	<b>6.4</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>10</b>	<b>84.7</b>	<b>9</b>	<b>177</b>	
<b>TOTAL MALTA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>30.2</b>	<b>34.7</b>	<b>10.4</b>	<b>6.4</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>10</b>	<b>84.7</b>	<b>9</b>	<b>177</b>	
<b>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	42	0	0	26.2	26.2	26.2	4.8	7.1	7.1	2.4	0.0	0.0	0.0	0.0	14	95.2	4	42	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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								
MAURITIUS	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	40.0	21	5	
MAURITIUS	TUI AIRWAYS 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	87.5	6	8	
<b>TOTAL MAURITIUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>26.0</b>	<b>30.0</b>	<b>26.0</b>	<b>4.0</b>	<b>6.0</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>12</b>	<b>89.1</b>	<b>6</b>	<b>55</b>	
<b>TOTAL MAURITIUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>26.0</b>	<b>30.0</b>	<b>26.0</b>	<b>4.0</b>	<b>6.0</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>12</b>	<b>89.1</b>	<b>6</b>	<b>55</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	34	0	0	8.8	11.8	35.3	14.7	8.8	11.8	5.9	0.0	2.9	0.0	0.0	64	80.0	7	25	
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	28.6	65	14	
CANCUN	TUI AIRWAYS LTD	S	43	0	0	7.0	25.6	37.2	16.3	9.3	4.7	0.0	0.0	0.0	0.0	0.0	12	77.1	8	35	
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	75.0	32	16	
<b>TOTAL CANCUN</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>19.5</b>	<b>36.4</b>	<b>15.6</b>	<b>9.1</b>	<b>7.8</b>	<b>2.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>70.0</b>	<b>21</b>	<b>90</b>	
LOS CABOS	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL LOS CABOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9	
<b>TOTAL PUERTO VALLARTA</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>77.8</b>	<b>7</b>	<b>9</b>	
<b>TOTAL MEXICO</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>20.0</b>	<b>36.5</b>	<b>16.5</b>	<b>9.4</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>70.7</b>	<b>20</b>	<b>99</b>	
<b>MONGOLIA</b>																					
ULAN BATOR	CUBANA	C	0	0	0	0.0	0.0	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 ULAN BATOR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 MONGOLIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	30	0	0	20.0	30.0	43.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	7	26	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	9	0	0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>25.6</b>	<b>43.6</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.4</b>	<b>7</b>	<b>44</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	42	0	1	4.7	30.2	37.2	14.0	9.3	0.0	0.0	2.3	0.0	0.0	2.3	15	77.8	10	36	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>30.2</b>	<b>37.2</b>	<b>14.0</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>77.8</b>	<b>10</b>	<b>36</b>	
FEZ	AIR ARABIA MAROC	S	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	16	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
MARRAKESH	AIR ARABIA MAROC	S	16	0	0	18.8	43.8	18.8	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	12	93.8	1	16	
MARRAKESH	BRITISH AIRWAYS PLC	S	78	0	0	20.5	42.3	28.2	3.8	2.6	2.6	0.0	0.0	0.0	0.0	0.0	5	89.7	4	68	
MARRAKESH	EASYJET UK LTD	S	120	0	0	21.7	25.0	44.2	6.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	9	120	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	6	14	
<b>TOTAL MARRAKESH</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>33.6</b>	<b>37.1</b>	<b>5.6</b>	<b>3.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>7</b>	<b>218</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	18	0	0	11.1	22.2	27.8	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	50.0	34	18	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</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>50.0</b>	<b>34</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>349</b>	<b>0</b>	<b>1</b>	<b>16.9</b>	<b>32.0</b>	<b>37.1</b>	<b>8.6</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>85.5</b>	<b>8</b>	<b>332</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
AMSTERDAM	BRITISH AIRWAYS PLC	S	204	0	0	5.4	45.6	35.3	8.8	2.9	2.0	0.0	0.0	0.0	0.0	0.0	7	87.1	6	201	
AMSTERDAM	EASYJET UK LTD	S	414	0	0	10.1	44.2	30.7	8.2	5.1	1.2	0.5	0.0	0.0	0.0	0.0	7	83.3	9	424	
AMSTERDAM	KLM	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>619</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.6</b>	<b>32.1</b>	<b>8.6</b>	<b>4.4</b>	<b>1.5</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>84.5</b>	<b>8</b>	<b>626</b>	
<b>TOTAL NETHERLANDS</b>			<b>619</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.6</b>	<b>32.1</b>	<b>8.6</b>	<b>4.4</b>	<b>1.5</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>84.5</b>	<b>8</b>	<b>626</b>	
<b>NORWAY</b>																					
ANDENES	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL ANDENES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
BERGEN	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	17	0.0	0	0	
BERGEN	NORWEGIAN AIR SHUTTLE	S	111	0	0	4.5	53.2	34.2	2.7	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5	84.8	9	112	
<b>TOTAL BERGEN</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>52.2</b>	<b>34.5</b>	<b>3.5</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>5</b>	<b>84.8</b>	<b>9</b>	<b>112</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	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	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	229	0	0	3.1	31.9	38.0	10.5	13.5	3.1	0.0	0.0	0.0	0.0	0.0	13	75.2	14	202	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.9	25	44	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>32.2</b>	<b>37.8</b>	<b>10.4</b>	<b>13.5</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>12</b>	<b>73.6</b>	<b>16</b>	<b>246</b>	
STAVANGER	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	8	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	50	0	0	16.0	58.0	22.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	79.2	7	51	
<b>TOTAL STAVANGER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>51.7</b>	<b>26.7</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.0</b>	<b>6</b>	<b>59</b>	
TROMSOE	NORWEGIAN AIR INTERNATIONAL	S	36	0	0	2.8	50.0	33.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	67.6	15	33	
<b>TOTAL TROMSOE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>50.0</b>	<b>33.3</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.6</b>	<b>15</b>	<b>33</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	24	0	1	4.0	68.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2	88.5	6	52	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>68.0</b>	<b>20.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>2</b>	<b>88.5</b>	<b>6</b>	<b>52</b>	
<b>TOTAL NORWAY</b>			<b>463</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>42.9</b>	<b>34.3</b>	<b>7.3</b>	<b>9.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>78.3</b>	<b>12</b>	<b>503</b>	
<b>OMAN</b>																					
MUSCAT	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	91	2	
<b>TOTAL MUSCAT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>91</b>	<b>2</b>	
<b>TOTAL OMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>91</b>	<b>2</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	52	0	0	5.8	59.6	25.0	3.8	1.9	3.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>59.6</b>	<b>25.0</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KATOWICE	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	236	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>236</b>	<b>1</b>
KRAKOW	EASYJET UK LTD	S	85	0	1	7.0	43.0	37.2	9.3	2.3	0.0	0.0	0.0	0.0	0.0	1.2	5	81.8	9	77
KRAKOW	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
KRAKOW	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	10	4
<b>TOTAL KRAKOW</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>43.2</b>	<b>37.5</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>4</b>	<b>81.5</b>	<b>9</b>	<b>81</b>
WARSAW (CHOPIN)	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	67.6	15	34
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>67.6</b>	<b>15</b>	<b>34</b>
<b>TOTAL POLAND</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>49.3</b>	<b>32.9</b>	<b>7.1</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>76.1</b>	<b>12</b>	<b>116</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	BRITISH AIRWAYS PLC	S	72	0	0	25.0	50.0	18.1	4.2	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3	96.1	2	77
FARO	EASYJET UK LTD	S	111	0	0	17.1	39.6	31.5	9.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0	5	87.4	7	111
<b>TOTAL FARO</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>43.7</b>	<b>26.2</b>	<b>7.7</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.0</b>	<b>5</b>	<b>188</b>
LISBON	AIR PORTUGAL	S	94	0	0	6.4	20.2	41.5	14.9	14.9	2.1	0.0	0.0	0.0	0.0	0.0	13	62.8	18	92
LISBON	EASYJET UK LTD	S	100	0	0	10.0	33.0	28.0	17.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	10	71.8	16	103
<b>TOTAL LISBON</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>26.8</b>	<b>34.5</b>	<b>16.0</b>	<b>12.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.5</b>	<b>17</b>	<b>195</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	7.5	41.7	39.2	5.0	4.2	0.8	0.8	0.8	0.0	0.0	0.0	9	80.0	11	119
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	44	0	0	15.9	45.5	27.3	4.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	9	94.4	5	36
OPORTO (PORTUGAL)	EASYJET UK LTD	S	38	0	0	5.3	28.9	44.7	10.5	5.3	2.6	2.6	0.0	0.0	0.0	0.0	15	69.0	11	42
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>40.1</b>	<b>37.6</b>	<b>5.9</b>	<b>4.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.3</b>	<b>10</b>	<b>197</b>
<b>TOTAL PORTUGAL</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>36.8</b>	<b>33.0</b>	<b>9.8</b>	<b>5.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.4</b>	<b>11</b>	<b>580</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	BRITISH AIRWAYS PLC	S	42	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	82.7	6	52
FUNCHAL	EASYJET UK LTD	S	68	0	0	16.2	30.9	35.3	7.4	8.8	0.0	1.5	0.0	0.0	0.0	0.0	8	78.3	8	68
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	47	8
<b>TOTAL FUNCHAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>31.4</b>	<b>36.4</b>	<b>4.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.5</b>	<b>10</b>	<b>128</b>
PORTO SANTO	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PORTO SANTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL PORTUGAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>31.4</b>	<b>36.4</b>	<b>4.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.6</b>	<b>10</b>	<b>129</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	152	0	0	25.7	42.8	23.0	4.6	2.6	1.3	0.0	0.0	0.0	0.0	0.0	4	93.1	2	126
<b>TOTAL DOHA HAMAD</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>42.8</b>	<b>23.0</b>	<b>4.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.1</b>	<b>2</b>	<b>126</b>
<b>TOTAL QATAR</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>42.8</b>	<b>23.0</b>	<b>4.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.1</b>	<b>2</b>	<b>126</b>
<b>REPUBLIC OF KOREA</b>																				
SEOUL (INCHEON)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL SEOUL (INCHEON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>REPUBLIC OF SOUTH</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	17	0	0	0.0	17.6	41.2	17.6	0.0	5.9	0.0	5.9	11.8	0.0	0.0	153	86.7	8	15	
<b>TOTAL CAPE TOWN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>153</b>	<b>86.7</b>	<b>8</b>	<b>15</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	50	0	0	2.0	16.0	52.0	18.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	14	75.0	15	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>16.0</b>	<b>52.0</b>	<b>18.0</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>75.0</b>	<b>15</b>	<b>60</b>	
CLUJ NAPOCA	WIZZ AIR	S	42	0	0	11.9	45.2	38.1	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>45.2</b>	<b>38.1</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.3</b>	<b>45.7</b>	<b>10.9</b>	<b>5.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>15</b>	<b>60</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	AVANGUARD AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ST PETERSBURG	ROSSIYA AIRLINES	S	60	0	0	5.0	66.7	25.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	4	60	
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>66.7</b>	<b>25.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>4</b>	<b>60</b>	
<b>TOTAL RUSSIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>66.7</b>	<b>25.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>4</b>	<b>61</b>	
<b>RWANDA</b>																					
KIGALI	RWANDAIR EXPRESS	S	26	0	0	42.3	26.9	3.8	0.0	11.5	15.4	0.0	0.0	0.0	0.0	0.0	18	84.6	8	26	
<b>TOTAL KIGALI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
<b>TOTAL RWANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
<b>SAINT KITTS AND NEVIS</b>																					
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	17.6	11.8	52.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	16	70.6	15	17	
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>11.8</b>	<b>52.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.6</b>	<b>15</b>	<b>17</b>	
<b>TOTAL SAINT KITTS AND</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>11.8</b>	<b>52.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.6</b>	<b>15</b>	<b>17</b>	
<b>SINGAPORE</b>																					
SINGAPORE	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.2	5	34	
<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>91.2</b>	<b>5</b>	<b>34</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>91.2</b>	<b>5</b>	<b>34</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	26	0	0	19.2	30.8	38.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	85.3	8	34	
<b>TOTAL LJUBLJANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>38.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.3</b>	<b>8</b>	<b>34</b>	
<b>TOTAL SLOVENIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>38.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.3</b>	<b>8</b>	<b>34</b>	
<b>SPAIN</b>																					
ALICANTE	BRITISH AIRWAYS PLC	S	42	0	0	11.9	47.6	23.8	9.5	2.4	4.8	0.0	0.0	0.0	0.0	0.0	8	84.0	6	50	
ALICANTE	EASYJET UK LTD	S	144	0	0	19.4	36.1	34.0	4.9	4.2	0.0	1.4	0.0	0.0	0.0	0.0	6	88.6	6	140	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	5.9	55.9	20.6	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	38	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
ALICANTE	RYANAIR	S	52	0	0	13.5	51.9	25.0	5.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	78.8	12	52	
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	0.0	7.7	61.5	7.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	21	61.5	47	13	
ALICANTE	VUELING AIRLINES	S	36	0	0	13.9	58.3	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>321</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>43.6</b>	<b>29.0</b>	<b>6.2</b>	<b>4.4</b>	<b>1.2</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>83.1</b>	<b>10</b>	<b>293</b>	
ALMERIA	EASYJET UK LTD	S	30	0	0	23.3	30.0	43.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	28	
<b>TOTAL ALMERIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>30.0</b>	<b>43.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.9</b>	<b>4</b>	<b>28</b>	
ASTURIAS	VUELING AIRLINES	S	26	0	0	3.8	38.5	26.9	7.7	19.2	3.8	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.7	5	58	
BARCELONA	EASYJET UK LTD	S	261	0	0	13.0	46.0	24.5	8.0	4.2	3.8	0.0	0.4	0.0	0.0	0.0	9	78.9	15	275	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	120	0	0	5.0	43.3	36.7	9.2	3.3	2.5	0.0	0.0	0.0	0.0	0.0	8	60.2	19	98	
BARCELONA	VUELING AIRLINES	S	319	0	1	13.8	39.1	27.2	7.8	8.1	2.2	1.3	0.3	0.0	0.0	0.3	11	67.0	17	224	
<b>TOTAL BARCELONA</b>			<b>700</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>42.4</b>	<b>27.8</b>	<b>8.1</b>	<b>5.8</b>	<b>2.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>73.0</b>	<b>15</b>	<b>655</b>	
BILBAO	BRITISH AIRWAYS PLC	S	60	0	0	26.7	45.0	26.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BILBAO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BILBAO	VUELING AIRLINES	S	58	0	0	1.7	46.6	34.5	12.1	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	7	60	
<b>TOTAL BILBAO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>45.8</b>	<b>30.5</b>	<b>6.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.7</b>	<b>7</b>	<b>61</b>	
GRANADA	EASYJET UK LTD	S	18	0	0	11.1	44.4	22.2	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	10	100.0	2	18	
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>100.0</b>	<b>2</b>	<b>18</b>	
IBIZA	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	100.0	6	4	
<b>TOTAL IBIZA</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>6</b>	<b>4</b>	
MADRID	AIR EUROPA	S	120	0	0	6.7	40.8	29.2	11.7	9.2	2.5	0.0	0.0	0.0	0.0	0.0	11	79.2	11	120	
MADRID	EASYJET UK LTD	S	202	0	0	10.4	49.0	30.7	6.4	3.5	0.0	0.0	0.0	0.0	0.0	0.0	5	84.1	8	208	
MADRID	IBERIA EXPRESS	S	120	0	0	5.0	30.0	39.2	19.2	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	10	120	
MADRID	NORWEGIAN AIR INTERNATIONAL	S	60	0	0	3.3	55.0	28.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.8	15	103	
<b>TOTAL MADRID</b>			<b>502</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>43.2</b>	<b>32.1</b>	<b>11.6</b>	<b>5.2</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>7</b>	<b>79.6</b>	<b>10</b>	<b>551</b>	
MAHON	EASYJET UK LTD	S	18	0	0	16.7	44.4	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	4	17	
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.2</b>	<b>4</b>	<b>17</b>	
MALAGA	BRITISH AIRWAYS PLC	S	94	0	0	14.9	43.6	29.8	7.4	2.1	2.1	0.0	0.0	0.0	0.0	0.0	6	93.6	3	94	
MALAGA	EASYJET UK LTD	S	167	0	0	18.6	37.7	30.5	10.2	1.2	1.8	0.0	0.0	0.0	0.0	0.0	6	90.1	6	182	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	101	0	0	7.9	46.5	28.7	10.9	4.0	1.0	0.0	0.0	1.0	0.0	0.0	11	87.9	7	124	
MALAGA	TUI AIRWAYS LTD	C	11	0	0	0.0	27.3	45.5	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	11	
<b>TOTAL MALAGA</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>41.3</b>	<b>30.3</b>	<b>9.4</b>	<b>2.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>5</b>	<b>411</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	56	0	0	16.1	46.4	25.0	7.1	1.8	3.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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 MURCIA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>46.4</b>	<b>25.0</b>	<b>7.1</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</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	91.7	4	60	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>4</b>	<b>60</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	26	0	0	7.7	38.5	26.9	15.4	3.8	3.8	0.0	3.8	0.0	0.0	0.0	16	92.3	11	26	
PALMA DE MALLORCA	EASYJET UK LTD	S	105	0	0	23.8	36.2	35.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	6	108	
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	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	82.4	8	34	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>36.5</b>	<b>35.0</b>	<b>6.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.1</b>	<b>7</b>	<b>168</b>	
REUS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL REUS</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>	
SEVILLE	BRITISH AIRWAYS PLC	S	52	0	0	25.0	48.1	21.2	1.9	1.9	0.0	1.9	0.0	0.0	0.0	0.0	5	96.7	1	60	
SEVILLE	EASYJET UK LTD	S	60	0	0	15.0	45.0	31.7	5.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	86.7	9	60	
SEVILLE	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	1	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>46.0</b>	<b>27.4</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>0.0</b>	<b>4</b>	<b>91.7</b>	<b>5</b>	<b>120</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	4	36	
VALENCIA	EASYJET UK LTD	S	134	0	0	16.4	48.5	33.6	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	6	134	
VALENCIA	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>47.8</b>	<b>34.6</b>	<b>0.7</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>0.0</b>	<b>2</b>	<b>90.6</b>	<b>6</b>	<b>170</b>	
<b>TOTAL SPAIN</b>			<b>2550</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>42.8</b>	<b>30.1</b>	<b>7.9</b>	<b>4.2</b>	<b>1.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.7</b>	<b>10</b>	<b>2556</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	34	0	0	23.5	38.2	23.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	95.8	2	48	
ARRECIFE	EASYJET UK LTD	S	70	0	0	18.6	27.1	42.9	4.3	2.9	4.3	0.0	0.0	0.0	0.0	0.0	6	81.8	11	66	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.5	22	36	
ARRECIFE	TUI AIRWAYS LTD	C	24	0	0	8.3	16.7	54.2	12.5	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16	76.5	14	34	
<b>TOTAL ARRECIFE</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>28.1</b>	<b>39.8</b>	<b>7.0</b>	<b>3.1</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>8</b>	<b>80.0</b>	<b>11</b>	<b>184</b>	
FUERTEVENTURA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	8	
FUERTEVENTURA	EASYJET UK LTD	S	60	0	0	16.7	31.7	43.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	7	56	
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	70.0	12	20	
FUERTEVENTURA	TUI AIRWAYS LTD	C	22	0	0	18.2	22.7	40.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	25	24	
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>29.3</b>	<b>42.7</b>	<b>9.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>12</b>	<b>108</b>	
LAS PALMAS	BRITISH AIRWAYS PLC	S	28	0	0	17.9	32.1	39.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LAS PALMAS	EASYJET UK LTD	S	58	0	0	6.9	17.2	56.9	12.1	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	85.9	8	64	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	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	68.8	12	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 SHUTTLE	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
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	55.6	23	9
LAS PALMAS	TUI AIRWAYS LTD	C	38	0	0	5.3	5.3	50.0	18.4	18.4	2.6	0.0	0.0	0.0	0.0	0.0	16	75.0	13	36
<b>TOTAL LAS PALMAS</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>20.3</b>	<b>49.7</b>	<b>12.6</b>	<b>7.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.4</b>	<b>11</b>	<b>125</b>
SANTA CRUZ DE LA PALMA	EASYJET UK LTD	S	16	0	0	18.8	25.0	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	13	16
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	15	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>28.0</b>	<b>52.0</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>0.0</b>	<b>4</b>	<b>74.1</b>	<b>14</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	78	0	0	25.6	28.2	30.8	9.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6	90.7	7	86
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	108	0	0	23.1	21.3	42.6	7.4	2.8	1.9	0.0	0.0	0.9	0.0	0.0	10	90.4	5	104
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	8.8	41.2	38.2	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	14	88.2	7	34
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	1	1
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.0	17	50
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	48	0	0	6.3	14.6	37.5	29.2	10.4	2.1	0.0	0.0	0.0	0.0	0.0	14	75.4	14	56
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>24.6</b>	<b>37.7</b>	<b>11.6</b>	<b>4.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.5</b>	<b>9</b>	<b>332</b>
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>646</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>25.1</b>	<b>42.0</b>	<b>10.4</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>10</b>	<b>775</b>
COLOMBO	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	71.4	12	7
<b>TOTAL COLOMBO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>12</b>	<b>7</b>
<b>TOTAL SRI LANKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>12</b>	<b>7</b>
ST LUCIA																				
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	80.0	7	10
ST LUCIA (HEWANORRA)	TUI AIRWAYS 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	4	0.0	0	0
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	20.0	10.0	40.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	27	100.0	1	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>33.3</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
<b>TOTAL ST LUCIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>33.3</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
SWEDEN																				
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	26
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	84	0	0	2.4	44.0	42.9	4.8	3.6	0.0	0.0	2.4	0.0	0.0	0.0	10	66.3	13	86
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>44.0</b>	<b>42.9</b>	<b>4.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.9</b>	<b>11</b>	<b>112</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	10.0	47.9	28.4	5.2	2.8	2.4	0.9	1.9	0.5	0.0	0.0	14	78.0	11	268	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>47.9</b>	<b>28.4</b>	<b>5.2</b>	<b>2.8</b>	<b>2.4</b>	<b>0.9</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.0</b>	<b>11</b>	<b>268</b>	
<b>TOTAL SWEDEN</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>46.8</b>	<b>32.5</b>	<b>5.1</b>	<b>3.1</b>	<b>1.7</b>	<b>0.7</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.4</b>	<b>11</b>	<b>380</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	
BALE MULHOUSE	EASYJET UK LTD	S	136	0	0	10.3	44.1	34.6	5.1	2.9	2.2	0.0	0.7	0.0	0.0	0.0	8	83.2	9	142	
<b>TOTAL BALE MULHOUSE</b>			<b>136</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>43.8</b>	<b>34.3</b>	<b>5.1</b>	<b>2.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>83.2</b>	<b>9</b>	<b>142</b>	
GENEVA	EASYJET UK LTD	S	320	0	0	9.7	42.2	36.6	9.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	5	79.5	12	322	
GENEVA	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL GENEVA</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>42.2</b>	<b>36.6</b>	<b>9.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.6</b>	<b>12</b>	<b>323</b>	
ZURICH	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	
ZURICH	EASYJET UK LTD	S	86	0	1	9.2	50.6	32.2	3.4	2.3	0.0	0.0	1.1	0.0	0.0	1.1	6	82.2	8	90	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL ZURICH</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>50.0</b>	<b>31.8</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>82.4</b>	<b>9</b>	<b>91</b>	
<b>TOTAL SWITZERLAND</b>			<b>542</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>43.9</b>	<b>35.2</b>	<b>7.5</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>81.0</b>	<b>10</b>	<b>556</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	36	0	0	13.9	55.6	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	4	34	
<b>TOTAL TAIPEI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>55.6</b>	<b>27.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.2</b>	<b>4</b>	<b>34</b>	
<b>TOTAL TAIWAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>55.6</b>	<b>27.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.2</b>	<b>4</b>	<b>34</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	NORWEGIAN AIR UK LTD	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHUKET	TUI AIRWAYS LTD	C	9	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	7	8	
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>4</b>	<b>23.1</b>	<b>15.4</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.8</b>	<b>2</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	43	0	0	30.2	11.6	30.2	7.0	11.6	2.3	2.3	4.7	0.0	0.0	0.0	25	83.7	6	43	
<b>TOTAL PORT OF SPAIN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>11.6</b>	<b>30.2</b>	<b>7.0</b>	<b>11.6</b>	<b>2.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.7</b>	<b>6</b>	<b>43</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	44.4	11.1	38.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	76.5	11	17	
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	6.3	43.8	25.0	12.5	0.0	0.0	6.3	6.3	0.0	0.0	0.0	24	81.3	10	16	
<b>TOTAL TOBAGO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>26.5</b>	<b>32.4</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.8</b>	<b>10</b>	<b>33</b>	
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>18.2</b>	<b>31.2</b>	<b>6.5</b>	<b>6.5</b>	<b>2.6</b>	<b>2.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>81.6</b>	<b>8</b>	<b>76</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	0	0	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
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	3	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>6</b>	<b>84.6</b>	<b>5</b>	<b>26</b>
TUNIS	TUNISAIR	S	18	0	0	0.0	16.7	38.9	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	59.1	26	22
<b>TOTAL TUNIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>59.1</b>	<b>26</b>	<b>22</b>
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>39.3</b>	<b>25.0</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>13</b>	<b>72.9</b>	<b>15</b>	<b>48</b>
<b>TURKEY</b>																				
ANKARA (ESENBOGA)	THY TURKISH AIRLINES	S	18	0	0	11.1	55.6	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</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>0.0</b>	<b>0</b>	<b>0</b>
ANTALYA	EASYJET UK LTD	S	18	0	0	0.0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	2
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	37.5	41	8
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	100.0	6	2
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	60.5	17	38
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>60.0</b>	<b>20</b>	<b>50</b>
BODRUM (MILAS)	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL BODRUM (MILAS)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
DALAMAN	BRITISH AIRWAYS PLC	S	14	0	0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
DALAMAN	EASYJET UK LTD	S	6	0	0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
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	83.9	7	31
DALAMAN	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1
<b>TOTAL DALAMAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>45.5</b>	<b>18.2</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>40</b>
ISTANBUL	THY TURKISH AIRLINES	S	120	0	0	32.5	26.7	28.3	6.7	2.5	1.7	1.7	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>32.5</b>	<b>26.7</b>	<b>28.3</b>	<b>6.7</b>	<b>2.5</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	44	0	0	27.3	36.4	27.3	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	5	44
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>36.4</b>	<b>27.3</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.4</b>	<b>5</b>	<b>44</b>
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	11	120
<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>79.2</b>	<b>11</b>	<b>120</b>
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
<b>TOTAL TURKEY</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>25.4</b>	<b>31.0</b>	<b>29.7</b>	<b>9.9</b>	<b>1.7</b>	<b>1.3</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>78.3</b>	<b>11</b>	<b>258</b>
<b>TURKS AND CAICOS</b>																				
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	17	0	0	23.5	23.5	41.2	0.0	0.0	5.9	0.0	5.9	0.0	0.0	0.0	27	83.3	4	18
<b>TOTAL PROVIDENCIALES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>23.5</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>83.3</b>	<b>4</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL TURKS AND CAICOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>23.5</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
<b>UKRAINE</b>																					
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLINES	S	120	0	0	9.2	46.7	29.2	10.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	61.3	16	111	
<b>TOTAL KIEV (BORISPOL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.7</b>	<b>29.2</b>	<b>10.8</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>0.0</b>	<b>6</b>	<b>61.3</b>	<b>16</b>	<b>111</b>	
<b>TOTAL UKRAINE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.7</b>	<b>29.2</b>	<b>10.8</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>0.0</b>	<b>6</b>	<b>61.3</b>	<b>16</b>	<b>111</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>DUBAI</b>	EMIRATES	S	180	0	0	17.8	46.7	26.7	6.7	1.7	0.6	0.0	0.0	0.0	0.0	0.0	4	94.4	3	179	
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>46.7</b>	<b>26.7</b>	<b>6.7</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>0.0</b>	<b>4</b>	<b>94.4</b>	<b>3</b>	<b>179</b>	
<b>DUBAI (WORLD CENTRAL)</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	138	0.0	0	0	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>138</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>46.2</b>	<b>26.9</b>	<b>6.6</b>	<b>1.6</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>6</b>	<b>94.4</b>	<b>3</b>	<b>179</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	82.3	8	96	
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.3</b>	<b>8</b>	<b>96</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	354	0	0	8.5	51.7	29.4	7.9	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	72.5	13	364	
<b>BELFAST INTERNATIONAL</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	4	
<b>BELFAST INTERNATIONAL</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	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>51.7</b>	<b>29.4</b>	<b>7.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.4</b>	<b>13</b>	<b>370</b>	
<b>BRISTOL</b>	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CARDIFF WALES</b>	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
<b>CARDIFF WALES</b>	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	2	
<b>EAST MIDLANDS INTERNATIONAL</b>	TAG AVIATION (UK) LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>39</b>	<b>2</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	178	0	0	12.4	59.6	19.7	3.4	3.9	1.1	0.0	0.0	0.0	0.0	0.0	4	91.1	5	180	
<b>EDINBURGH</b>	EASYJET UK LTD	S	215	0	0	14.0	48.8	27.9	7.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0	5	72.6	13	234	
<b>EDINBURGH</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	6	
<b>TOTAL EDINBURGH</b>			<b>393</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>53.7</b>	<b>24.2</b>	<b>5.6</b>	<b>2.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.2</b>	<b>9</b>	<b>420</b>	
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	202	0	0	16.3	62.9	17.8	1.0	0.5	0.5	1.0	0.0	0.0	0.0	0.0	3	83.3	7	197	
<b>GLASGOW</b>	EASYJET UK LTD	S	170	0	0	16.5	51.8	19.4	6.5	4.1	1.8	0.0	0.0	0.0	0.0	0.0	5	81.4	11	172	
<b>GLASGOW</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>372</b>	<b>0</b>	<b>1</b>	<b>16.4</b>	<b>57.6</b>	<b>18.5</b>	<b>3.5</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>0.3</b>	<b>4</b>	<b>82.2</b>	<b>9</b>	<b>369</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	350	0	2	7.7	62.8	20.2	2.6	2.0	2.3	1.4	0.6	0.0	0.0	0.6	8	75.9	13	331	
<b>TOTAL GUERNSEY</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>62.8</b>	<b>20.2</b>	<b>2.6</b>	<b>2.0</b>	<b>2.3</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>75.9</b>	<b>13</b>	<b>331</b>	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>HEATHROW</b>	CHARTRIGHT AIR INC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>HEATHROW</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	
<b>INVERNESS</b>	EASYJET UK LTD	S	142	0	0	6.3	59.2	23.2	8.5	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	82.9	8	140	
<b>TOTAL INVERNESS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>59.2</b>	<b>23.2</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.9</b>	<b>8</b>	<b>140</b>	
<b>ISLE OF MAN</b>	EASYJET UK LTD	S	110	0	0	10.0	43.6	27.3	11.8	5.5	1.8	0.0	0.0	0.0	0.0	0.0	7	80.7	11	112	
<b>TOTAL ISLE OF MAN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>43.6</b>	<b>27.3</b>	<b>11.8</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.7</b>	<b>11</b>	<b>112</b>	
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	290	0	0	21.4	60.3	11.4	3.1	2.8	1.0	0.0	0.0	0.0	0.0	0.0	3	84.1	12	284	
<b>JERSEY</b>	EASYJET UK LTD	S	179	0	0	19.6	47.5	22.9	3.9	4.5	1.1	0.0	0.6	0.0	0.0	0.0	7	75.8	15	175	
<b>TOTAL JERSEY</b>			<b>469</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>55.4</b>	<b>15.8</b>	<b>3.4</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.9</b>	<b>13</b>	<b>459</b>	
<b>LEEDS BRADFORD</b>	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	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>9</b>	<b>1</b>	
<b>LIVERPOOL (JOHN LENNON)</b>	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>LIVERPOOL (JOHN LENNON)</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>LIVERPOOL (JOHN LENNON)</b>	LOGANAIR LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>12</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
<b>LUTON</b>	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>LUTON</b>	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>1</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>50.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</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	10	0.0	0	0	
<b>MANCHESTER</b>	LOGANAIR LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>MANCHESTER</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL MANCHESTER</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>3</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
<b>NEWQUAY</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>NEWQUAY</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	70.1	20	160	
<b>TOTAL NEWQUAY</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>70.1</b>	<b>20</b>	<b>160</b>	
<b>NORWICH</b>	LOGANAIR LTD	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	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>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ST ATHAN</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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL ST ATHAN</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2202</b>	<b>0</b>	<b>9</b>	<b>13.0</b>	<b>55.5</b>	<b>21.7</b>	<b>5.2</b>	<b>2.8</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>78.2</b>	<b>12</b>	<b>2467</b>
<b>USA</b>																				
<b>BOSTON</b>	NORWEGIAN AIR UK LTD	S	60	0	0	23.3	46.7	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	8	60
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>46.7</b>	<b>23.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.7</b>	<b>8</b>	<b>60</b>
<b>CHICAGO (O'HARE)</b>	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	70.6	19	34
<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>70.6</b>	<b>19</b>	<b>34</b>
<b>DENVER INTERNATIONAL</b>	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	34.6	37	26
<b>TOTAL DENVER 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>34.6</b>	<b>37</b>	<b>26</b>
<b>FORT LAUDERDALE</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	57.7	31	26
<b>FORT LAUDERDALE</b>	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	71.7	16	60
<b>TOTAL FORT LAUDERDALE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>20</b>	<b>86</b>
<b>LAS VEGAS</b>	BRITISH AIRWAYS PLC	S	25	0	0	20.0	24.0	24.0	0.0	4.0	20.0	4.0	4.0	0.0	0.0	0.0	40	68.0	23	25
<b>LAS VEGAS</b>	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	82.9	16	35
<b>LAS VEGAS</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	67.5	19	40
<b>TOTAL LAS VEGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>24.0</b>	<b>24.0</b>	<b>0.0</b>	<b>4.0</b>	<b>20.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>73.0</b>	<b>19</b>	<b>100</b>
<b>LOS ANGELES INTERNATIONAL</b>	NORWEGIAN AIR UK LTD	S	69	0	0	11.6	37.7	30.4	14.5	4.3	1.4	0.0	0.0	0.0	0.0	0.0	7	83.3	10	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>37.7</b>	<b>30.4</b>	<b>14.5</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>10</b>	<b>60</b>
<b>MIAMI INTERNATIONAL</b>	NORWEGIAN AIR UK LTD	S	51	0	0	11.8	31.4	31.4	11.8	7.8	2.0	3.9	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>31.4</b>	<b>31.4</b>	<b>11.8</b>	<b>7.8</b>	<b>2.0</b>	<b>3.9</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>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	62	0	0	8.1	29.0	29.0	17.7	6.5	4.8	1.6	3.2	0.0	0.0	0.0	24	78.3	10	58
<b>NEW YORK (JF KENNEDY)</b>	NORWEGIAN AIR UK LTD	S	164	0	0	24.4	37.8	24.4	4.3	6.1	1.8	0.6	0.6	0.0	0.0	0.0	8	66.9	15	148
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>19.9</b>	<b>35.4</b>	<b>25.7</b>	<b>8.0</b>	<b>6.2</b>	<b>2.7</b>	<b>0.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.1</b>	<b>13</b>	<b>206</b>
<b>OAKLAND</b>	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	57.7	23	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>57.7</b>	<b>23</b>	<b>26</b>
<b>ORLANDO</b>	BRITISH AIRWAYS PLC	S	70	0	2	6.9	31.9	19.4	11.1	13.9	11.1	1.4	1.4	0.0	0.0	2.8	25	73.6	13	71
<b>ORLANDO</b>	NORWEGIAN AIR UK LTD	S	42	0	0	11.9	35.7	33.3	9.5	7.1	0.0	2.4	0.0	0.0	0.0	0.0	10	81.8	9	33
<b>ORLANDO</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	75.0	15	4
<b>ORLANDO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	86	0	0	30.2	24.4	23.3	14.0	2.3	3.5	2.3	0.0	0.0	0.0	0.0	11	60.0	25	93
<b>TOTAL ORLANDO</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>18.0</b>	<b>29.5</b>	<b>24.0</b>	<b>12.0</b>	<b>7.5</b>	<b>5.5</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>68.6</b>	<b>18</b>	<b>201</b>
<b>SAN FRANCISCO</b>	NORWEGIAN AIR UK LTD	S	35	0	0	17.1	25.7	45.7	8.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>25.7</b>	<b>45.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SANFORD</b>	TUI AIRWAYS LTD	C	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	12	100.0	1	13

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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>SANFORD</b>	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 SANFORD</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>100.0</b>	<b>1</b>	<b>13</b>
<b>TAMPA</b>	BRITISH AIRWAYS PLC	S	52	0	0	15.4	25.0	28.8	13.5	7.7	5.8	3.8	0.0	0.0	0.0	0.0	20	82.8	7	58
<b>TAMPA</b>	NORWEGIAN AIR UK LTD	S	17	0	0	5.9	64.7	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.7	11	17
<b>TOTAL TAMPA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>34.8</b>	<b>26.1</b>	<b>13.0</b>	<b>5.8</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>16</b>	<b>78.7</b>	<b>8</b>	<b>75</b>
<b>VAN NUYS</b>	WESTERN AIR CHARTER, INC, DBA JET EDGE	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 VAN NUYS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>744</b>	<b>0</b>	<b>2</b>	<b>17.4</b>	<b>33.8</b>	<b>26.8</b>	<b>9.9</b>	<b>6.0</b>	<b>3.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>71.5</b>	<b>16</b>	<b>887</b>
<b>VIETNAM</b>																				
<b>PHU QUOC INTERNATIONAL</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	85.7	15	7
<b>TOTAL PHU QUOC 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>85.7</b>	<b>15</b>	<b>7</b>
<b>TOTAL VIETNAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>15</b>	<b>7</b>
<b>TOTAL GATWICK</b>			<b>18114</b>	<b>0</b>	<b>55</b>	<b>13.5</b>	<b>41.6</b>	<b>30.5</b>	<b>7.4</b>	<b>4.3</b>	<b>1.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>79.7</b>	<b>11</b>	<b>19007</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALBANIA</b>																					
TIRANA	JET2.COM LTD	C	0	0	0	0.0	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 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>100.0</b>	<b>10</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>100.0</b>	<b>10</b>	<b>1</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	10	8	
<b>TOTAL BRIDGETOWN</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>13</b>	<b>62.5</b>	<b>10</b>	<b>8</b>	
<b>TOTAL BARBADOS</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>13</b>	<b>62.5</b>	<b>10</b>	<b>8</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	18	0	0	11.1	55.6	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	83.3	7	12	
<b>TOTAL TORONTO</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>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>7</b>	<b>12</b>	
<b>TOTAL CANADA</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>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>7</b>	<b>12</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	2	
LARNACA	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	26	1	
<b>TOTAL LARNACA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>12</b>	<b>3</b>	
PAPHOS	JET2.COM LTD	S	14	0	0	7.1	42.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	10	
PAPHOS	TUI AIRWAYS LTD	C	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	83.3	6	6	
<b>TOTAL PAPHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>36.8</b>	<b>47.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>TOTAL CYPRUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>36.0</b>	<b>52.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>84.2</b>	<b>5</b>	<b>19</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</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>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>EGYPT</b>																					
HURGHADA	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	15	8	
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	52	0	0	3.8	38.5	32.7	19.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	9	68.3	14	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>32.7</b>	<b>19.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.3</b>	<b>14</b>	<b>60</b>	
RENNES	AIR X CHARTER	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
RENNES	ENTER AIR	C	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL RENNES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>36.2</b>	<b>32.8</b>	<b>20.7</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.3</b>	<b>14</b>	<b>60</b>	
<b>GERMANY</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	44	0	0	13.6	68.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	4	52
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>68.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>92.3</b>	<b>4</b>	<b>52</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	95.0	7	60
DUSSELDORF	LOGANAIR LTD	S	30	0	0	0.0	40.0	36.7	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL DUSSELDORF</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>36.7</b>	<b>10.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.0</b>	<b>7</b>	<b>60</b>
FRANKFURT MAIN	LUFTHANSA	S	52	0	0	3.8	55.8	30.8	5.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6	86.7	7	60
<b>TOTAL FRANKFURT MAIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>55.8</b>	<b>30.8</b>	<b>5.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>7</b>	<b>60</b>
LEIPZIG	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	24	2
LEIPZIG	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
<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>50.0</b>	<b>17</b>	<b>4</b>
MUNICH	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.2	4	34
<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>91.2</b>	<b>4</b>	<b>34</b>
<b>TOTAL GERMANY</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>27.8</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.5</b>	<b>6</b>	<b>210</b>
<b>GREECE</b>																				
HERAKLION	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	23	4
<b>TOTAL HERAKLION</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>4</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>50.0</b>	<b>23</b>	<b>4</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	18	0	0	16.7	27.8	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	3	16
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>ICELAND</b>																				
EGILSSTADIR	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	0.0	145	1
<b>TOTAL EGILSSTADIR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>145</b>	<b>1</b>
KEFLAVIK	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	7	1
KEFLAVIK	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
KEFLAVIK	ICELANDAIR	S	60	0	0	11.7	50.0	28.3	0.0	3.3	3.3	1.7	1.7	0.0	0.0	0.0	12	80.3	19	61
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>48.4</b>	<b>29.0</b>	<b>0.0</b>	<b>3.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.4</b>	<b>18</b>	<b>62</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>48.4</b>	<b>29.0</b>	<b>0.0</b>	<b>3.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.1</b>	<b>20</b>	<b>63</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	34	0	0	0.0	32.4	58.8	2.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	75.0	16	36
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>58.8</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>16</b>	<b>36</b>
DONEGAL	LOGANAIR LTD	S	26	0	2	7.1	35.7	25.0	14.3	10.7	0.0	0.0	0.0	0.0	0.0	7.1	8	81.5	11	27
<b>TOTAL DONEGAL</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>8</b>	<b>81.5</b>	<b>11</b>	<b>27</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 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	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	75.0	4	4
DUBLIN	AER LINGUS	S	250	0	0	12.4	59.2	22.0	4.0	1.6	0.8	0.0	0.0	0.0	0.0	0.0	4	84.6	7	260
DUBLIN	CITY JET	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
DUBLIN	RYANAIR	S	172	0	0	22.1	53.5	19.8	3.5	0.6	0.6	0.0	0.0	0.0	0.0	0.0	2	84.9	7	172
<b>TOTAL DUBLIN</b>			<b>423</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>56.7</b>	<b>21.3</b>	<b>3.8</b>	<b>1.2</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>3</b>	<b>84.6</b>	<b>7</b>	<b>436</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>483</b>	<b>0</b>	<b>2</b>	<b>14.6</b>	<b>53.8</b>	<b>24.1</b>	<b>4.3</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4</b>	<b>83.8</b>	<b>8</b>	<b>499</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	50.0	11	2
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>ITALY</b>																				
ROME (FIUMICINO)	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0
ROME (FIUMICINO)	JET2.COM 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	15	0.0	0	0
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	5.6	44.4	27.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	100.0	1	16
<b>TOTAL ROME (FIUMICINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>28.6</b>	<b>14.3</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>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
VENICE	EASYJET UK LTD	S	18	0	0	22.2	44.4	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	93.8	2	16
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>39.1</b>	<b>26.1</b>	<b>10.9</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>96.9</b>	<b>2</b>	<b>32</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL MONTEGO BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>TOTAL JAMAICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5
<b>TOTAL MALTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>6</b>	<b>5</b>
<b>TOTAL MALTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>6</b>	<b>5</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL CANCUN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>TOTAL MEXICO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	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	0.0	13	63.9	15	36
AMSTERDAM	KLM	S	130	0	0	4.6	37.7	43.1	6.9	6.2	1.5	0.0	0.0	0.0	0.0	0.0	8	95.3	3	128
AMSTERDAM	KLM CITYHOPPER	S	100	0	0	1.0	52.0	43.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.2	3	103
<b>TOTAL AMSTERDAM</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>42.0</b>	<b>43.2</b>	<b>5.7</b>	<b>4.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.3</b>	<b>4</b>	<b>267</b>
EINDHOVEN	ARKEFLY	C	0	0	0	0.0	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
EINDHOVEN	CITY AIRLINE	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

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Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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 EINDHOVEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
ROTTERDAM	JET2.COM LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ROTTERDAM	TITAN AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ROTTERDAM	TRANSAVIA	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ROTTERDAM</b>			<b>6</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 NETHERLANDS</b>			<b>271</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>43.2</b>	<b>42.4</b>	<b>5.5</b>	<b>4.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.0</b>	<b>5</b>	<b>269</b>	
<b>NORWAY</b>																					
TRONDHEIM (VAERNES)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
<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>100.0</b>	<b>6</b>	<b>4</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>6</b>	<b>4</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
KRAKOW	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
KRAKOW	RYANAIR	S	16	0	0	0.0	56.3	31.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	30	75.0	13	16	
<b>TOTAL KRAKOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>13</b>	<b>16</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	0.0	0	0	
<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>0.0</b>	<b>0</b>	<b>0</b>	
WROCLAW	RYANAIR	S	18	0	0	16.7	50.0	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	94.4	3	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>46.4</b>	<b>33.9</b>	<b>7.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.3</b>	<b>8</b>	<b>34</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	22	0	0	4.5	45.5	40.9	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	3	24	
FARO	JET2.COM LTD	S	22	0	0	9.1	54.5	31.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	95.8	1	24	
<b>TOTAL FARO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>50.0</b>	<b>36.4</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>0.0</b>	<b>4</b>	<b>93.8</b>	<b>2</b>	<b>48</b>	
LISBON	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	0.0	27	1	
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
OPORTO (PORTUGAL)	HI FLY MALTA	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>47.8</b>	<b>37.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.8</b>	<b>2</b>	<b>49</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	37.5	201	8	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>37.5</b>	<b>201</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>37.5</b>	<b>201</b>	<b>8</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	16	0	0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>RUSSIA</b>																				
<b>MOSCOW (SHEREMETYEVO)</b>	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	2
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>35</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>50.0</b>	<b>35</b>	<b>2</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	EASYJET UK LTD	S	52	0	0	11.5	55.8	19.2	7.7	0.0	5.8	0.0	0.0	0.0	0.0	0.0	7	88.0	6	50
<b>ALICANTE</b>	JET2.COM LTD	S	42	0	0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	10	40
<b>ALICANTE</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	33.3	20	3
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	13	0	0	7.7	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	4	12
<b>TOTAL ALICANTE</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>56.1</b>	<b>22.4</b>	<b>6.5</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.6</b>	<b>8</b>	<b>105</b>
<b>BARCELONA</b>	JET2.COM LTD	S	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	12
<b>TOTAL BARCELONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>3</b>	<b>12</b>
<b>CASTELLON COSTA AZAHAR</b>	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	72	2
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>72</b>	<b>2</b>
<b>GIRONA</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	39	6
<b>TOTAL GIRONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>39</b>	<b>6</b>
<b>MALAGA</b>	EASYJET UK LTD	S	36	0	0	5.6	25.0	30.6	19.4	11.1	8.3	0.0	0.0	0.0	0.0	0.0	17	75.0	11	36
<b>MALAGA</b>	JET2.COM LTD	S	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	100.0	3	8
<b>MALAGA</b>	RYANAIR	S	18	0	0	0.0	22.2	16.7	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>MALAGA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	28	8
<b>TOTAL MALAGA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>29.2</b>	<b>25.0</b>	<b>22.2</b>	<b>11.1</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>16</b>	<b>75.0</b>	<b>12</b>	<b>52</b>
<b>PALMA DE MALLORCA</b>	JET2.COM LTD	S	12	0	0	16.7	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>48.3</b>	<b>23.9</b>	<b>11.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.8</b>	<b>10</b>	<b>179</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</b>	JET2.COM LTD	S	42	0	0	19.0	50.0	23.8	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	5	30
<b>ARRECIFE</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	57.9	22	19
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	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	30.0	52	10
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>51.0</b>	<b>27.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>67.8</b>	<b>18</b>	<b>59</b>
<b>FUERTEVENTURA</b>	JET2.COM LTD	S	24	0	0	25.0	16.7	45.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	8	16
<b>FUERTEVENTURA</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	56.3	15	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>16.7</b>	<b>45.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>12</b>	<b>32</b>	
LAS PALMAS	JET2.COM LTD	S	34	0	0	17.6	38.2	26.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	4	26	
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	28.6	20	7	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	12	8	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>40.5</b>	<b>26.2</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.2</b>	<b>8</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	71	0	0	12.7	50.7	26.8	8.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4	95.5	3	44	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	50	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	27	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>47.2</b>	<b>31.5</b>	<b>9.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.8</b>	<b>10</b>	<b>112</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>43.2</b>	<b>31.1</b>	<b>8.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.6</b>	<b>12</b>	<b>244</b>	
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL TUNISIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	20	0	0	20.0	65.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
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	81.8	9	11	
<b>TOTAL ANTALYA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>65.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>89.5</b>	<b>6</b>	<b>19</b>	
DALAMAN	JET2.COM LTD	S	6	0	0	16.7	50.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>6</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>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>61.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.5</b>	<b>6</b>	<b>19</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	120	0	0	19.2	31.7	35.8	5.8	6.7	0.0	0.8	0.0	0.0	0.0	0.0	8	94.2	5	120	
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>31.7</b>	<b>35.8</b>	<b>5.8</b>	<b>6.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.2</b>	<b>5</b>	<b>120</b>	
<b>TOTAL UNITED ARAB</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>31.7</b>	<b>35.8</b>	<b>5.8</b>	<b>6.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.2</b>	<b>5</b>	<b>120</b>	
<b>UNITED KINGDOM</b>																					
BARRA	LOGANAIR LTD	S	94	0	5	5.1	41.4	27.3	3.0	11.1	6.1	1.0	0.0	0.0	0.0	5.1	14	74.5	10	98	
<b>TOTAL BARRA</b>			<b>94</b>	<b>0</b>	<b>5</b>	<b>5.1</b>	<b>41.4</b>	<b>27.3</b>	<b>3.0</b>	<b>11.1</b>	<b>6.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>14</b>	<b>74.5</b>	<b>10</b>	<b>98</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	188	0	0	10.6	58.5	22.9	4.3	2.7	1.1	0.0	0.0	0.0	0.0	0.0	4	83.3	12	213	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>58.5</b>	<b>22.9</b>	<b>4.3</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>0.0</b>	<b>4</b>	<b>83.3</b>	<b>12</b>	<b>213</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	206	0	0	7.8	66.0	18.9	4.9	1.9	0.0	0.0	0.5	0.0	0.0	0.0	4	88.0	5	208	
BELFAST INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	136	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>206</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>66.0</b>	<b>18.9</b>	<b>4.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.6</b>	<b>6</b>	<b>210</b>
BENBECULA	LOGANAIR LTD	S	76	0	0	3.9	46.1	25.0	11.8	6.6	3.9	0.0	2.6	0.0	0.0	0.0	16	88.9	7	80
<b>TOTAL BENBECULA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>46.1</b>	<b>25.0</b>	<b>11.8</b>	<b>6.6</b>	<b>3.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>7</b>	<b>80</b>
BIRMINGHAM	FLYBE LTD	S	311	0	1	8.7	56.4	24.4	2.9	4.5	2.2	0.6	0.0	0.0	0.0	0.3	6	81.6	12	342
<b>TOTAL BIRMINGHAM</b>			<b>311</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>56.4</b>	<b>24.4</b>	<b>2.9</b>	<b>4.5</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>81.6</b>	<b>12</b>	<b>342</b>
BRISTOL	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	0.0	70	1
BRISTOL	EASYJET UK LTD	S	186	0	0	2.2	49.5	34.9	5.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	88.7	7	192
<b>TOTAL BRISTOL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>49.5</b>	<b>34.9</b>	<b>5.9</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>193</b>
CAMPBELTOWN	LOGANAIR LTD	S	83	0	2	14.1	43.5	27.1	4.7	5.9	1.2	0.0	1.2	0.0	0.0	2.4	9	80.9	7	83
<b>TOTAL CAMPBELTOWN</b>			<b>83</b>	<b>0</b>	<b>2</b>	<b>14.1</b>	<b>43.5</b>	<b>27.1</b>	<b>4.7</b>	<b>5.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>80.9</b>	<b>7</b>	<b>83</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	28	1
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	81.8	13	44
<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>80.0</b>	<b>13</b>	<b>45</b>
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	34	0	0	14.7	44.1	35.3	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	88.6	3	42
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>44.1</b>	<b>35.3</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>0.0</b>	<b>5</b>	<b>88.6</b>	<b>3</b>	<b>42</b>
DUNDEE	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUNDEE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.8	11	152
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	96	0	0	6.3	35.4	35.4	10.4	6.3	5.2	0.0	1.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>35.4</b>	<b>35.4</b>	<b>10.4</b>	<b>6.3</b>	<b>5.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.8</b>	<b>11</b>	<b>152</b>
EDINBURGH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
EXETER	FLYBE LTD	S	34	0	0	8.8	41.2	35.3	8.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	83.3	8	36
<b>TOTAL EXETER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>41.2</b>	<b>35.3</b>	<b>8.8</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>12</b>	<b>83.3</b>	<b>8</b>	<b>36</b>
GATWICK	BRITISH AIRWAYS PLC	S	202	0	0	12.4	67.3	16.8	1.0	1.0	0.5	1.0	0.0	0.0	0.0	0.0	3	88.4	6	197
GATWICK	EASYJET UK LTD	S	171	0	0	14.0	56.1	17.5	8.2	2.3	1.8	0.0	0.0	0.0	0.0	0.0	5	79.2	11	173
<b>TOTAL GATWICK</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>62.2</b>	<b>17.2</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.1</b>	<b>8</b>	<b>370</b>
HEATHROW	BRITISH AIRWAYS PLC	S	524	0	0	5.7	56.5	20.4	8.4	8.4	0.4	0.2	0.0	0.0	0.0	0.0	7	79.2	9	477
<b>TOTAL HEATHROW</b>			<b>524</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>56.5</b>	<b>20.4</b>	<b>8.4</b>	<b>8.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.2</b>	<b>9</b>	<b>477</b>
INVERNESS	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	8	1
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
ISLAY	LOGANAIR LTD	S	102	0	0	6.9	43.1	32.4	7.8	5.9	2.0	2.0	0.0	0.0	0.0	0.0	10	77.9	10	104
<b>TOTAL ISLAY</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>43.1</b>	<b>32.4</b>	<b>7.8</b>	<b>5.9</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>10</b>	<b>77.9</b>	<b>10</b>	<b>104</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
JERSEY	EASYJET UK LTD	S	18	0	0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	4	16
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>55.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>16</b>
KIRKWALL	LOGANAIR LTD	S	68	0	0	13.2	39.7	25.0	14.7	4.4	2.9	0.0	0.0	0.0	0.0	0.0	9	73.3	9	60
<b>TOTAL KIRKWALL</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>39.7</b>	<b>25.0</b>	<b>14.7</b>	<b>4.4</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>9</b>	<b>73.3</b>	<b>9</b>	<b>60</b>
LONDON CITY	BA CITYFLYER LTD	S	341	0	0	7.3	61.6	17.6	8.5	4.1	0.6	0.3	0.0	0.0	0.0	0.0	6	86.9	8	297
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>341</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>61.4</b>	<b>17.5</b>	<b>8.5</b>	<b>4.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>84.9</b>	<b>8</b>	<b>297</b>
LUTON	EASYJET UK LTD	S	136	0	0	11.8	55.1	17.6	8.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7	85.7	6	140
<b>TOTAL LUTON</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>55.1</b>	<b>17.6</b>	<b>8.1</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>7</b>	<b>85.7</b>	<b>6</b>	<b>140</b>
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	13	120
<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>79.2</b>	<b>13</b>	<b>120</b>
NEWCASTLE	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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>
PRESTWICK	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	3	0.0	0	0
<b>TOTAL PRESTWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	212	0	0	21.2	52.8	19.3	1.9	1.9	1.9	0.5	0.5	0.0	0.0	0.0	5	89.1	7	267
<b>TOTAL SOUTHAMPTON</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>52.8</b>	<b>19.3</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.1</b>	<b>7</b>	<b>267</b>
SOUTHEND	LOGANAIR LTD	S	98	0	2	1.0	33.0	49.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	2.0	7	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>33.0</b>	<b>49.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET UK LTD	S	161	0	2	6.7	61.3	21.5	6.1	1.8	1.2	0.0	0.0	0.0	0.0	1.2	4	82.9	8	164
STANSTED	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL STANSTED</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>61.3</b>	<b>21.5</b>	<b>6.1</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>1.2</b>	<b>4</b>	<b>83.0</b>	<b>8</b>	<b>165</b>
STORNOWAY	LOGANAIR LTD	S	194	0	0	2.6	35.1	40.2	8.2	7.7	4.1	2.1	0.0	0.0	0.0	0.0	13	86.5	6	208
<b>TOTAL STORNOWAY</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>35.1</b>	<b>40.2</b>	<b>8.2</b>	<b>7.7</b>	<b>4.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.5</b>	<b>6</b>	<b>208</b>
SUMBURGH	LOGANAIR LTD	S	60	0	0	5.0	36.7	36.7	13.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	8	70
<b>TOTAL SUMBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>36.7</b>	<b>36.7</b>	<b>13.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>8</b>	<b>70</b>
TIREE	LOGANAIR LTD	S	96	0	11	18.7	44.9	14.0	4.7	1.9	2.8	2.8	0.0	0.0	0.0	10.3	11	71.0	17	98
<b>TOTAL TIREE</b>			<b>96</b>	<b>0</b>	<b>11</b>	<b>18.7</b>	<b>44.9</b>	<b>14.0</b>	<b>4.7</b>	<b>1.9</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>11</b>	<b>71.0</b>	<b>17</b>	<b>98</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3692</b>	<b>0</b>	<b>24</b>	<b>8.7</b>	<b>52.9</b>	<b>24.2</b>	<b>6.4</b>	<b>4.6</b>	<b>1.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>83.2</b>	<b>9</b>	<b>3890</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
NEW YORK (NEWARK)	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	50.0	30	2
<b>TOTAL NEW YORK (NEWARK)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>30</b>	<b>2</b>



Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	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	62.5	20	8
<b>TOTAL ORLANDO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
SANFORD	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL SANFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>54.5</b>	<b>22</b>	<b>11</b>
<b>TOTAL GLASGOW</b>			<b>5525</b>	<b>0</b>	<b>26</b>	<b>9.5</b>	<b>51.0</b>	<b>26.2</b>	<b>6.5</b>	<b>4.1</b>	<b>1.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>83.7</b>	<b>9</b>	<b>5814</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	42	0	0	2.4	35.7	11.9	28.6	19.0	2.4	0.0	0.0	0.0	0.0	0.0	18	61.9	23	42	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>35.7</b>	<b>11.9</b>	<b>28.6</b>	<b>19.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.9</b>	<b>23</b>	<b>42</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>35.7</b>	<b>11.9</b>	<b>28.6</b>	<b>19.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.9</b>	<b>23</b>	<b>42</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	56	0	0	7.1	32.1	51.8	5.4	0.0	3.6	0.0	0.0	0.0	0.0	0.0	8	71.7	11	60	
<b>TOTAL BUENOS AIRES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>51.8</b>	<b>5.4</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>8</b>	<b>71.7</b>	<b>11</b>	<b>60</b>	
<b>TOTAL ARGENTINA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>51.8</b>	<b>5.4</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>8</b>	<b>71.7</b>	<b>11</b>	<b>60</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	60	0	0	21.7	25.0	36.7	11.7	0.0	1.7	3.3	0.0	0.0	0.0	0.0	11	66.1	20	60	
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>25.0</b>	<b>36.7</b>	<b>11.7</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>20</b>	<b>60</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	60	0	0	3.3	56.7	23.3	11.7	3.3	0.0	1.7	0.0	0.0	0.0	0.0	8	76.7	15	60	
SYDNEY	QANTAS	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	
SYDNEY	QANTAS	S	54	0	6	0.0	10.0	45.0	16.7	8.3	3.3	3.3	0.0	3.3	0.0	10.0	52	51.7	21	60	
<b>TOTAL SYDNEY</b>			<b>115</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>33.9</b>	<b>33.9</b>	<b>14.0</b>	<b>5.8</b>	<b>1.7</b>	<b>2.5</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>5.0</b>	<b>28</b>	<b>64.2</b>	<b>18</b>	<b>120</b>	
<b>TOTAL AUSTRALIA</b>			<b>175</b>	<b>0</b>	<b>6</b>	<b>8.3</b>	<b>30.9</b>	<b>34.8</b>	<b>13.3</b>	<b>3.9</b>	<b>1.7</b>	<b>2.8</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>3.3</b>	<b>22</b>	<b>64.8</b>	<b>18</b>	<b>180</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	13	50	
<b>TOTAL INNSBRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.0</b>	<b>13</b>	<b>50</b>	
VIENNA	AUSTRIAN AIRLINES	S	239	0	1	5.8	25.0	47.9	15.0	3.3	1.7	0.8	0.0	0.0	0.0	0.4	10	68.3	15	180	
VIENNA	BRITISH AIRWAYS PLC	S	304	0	0	23.0	33.6	32.9	7.2	3.0	0.3	0.0	0.0	0.0	0.0	0.0	5	82.1	10	302	
<b>TOTAL VIENNA</b>			<b>543</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>29.8</b>	<b>39.5</b>	<b>10.7</b>	<b>3.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>77.0</b>	<b>12</b>	<b>482</b>	
<b>TOTAL AUSTRIA</b>			<b>543</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>29.8</b>	<b>39.5</b>	<b>10.7</b>	<b>3.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>77.6</b>	<b>12</b>	<b>532</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	26.9	46.2	23.1	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	8	26	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>46.2</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>0.0</b>	<b>3</b>	<b>92.3</b>	<b>8</b>	<b>26</b>	
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>46.2</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>0.0</b>	<b>3</b>	<b>92.3</b>	<b>8</b>	<b>26</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	60	0	0	18.3	33.3	31.7	11.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	7	91.7	7	60	
BAHRAIN	GULF AIR	S	120	0	0	3.3	43.3	46.7	4.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	6	76.6	8	93	
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>40.0</b>	<b>41.7</b>	<b>6.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.5</b>	<b>8</b>	<b>153</b>	
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>40.0</b>	<b>41.7</b>	<b>6.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.5</b>	<b>8</b>	<b>153</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	36	0	0	8.3	13.9	50.0	22.2	0.0	0.0	2.8	2.8	0.0	0.0	0.0	20	46.9	31	31	
<b>TOTAL DHAKHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>13.9</b>	<b>50.0</b>	<b>22.2</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>20</b>	<b>46.9</b>	<b>31</b>	<b>31</b>	
<b>TOTAL BANGLADESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>13.9</b>	<b>50.0</b>	<b>22.2</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>20</b>	<b>46.9</b>	<b>31</b>	<b>31</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>BELGIUM</b>																					
BRUSSELS	BRITISH AIRWAYS PLC	S	332	0	0	11.1	47.6	27.4	8.4	4.2	1.2	0.0	0.0	0.0	0.0	0.0	6	76.2	12	320	
BRUSSELS	BRUSSELS AIRLINES	S	170	0	0	1.8	24.7	53.5	7.6	8.8	2.9	0.6	0.0	0.0	0.0	0.0	12	65.7	15	172	
<b>TOTAL BRUSSELS</b>			<b>502</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>39.8</b>	<b>36.3</b>	<b>8.2</b>	<b>5.8</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.6</b>	<b>13</b>	<b>492</b>	
<b>TOTAL BELGIUM</b>			<b>502</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>39.8</b>	<b>36.3</b>	<b>8.2</b>	<b>5.8</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.6</b>	<b>13</b>	<b>492</b>	
<b>BRAZIL</b>																					
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	56	0	0	3.6	17.9	44.6	17.9	10.7	1.8	1.8	1.8	0.0	0.0	0.0	19	83.3	8	60	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>44.6</b>	<b>17.9</b>	<b>10.7</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.3</b>	<b>8</b>	<b>60</b>	
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	0	0	30.0	21.7	25.0	13.3	5.0	1.7	1.7	0.0	1.7	0.0	0.0	19	80.5	9	77	
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	60	0	0	10.0	55.0	25.0	3.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	5	68.3	14	60	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>38.3</b>	<b>25.0</b>	<b>8.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.2</b>	<b>11</b>	<b>137</b>	
<b>TOTAL BRAZIL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>31.8</b>	<b>31.3</b>	<b>11.4</b>	<b>6.8</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.7</b>	<b>10</b>	<b>197</b>	
<b>BRUNEI</b>																					
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	10.0	36.7	28.3	15.0	6.7	1.7	0.0	1.7	0.0	0.0	0.0	14	43.3	30	58	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>28.3</b>	<b>15.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>43.3</b>	<b>30</b>	<b>58</b>	
<b>TOTAL BRUNEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>28.3</b>	<b>15.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>43.3</b>	<b>30</b>	<b>58</b>	
<b>BULGARIA</b>																					
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	36.7	33.3	25.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	82.7	7	52	
SOFIA	BULGARIA AIR	S	34	0	2	13.9	44.4	25.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	5.6	9	89.5	4	38	
<b>TOTAL SOFIA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>28.1</b>	<b>37.5</b>	<b>25.0</b>	<b>2.1</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>2.1</b>	<b>5</b>	<b>85.6</b>	<b>6</b>	<b>90</b>	
<b>TOTAL BULGARIA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>28.1</b>	<b>37.5</b>	<b>25.0</b>	<b>2.1</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>2.1</b>	<b>5</b>	<b>85.6</b>	<b>6</b>	<b>90</b>	
<b>CANADA</b>																					
CALGARY	AIR CANADA	S	60	0	0	10.0	41.7	30.0	6.7	5.0	5.0	0.0	1.7	0.0	0.0	0.0	14	71.7	18	59	
<b>TOTAL CALGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>41.7</b>	<b>30.0</b>	<b>6.7</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.7</b>	<b>18</b>	<b>59</b>	
HALIFAX INT	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	10	34	
<b>TOTAL HALIFAX INT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>10</b>	<b>34</b>	
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	10.0	40.0	25.0	8.3	5.0	3.3	3.3	5.0	0.0	0.0	0.0	25	78.3	16	60	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	60	0	0	10.0	21.7	30.0	16.7	13.3	6.7	1.7	0.0	0.0	0.0	0.0	18	61.7	26	60	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.8</b>	<b>27.5</b>	<b>12.5</b>	<b>9.2</b>	<b>5.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>70.0</b>	<b>21</b>	<b>120</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	46	0	0	19.6	43.5	21.7	6.5	2.2	2.2	4.3	0.0	0.0	0.0	0.0	11	76.0	16	50	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>43.5</b>	<b>21.7</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.0</b>	<b>16</b>	<b>50</b>	
ST JOHNS	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	11	16	
<b>TOTAL ST JOHNS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>11</b>	<b>16</b>	
TORONTO	AIR CANADA	S	232	0	0	9.1	27.2	39.2	12.5	8.2	3.4	0.0	0.4	0.0	0.0	0.0	12	74.6	14	227	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BRITISH AIRWAYS PLC	S	120	0	0	8.3	33.3	29.2	17.5	6.7	2.5	2.5	0.0	0.0	0.0	0.0	15	61.2	30	102	
<b>TOTAL TORONTO</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.3</b>	<b>35.8</b>	<b>14.2</b>	<b>7.7</b>	<b>3.1</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.4</b>	<b>19</b>	<b>329</b>	
VANCOUVER	AIR CANADA	S	60	0	0	6.7	50.0	36.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	12	60	
VANCOUVER	BRITISH AIRWAYS PLC	S	60	0	0	3.3	20.0	45.0	5.0	16.7	5.0	5.0	0.0	0.0	0.0	0.0	22	56.7	24	60	
<b>TOTAL VANCOUVER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>40.8</b>	<b>5.0</b>	<b>9.2</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>13</b>	<b>63.3</b>	<b>18</b>	<b>120</b>	
<b>TOTAL CANADA</b>			<b>698</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>32.5</b>	<b>33.8</b>	<b>11.2</b>	<b>7.6</b>	<b>3.4</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.0</b>	<b>18</b>	<b>728</b>	
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	14.3	20.0	25.7	17.1	8.6	5.7	2.9	2.9	2.9	0.0	0.0	75	82.9	10	35	
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>20.0</b>	<b>25.7</b>	<b>17.1</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>82.9</b>	<b>10</b>	<b>35</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>20.0</b>	<b>25.7</b>	<b>17.1</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>82.9</b>	<b>10</b>	<b>35</b>	
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	42	0	0	11.9	33.3	42.9	9.5	0.0	0.0	0.0	2.4	0.0	0.0	0.0	11	83.3	5	42	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>33.3</b>	<b>42.9</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>42</b>	
<b>TOTAL CHILE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>33.3</b>	<b>42.9</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>42</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	146	0	0	10.3	36.3	30.8	9.6	6.8	4.8	1.4	0.0	0.0	0.0	0.0	13	84.9	6	146	
BEIJING	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.7	19	60	
<b>TOTAL BEIJING</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>36.3</b>	<b>30.8</b>	<b>9.6</b>	<b>6.8</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>13</b>	<b>81.1</b>	<b>10</b>	<b>206</b>	
BEIJING DAXING INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	60	0	0	11.7	23.3	30.0	13.3	10.0	5.0	5.0	0.0	1.7	0.0	0.0	40	0.0	0	0	
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>23.3</b>	<b>30.0</b>	<b>13.3</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	18	0	0	0.0	50.0	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	73.1	18	26	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</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>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>73.1</b>	<b>18</b>	<b>26</b>	
CHENGDU	AIR CHINA	S	22	0	4	15.4	34.6	15.4	15.4	3.8	0.0	0.0	0.0	0.0	0.0	15.4	6	0.0	0	0	
<b>TOTAL CHENGDU</b>			<b>22</b>	<b>0</b>	<b>4</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	64	0	0	23.4	40.6	14.1	9.4	7.8	4.7	0.0	0.0	0.0	0.0	0.0	10	87.1	10	70	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>40.6</b>	<b>14.1</b>	<b>9.4</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.1</b>	<b>10</b>	<b>70</b>	
QINGDAO	BEIJING CAPITAL AIRLINES	S	6	0	0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18	
<b>TOTAL QINGDAO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	86	0	0	5.8	31.4	32.6	14.0	10.5	3.5	2.3	0.0	0.0	0.0	0.0	16	82.4	8	85	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	60	0	0	11.7	43.3	25.0	11.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	9	88.3	6	60	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	10.0	38.3	31.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	86.7	14	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>36.9</b>	<b>30.1</b>	<b>11.2</b>	<b>8.3</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.4</b>	<b>9</b>	<b>205</b>	
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	24	0	0	16.7	41.7	29.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.1	11	26	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>29.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>11</b>	<b>26</b>	
TIANJIN	TIANJIN AIRLINES	S	24	0	4	0.0	17.9	25.0	7.1	25.0	10.7	0.0	0.0	0.0	0.0	14.3	28	82.5	8	40	
<b>TOTAL TIANJIN</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>17.9</b>	<b>25.0</b>	<b>7.1</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>28</b>	<b>82.5</b>	<b>8</b>	<b>40</b>	
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	26	0	0	19.2	57.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	17	26	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>57.7</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.6</b>	<b>17</b>	<b>26</b>	
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	12	0	0	8.3	41.7	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 ZHENGZHOU XINZHENG</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>608</b>	<b>0</b>	<b>8</b>	<b>11.5</b>	<b>36.5</b>	<b>26.1</b>	<b>10.2</b>	<b>9.1</b>	<b>3.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>617</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	61	0	2	22.2	39.7	19.0	7.9	1.6	3.2	0.0	0.0	3.2	0.0	3.2	37	65.0	39	59	
<b>TOTAL BOGOTA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>39.7</b>	<b>19.0</b>	<b>7.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>37</b>	<b>65.0</b>	<b>39</b>	<b>59</b>	
<b>TOTAL COLOMBIA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>39.7</b>	<b>19.0</b>	<b>7.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>37</b>	<b>65.0</b>	<b>39</b>	<b>59</b>	
<b>CROATIA</b>																					
ZAGREB	BRITISH AIRWAYS PLC	S	72	0	0	23.6	31.9	33.3	6.9	1.4	2.8	0.0	0.0	0.0	0.0	0.0	6	89.7	6	58	
ZAGREB	CROATIA AIRLINES	S	36	0	0	0.0	11.1	52.8	22.2	5.6	8.3	0.0	0.0	0.0	0.0	0.0	17	47.1	19	34	
<b>TOTAL ZAGREB</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>25.0</b>	<b>39.8</b>	<b>12.0</b>	<b>2.8</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.9</b>	<b>11</b>	<b>92</b>	
<b>TOTAL CROATIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>25.0</b>	<b>39.8</b>	<b>12.0</b>	<b>2.8</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.9</b>	<b>11</b>	<b>92</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	102	0	0	12.7	29.4	43.1	5.9	4.9	0.0	1.0	2.0	1.0	0.0	0.0	21	64.3	16	84	
<b>TOTAL LARNACA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>29.4</b>	<b>43.1</b>	<b>5.9</b>	<b>4.9</b>	<b>0.0</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>16</b>	<b>84</b>	
<b>TOTAL CYPRUS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>29.4</b>	<b>43.1</b>	<b>5.9</b>	<b>4.9</b>	<b>0.0</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>16</b>	<b>84</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	276	0	0	16.3	37.3	31.5	5.4	6.2	2.9	0.4	0.0	0.0	0.0	0.0	9	83.9	8	290	
<b>TOTAL PRAGUE</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>37.3</b>	<b>31.5</b>	<b>5.4</b>	<b>6.2</b>	<b>2.9</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>83.9</b>	<b>8</b>	<b>290</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>37.3</b>	<b>31.5</b>	<b>5.4</b>	<b>6.2</b>	<b>2.9</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>83.9</b>	<b>8</b>	<b>290</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	60	0	0	28.3	35.0	21.7	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.5	7	84	
<b>TOTAL BILLUND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>35.0</b>	<b>21.7</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.5</b>	<b>7</b>	<b>84</b>	
COPENHAGEN	BRITISH AIRWAYS PLC	S	322	0	0	18.9	44.4	26.4	5.6	4.0	0.6	0.0	0.0	0.0	0.0	0.0	5	78.9	9	340	
COPENHAGEN	SAS	S	160	0	0	5.6	45.6	35.6	6.9	3.8	2.5	0.0	0.0	0.0	0.0	0.0	7	69.0	16	195	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	101	0	0	0.0	58.4	26.7	5.0	6.9	3.0	0.0	0.0	0.0	0.0	0.0	8	69.6	15	138	
<b>TOTAL COPENHAGEN</b>			<b>583</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>47.2</b>	<b>29.0</b>	<b>5.8</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.2</b>	<b>12</b>	<b>673</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL DENMARK</b>			<b>643</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>46.0</b>	<b>28.3</b>	<b>6.2</b>	<b>4.5</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>6</b>	<b>75.3</b>	<b>12</b>	<b>757</b>
<b>EGYPT</b>																				
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	15.0	21.7	41.7	11.7	8.3	1.7	0.0	0.0	0.0	0.0	0.0	9	65.0	24	60
CAIRO	EGYPT AIR	S	118	0	0	16.9	40.7	23.7	9.3	6.8	1.7	0.8	0.0	0.0	0.0	0.0	9	73.3	22	120
<b>TOTAL CAIRO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>34.3</b>	<b>29.8</b>	<b>10.1</b>	<b>7.3</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>70.6</b>	<b>23</b>	<b>180</b>
LUXOR	EGYPT AIR	S	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	14	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>14</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>33.3</b>	<b>30.1</b>	<b>10.8</b>	<b>8.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.3</b>	<b>22</b>	<b>188</b>
<b>ESTONIA</b>																				
TALLIN	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	66.7	14	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>66.7</b>	<b>14</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>66.7</b>	<b>14</b>	<b>18</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	60	0	0	16.7	21.7	41.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	12	75.0	11	60
<b>TOTAL ADDIS ABABA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>21.7</b>	<b>41.7</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>11</b>	<b>60</b>
<b>TOTAL ETHIOPIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>21.7</b>	<b>41.7</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>11</b>	<b>60</b>
<b>FINLAND</b>																				
HELSINKI	BRITISH AIRWAYS PLC	S	60	0	0	18.3	40.0	30.0	6.7	1.7	3.3	0.0	0.0	0.0	0.0	0.0	6	82.1	10	112
HELSINKI	FINNAIR	S	359	0	0	6.4	43.5	36.8	7.8	2.8	2.2	0.6	0.0	0.0	0.0	8	74.7	12	300	
<b>TOTAL HELSINKI</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.0</b>	<b>35.8</b>	<b>7.6</b>	<b>2.6</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>412</b>	
<b>TOTAL FINLAND</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.0</b>	<b>35.8</b>	<b>7.6</b>	<b>2.6</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>412</b>	
<b>FRANCE</b>																				
LYON	BRITISH AIRWAYS PLC	S	168	0	0	11.9	39.3	28.0	13.1	6.0	1.2	0.6	0.0	0.0	0.0	9	76.5	12	166	
<b>TOTAL LYON</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>39.3</b>	<b>28.0</b>	<b>13.1</b>	<b>6.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.5</b>	<b>12</b>	<b>166</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	162	0	0	11.7	39.5	34.0	6.2	4.3	3.7	0.0	0.0	0.6	0.0	12	76.9	20	156	
<b>TOTAL MARSEILLE</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>39.5</b>	<b>34.0</b>	<b>6.2</b>	<b>4.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>12</b>	<b>76.9</b>	<b>20</b>	<b>156</b>	
NICE	BRITISH AIRWAYS PLC	S	276	0	2	13.7	35.6	31.7	8.6	6.8	2.2	0.0	0.7	0.0	0.0	10	77.5	9	272	
<b>TOTAL NICE</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>13.7</b>	<b>35.6</b>	<b>31.7</b>	<b>8.6</b>	<b>6.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.5</b>	<b>9</b>	<b>272</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	351	0	1	8.2	49.1	28.7	8.0	3.4	1.7	0.6	0.0	0.0	0.0	7	75.2	11	404	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	391	0	0	3.8	40.7	38.9	7.7	6.6	2.0	0.3	0.0	0.0	0.0	9	73.4	12	378	
PARIS (CHARLES DE GAULLE)	UZBEKISTAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>742</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>44.7</b>	<b>34.1</b>	<b>7.8</b>	<b>5.1</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.3</b>	<b>12</b>	<b>783</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	168	0	0	11.9	44.0	28.0	6.5	7.7	0.0	1.2	0.6	0.0	0.0	10	81.5	9	162	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>44.0</b>	<b>28.0</b>	<b>6.5</b>	<b>7.7</b>	<b>0.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.5</b>	<b>9</b>	<b>162</b>	
<b>TOTAL FRANCE</b>			<b>1516</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>41.8</b>	<b>32.3</b>	<b>8.2</b>	<b>5.7</b>	<b>1.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>9</b>	<b>76.1</b>	<b>12</b>	<b>1539</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	384	0	2	10.4	37.8	38.1	7.0	5.2	1.0	0.0	0.0	0.0	0.0	0.5	7	75.3	10	442	
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.1	10	162	
<b>TOTAL BERLIN (TEGEL)</b>			<b>384</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>37.8</b>	<b>38.1</b>	<b>7.0</b>	<b>5.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>76.9</b>	<b>10</b>	<b>604</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	152	0	0	29.6	44.1	12.5	5.3	5.9	2.6	0.0	0.0	0.0	0.0	0.0	7	77.6	12	156	
<b>TOTAL COLOGNE BONN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>44.1</b>	<b>12.5</b>	<b>5.3</b>	<b>5.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.6</b>	<b>12</b>	<b>156</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	338	0	0	13.0	44.7	30.2	6.8	3.3	1.5	0.6	0.0	0.0	0.0	0.0	7	78.7	9	354	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	230	0	0	17.8	46.1	33.5	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0	3	81.0	10	232	
<b>TOTAL DUSSELDORF</b>			<b>568</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>45.2</b>	<b>31.5</b>	<b>4.4</b>	<b>2.3</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.6</b>	<b>10</b>	<b>586</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	316	0	0	9.8	41.1	37.0	7.9	2.8	1.3	0.0	0.0	0.0	0.0	0.0	6	70.5	13	352	
FRANKFURT MAIN	LUFTHANSA	S	689	0	19	7.2	44.2	31.2	7.3	5.1	2.3	0.0	0.0	0.0	0.0	2.7	7	75.1	11	702	
<b>TOTAL FRANKFURT MAIN</b>			<b>1005</b>	<b>0</b>	<b>19</b>	<b>8.0</b>	<b>43.3</b>	<b>33.0</b>	<b>7.5</b>	<b>4.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>7</b>	<b>73.6</b>	<b>12</b>	<b>1054</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	287	0	3	14.8	44.8	25.5	5.9	4.5	3.1	0.3	0.0	0.0	0.0	1.0	8	80.8	11	292	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	162	0	0	14.8	51.2	26.5	4.9	1.9	0.6	0.0	0.0	0.0	0.0	0.0	4	64.6	19	164	
<b>TOTAL HAMBURG</b>			<b>449</b>	<b>0</b>	<b>3</b>	<b>14.8</b>	<b>47.1</b>	<b>25.9</b>	<b>5.5</b>	<b>3.5</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>75.0</b>	<b>14</b>	<b>456</b>	
HANOVER	BRITISH AIRWAYS PLC	S	94	0	0	10.6	38.3	35.1	12.8	1.1	0.0	1.1	1.1	0.0	0.0	0.0	8	83.1	8	166	
<b>TOTAL HANOVER</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>38.3</b>	<b>35.1</b>	<b>12.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.1</b>	<b>8</b>	<b>166</b>	
MUNICH	BRITISH AIRWAYS PLC	S	380	0	0	20.0	39.2	29.2	6.6	3.4	1.3	0.0	0.3	0.0	0.0	0.0	6	76.7	10	409	
MUNICH	LUFTHANSA	S	491	0	13	9.3	40.7	37.7	6.0	3.2	0.2	0.2	0.2	0.0	0.0	2.6	6	76.1	10	468	
<b>TOTAL MUNICH</b>			<b>871</b>	<b>0</b>	<b>13</b>	<b>13.9</b>	<b>40.0</b>	<b>34.0</b>	<b>6.2</b>	<b>3.3</b>	<b>0.7</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>6</b>	<b>76.4</b>	<b>10</b>	<b>877</b>	
STUTTGART	BRITISH AIRWAYS PLC	S	98	0	0	18.4	50.0	17.3	6.1	8.2	0.0	0.0	0.0	0.0	0.0	0.0	6	74.5	14	106	
STUTTGART	EUROWINGS LUFTVERKEHRS	S	151	0	0	23.2	53.6	21.9	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1	77.3	9	154	
<b>TOTAL STUTTGART</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>52.2</b>	<b>20.1</b>	<b>2.8</b>	<b>3.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>76.2</b>	<b>11</b>	<b>260</b>	
<b>TOTAL GERMANY</b>			<b>3772</b>	<b>0</b>	<b>37</b>	<b>13.3</b>	<b>43.2</b>	<b>31.1</b>	<b>6.2</b>	<b>3.7</b>	<b>1.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>76.3</b>	<b>11</b>	<b>4159</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	11.7	13.3	25.0	18.3	20.0	8.3	3.3	0.0	0.0	0.0	0.0	25	56.7	19	60	
<b>TOTAL ACCRA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>13.3</b>	<b>25.0</b>	<b>18.3</b>	<b>20.0</b>	<b>8.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>56.7</b>	<b>19</b>	<b>60</b>	
<b>TOTAL GHANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>13.3</b>	<b>25.0</b>	<b>18.3</b>	<b>20.0</b>	<b>8.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>56.7</b>	<b>19</b>	<b>60</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	73	0	0	9.6	30.1	37.0	13.7	4.1	2.7	1.4	1.4	0.0	0.0	0.0	14	79.1	12	110	
<b>TOTAL GIBRALTAR</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>30.1</b>	<b>37.0</b>	<b>13.7</b>	<b>4.1</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.1</b>	<b>12</b>	<b>110</b>	
<b>TOTAL GIBRALTAR</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>30.1</b>	<b>37.0</b>	<b>13.7</b>	<b>4.1</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.1</b>	<b>12</b>	<b>110</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	154	0	0	16.2	39.0	37.7	4.5	0.0	2.6	0.0	0.0	0.0	0.0	0.0	6	77.0	8	152	
ATHENS	BRITISH AIRWAYS PLC	S	170	0	0	15.3	31.8	34.1	10.0	7.6	1.2	0.0	0.0	0.0	0.0	0.0	8	74.3	13	171	
<b>TOTAL ATHENS</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>35.2</b>	<b>35.8</b>	<b>7.4</b>	<b>4.0</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>7</b>	<b>75.5</b>	<b>11</b>	<b>323</b>	
CORFU	BRITISH AIRWAYS PLC	S	6	0	0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	265	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL CORFU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>265</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
PREVEZA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PREVEZA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
RHODES	BRITISH AIRWAYS PLC	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	184	0.0	0	0	
<b>TOTAL RHODES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>184</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>34.9</b>	<b>35.5</b>	<b>7.5</b>	<b>3.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.6</b>	<b>11</b>	<b>324</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	114	0	0	0.0	27.2	50.0	14.9	5.3	0.9	0.0	0.0	1.8	0.0	0.0	27	78.3	10	120	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	280	0	0	5.7	36.4	38.6	13.9	4.3	1.1	0.0	0.0	0.0	0.0	0.0	8	76.6	11	278	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	1	0.0	56.9	34.5	5.2	1.7	0.0	0.0	0.0	0.0	0.0	1.7	3	88.3	8	60	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>451</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>36.7</b>	<b>40.9</b>	<b>13.1</b>	<b>4.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>78.6</b>	<b>10</b>	<b>458</b>	
<b>TOTAL HONG KONG</b>			<b>451</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>36.7</b>	<b>40.9</b>	<b>13.1</b>	<b>4.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>78.6</b>	<b>10</b>	<b>458</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	170	0	0	10.6	28.2	38.2	14.1	5.9	2.9	0.0	0.0	0.0	0.0	0.0	10	80.3	11	198	
<b>TOTAL BUDAPEST</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>28.2</b>	<b>38.2</b>	<b>14.1</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>10</b>	<b>80.3</b>	<b>11</b>	<b>198</b>	
<b>TOTAL HUNGARY</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>28.2</b>	<b>38.2</b>	<b>14.1</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>10</b>	<b>80.3</b>	<b>11</b>	<b>198</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	56	0	0	17.9	33.9	41.1	3.6	1.8	1.8	0.0	0.0	0.0	0.0	0.0	5	71.9	18	64	
KEFLAVIK	ICELANDAIR	S	114	0	2	21.6	37.9	23.3	6.0	6.0	0.0	1.7	1.7	0.0	0.0	1.7	12	70.0	24	120	
<b>TOTAL KEFLAVIK</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>20.3</b>	<b>36.6</b>	<b>29.1</b>	<b>5.2</b>	<b>4.7</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>70.7</b>	<b>22</b>	<b>184</b>	
<b>TOTAL ICELAND</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>20.3</b>	<b>36.6</b>	<b>29.1</b>	<b>5.2</b>	<b>4.7</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>70.7</b>	<b>22</b>	<b>184</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	34	0	0	20.6	20.6	35.3	2.9	17.6	2.9	0.0	0.0	0.0	0.0	0.0	13	70.6	11	34	
<b>TOTAL AHMEDABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>20.6</b>	<b>35.3</b>	<b>2.9</b>	<b>17.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.6</b>	<b>11</b>	<b>34</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	26	0	0	7.7	15.4	53.8	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	92.3	4	13	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	15.0	18.3	30.0	6.7	6.7	11.7	6.7	5.0	0.0	0.0	0.0	38	65.0	24	60	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>17.4</b>	<b>37.2</b>	<b>8.1</b>	<b>7.0</b>	<b>9.3</b>	<b>4.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>69.9</b>	<b>20</b>	<b>73</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	59	0	1	20.0	10.0	28.3	20.0	10.0	3.3	1.7	3.3	1.7	0.0	1.7	53	75.0	38	59	
<b>TOTAL CHENNAI</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>10.0</b>	<b>28.3</b>	<b>20.0</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>53</b>	<b>75.0</b>	<b>38</b>	<b>59</b>	
DELHI	AIR INDIA	S	120	0	1	11.6	26.4	31.4	14.9	5.8	4.1	1.7	3.3	0.0	0.0	0.8	22	88.3	10	120	
DELHI	BRITISH AIRWAYS PLC	S	120	0	0	15.8	32.5	35.8	7.5	5.0	2.5	0.8	0.0	0.0	0.0	0.0	10	80.0	10	120	
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	95.0	4	60	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	3.3	35.0	43.3	10.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	7	60	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>300</b>	<b>0</b>	<b>1</b>	<b>11.6</b>	<b>30.6</b>	<b>35.5</b>	<b>11.0</b>	<b>6.0</b>	<b>2.7</b>	<b>1.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>86.4</b>	<b>8</b>	<b>360</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	60	0	0	8.3	16.7	35.0	18.3	11.7	6.7	0.0	1.7	1.7	0.0	0.0	28	71.7	15	60	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>35.0</b>	<b>18.3</b>	<b>11.7</b>	<b>6.7</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.7</b>	<b>15</b>	<b>60</b>	
MUMBAI	AIR INDIA	S	60	0	0	5.0	8.3	13.3	20.0	31.7	16.7	5.0	0.0	0.0	0.0	0.0	41	80.0	14	60	
MUMBAI	BRITISH AIRWAYS PLC	S	120	0	0	10.8	29.2	37.5	12.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	10	81.7	11	120	
MUMBAI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.6	15	180	
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	10.0	18.3	43.3	8.3	13.3	3.3	3.3	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL MUMBAI</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>21.3</b>	<b>32.9</b>	<b>13.3</b>	<b>15.0</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.3</b>	<b>14</b>	<b>360</b>	
<b>TOTAL INDIA</b>			<b>779</b>	<b>0</b>	<b>2</b>	<b>11.8</b>	<b>23.2</b>	<b>34.3</b>	<b>12.3</b>	<b>10.1</b>	<b>4.9</b>	<b>1.7</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>81.7</b>	<b>14</b>	<b>946</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
<b>TOTAL BALI 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>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>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDONESIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRAN</b>																					
TEHRAN IMAM KHOMEINI	IRAN AIR	S	24	0	0	33.3	33.3	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	22	26	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
<b>TOTAL IRAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	238	0	2	14.2	57.5	16.7	4.2	5.8	0.8	0.0	0.0	0.0	0.0	0.8	5	76.7	11	238	
<b>TOTAL CORK</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>14.2</b>	<b>57.5</b>	<b>16.7</b>	<b>4.2</b>	<b>5.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>76.7</b>	<b>11</b>	<b>238</b>	
DUBLIN	AER LINGUS	S	647	0	5	4.6	52.1	29.6	6.9	4.3	1.7	0.0	0.0	0.0	0.0	0.8	6	66.6	16	650	
DUBLIN	BRITISH AIRWAYS PLC	S	434	0	0	8.3	40.6	31.3	9.7	6.7	3.5	0.0	0.0	0.0	0.0	0.0	10	66.1	16	422	
<b>TOTAL DUBLIN</b>			<b>1081</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>47.5</b>	<b>30.3</b>	<b>8.0</b>	<b>5.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>66.4</b>	<b>16</b>	<b>1072</b>	
SHANNON	AER LINGUS	S	168	0	2	11.2	55.9	20.0	2.9	7.1	1.8	0.0	0.0	0.0	0.0	1.2	6	75.6	13	172	
<b>TOTAL SHANNON</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>11.2</b>	<b>55.9</b>	<b>20.0</b>	<b>2.9</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>75.6</b>	<b>13</b>	<b>172</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1487</b>	<b>0</b>	<b>9</b>	<b>8.0</b>	<b>50.1</b>	<b>26.9</b>	<b>6.8</b>	<b>5.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>69.1</b>	<b>14</b>	<b>1482</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	6.7	35.0	30.0	14.2	9.2	4.2	0.8	0.0	0.0	0.0	0.0	14	74.2	12	120	
TEL AVIV	EL AL	S	90	0	0	27.8	47.8	17.8	4.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	9	93	
TEL AVIV	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	6.7	30.0	45.0	6.7	8.3	3.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>38.1</b>	<b>29.3</b>	<b>9.3</b>	<b>6.7</b>	<b>2.6</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>77.0</b>	<b>11</b>	<b>213</b>	
<b>TOTAL ISRAEL</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>38.1</b>	<b>29.3</b>	<b>9.3</b>	<b>6.7</b>	<b>2.6</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>77.0</b>	<b>11</b>	<b>213</b>	
<b>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	176	0	0	17.0	37.5	30.7	10.2	3.4	1.1	0.0	0.0	0.0	0.0	0.0	6	79.4	8	178	

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Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 BOLOGNA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>37.5</b>	<b>30.7</b>	<b>10.2</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.4</b>	<b>8</b>	<b>178</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	120	0	0	10.0	55.0	24.2	7.5	1.7	1.7	0.0	0.0	0.0	0.0	0.0	5	77.5	11	120	
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	419	0	7	14.1	42.7	27.2	8.5	5.6	0.2	0.0	0.0	0.0	0.0	1.6	6	82.0	8	384	
<b>TOTAL MILAN (LINATE)</b>			<b>539</b>	<b>0</b>	<b>7</b>	<b>13.2</b>	<b>45.4</b>	<b>26.6</b>	<b>8.2</b>	<b>4.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>6</b>	<b>80.9</b>	<b>9</b>	<b>504</b>	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	110	0	0	13.6	38.2	31.8	11.8	3.6	0.0	0.9	0.0	0.0	0.0	0.0	7	75.0	13	128	
<b>TOTAL MILAN (MALPENSA)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>38.2</b>	<b>31.8</b>	<b>11.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>13</b>	<b>128</b>	
OLBIA	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL OLBIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PISA	BRITISH AIRWAYS PLC	S	60	0	0	13.3	28.3	36.7	5.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	11	90.7	4	52	
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>28.3</b>	<b>36.7</b>	<b>5.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.7</b>	<b>4</b>	<b>52</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	178	0	0	7.9	46.1	30.3	9.6	4.5	1.1	0.6	0.0	0.0	0.0	0.0	7	70.4	15	239	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	309	0	4	11.2	33.9	35.5	11.2	4.5	2.6	0.0	0.0	0.0	0.0	1.3	9	73.1	13	314	
<b>TOTAL ROME (FIUMICINO)</b>			<b>487</b>	<b>0</b>	<b>4</b>	<b>10.0</b>	<b>38.3</b>	<b>33.6</b>	<b>10.6</b>	<b>4.5</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>71.9</b>	<b>14</b>	<b>553</b>	
VENICE	BRITISH AIRWAYS PLC	S	74	0	0	23.0	25.7	41.9	4.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5	76.7	10	116	
<b>TOTAL VENICE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>23.0</b>	<b>25.7</b>	<b>41.9</b>	<b>4.1</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.7</b>	<b>10</b>	<b>116</b>	
<b>TOTAL ITALY</b>			<b>1447</b>	<b>0</b>	<b>11</b>	<b>13.1</b>	<b>39.8</b>	<b>31.1</b>	<b>9.2</b>	<b>4.8</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>77.0</b>	<b>11</b>	<b>1531</b>	
<b>JAPAN</b>																					
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	26	0	0	0.0	15.4	34.6	15.4	7.7	11.5	3.8	7.7	3.8	0.0	0.0	90	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>90</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	60	0	0	13.3	35.0	41.7	8.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	6	90.0	5	60	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	60	0	0	10.0	28.3	41.7	11.7	3.3	3.3	1.7	0.0	0.0	0.0	0.0	13	78.3	11	60	
TOKYO (HANEDA)	JAPAN AIRLINES	S	120	0	0	6.7	43.3	41.7	7.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	5	120	
<b>TOTAL TOKYO (HANEDA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>37.5</b>	<b>41.7</b>	<b>8.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>7</b>	<b>240</b>	
TOKYO (NARITA)	AEROFLOT	S	17	0	0	17.6	52.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	4	17	
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	59	0	1	6.7	18.3	38.3	15.0	13.3	5.0	0.0	1.7	0.0	0.0	1.7	20	78.3	12	60	
<b>TOTAL TOKYO (NARITA)</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>26.0</b>	<b>36.4</b>	<b>11.7</b>	<b>10.4</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>80.5</b>	<b>10</b>	<b>77</b>	
<b>TOTAL JAPAN</b>			<b>342</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>33.2</b>	<b>39.9</b>	<b>9.9</b>	<b>3.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>85.5</b>	<b>7</b>	<b>317</b>	
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	52	0	0	36.5	23.1	30.8	3.8	1.9	1.9	1.9	0.0	0.0	0.0	0.0	8	84.3	10	51	
AMMAN	ROYAL JORDANIAN	S	60	0	0	16.7	31.7	41.7	5.0	1.7	3.3	0.0	0.0	0.0	0.0	0.0	7	71.7	23	60	
<b>TOTAL AMMAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>27.7</b>	<b>36.6</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.5</b>	<b>17</b>	<b>111</b>	
<b>TOTAL JORDAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>27.7</b>	<b>36.6</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.5</b>	<b>17</b>	<b>111</b>	
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	34	0	0	5.9	26.5	41.2	14.7	5.9	0.0	5.9	0.0	0.0	0.0	0.0	18	73.5	10	34	
<b>TOTAL ASTANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>41.2</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>41.2</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
<b>KENYA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BRITISH AIRWAYS PLC	S	60	0	0	5.0	43.3	38.3	8.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	8	70.0	21	60	
NAIROBI	KENYA AIRWAYS	S	60	0	0	13.3	51.7	25.0	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	5	73.3	13	60	
<b>TOTAL NAIROBI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>47.5</b>	<b>31.7</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>6</b>	<b>71.7</b>	<b>17</b>	<b>120</b>	
<b>TOTAL KENYA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>47.5</b>	<b>31.7</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>6</b>	<b>71.7</b>	<b>17</b>	<b>120</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	36.7	25.0	30.0	6.7	0.0	0.0	0.0	1.7	0.0	0.0	0.0	6	80.0	25	58	
KUWAIT	KUWAIT AIRWAYS	S	102	0	0	24.5	27.5	37.3	7.8	2.0	1.0	0.0	0.0	0.0	0.0	0.0	5	34.1	36	85	
<b>TOTAL KUWAIT</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>26.5</b>	<b>34.6</b>	<b>7.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>52.7</b>	<b>31</b>	<b>143</b>	
<b>TOTAL KUWAIT</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>26.5</b>	<b>34.6</b>	<b>7.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>52.7</b>	<b>31</b>	<b>143</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	50	0	1	29.4	19.6	39.2	3.9	5.9	0.0	0.0	0.0	0.0	0.0	2.0	5	79.2	11	48	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	120	0	0	32.5	36.7	16.7	5.0	5.8	3.3	0.0	0.0	0.0	0.0	0.0	7	79.2	17	120	
<b>TOTAL BEIRUT</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>31.6</b>	<b>31.6</b>	<b>23.4</b>	<b>4.7</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>79.2</b>	<b>16</b>	<b>168</b>	
<b>TOTAL LEBANON</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>31.6</b>	<b>31.6</b>	<b>23.4</b>	<b>4.7</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>79.2</b>	<b>16</b>	<b>168</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	180	0	0	12.8	46.7	26.1	10.0	2.2	1.1	0.0	1.1	0.0	0.0	0.0	7	77.9	15	122	
<b>TOTAL LUXEMBOURG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>46.7</b>	<b>26.1</b>	<b>10.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.9</b>	<b>15</b>	<b>122</b>	
<b>TOTAL LUXEMBOURG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>46.7</b>	<b>26.1</b>	<b>10.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.9</b>	<b>15</b>	<b>122</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	58	0	1	6.8	35.6	42.4	8.5	5.1	0.0	0.0	0.0	0.0	0.0	1.7	7	81.7	6	58	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	120	0	0	28.3	40.8	26.7	3.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3	88.3	6	120	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>178</b>	<b>0</b>	<b>1</b>	<b>21.2</b>	<b>39.1</b>	<b>31.8</b>	<b>5.0</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>0.6</b>	<b>4</b>	<b>86.1</b>	<b>6</b>	<b>178</b>	
<b>TOTAL MALAYSIA</b>			<b>178</b>	<b>0</b>	<b>1</b>	<b>21.2</b>	<b>39.1</b>	<b>31.8</b>	<b>5.0</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>0.6</b>	<b>4</b>	<b>86.1</b>	<b>6</b>	<b>178</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	120	0	0	5.8	32.5	34.2	14.2	7.5	5.8	0.0	0.0	0.0	0.0	0.0	13	49.2	23	120	
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.5</b>	<b>34.2</b>	<b>14.2</b>	<b>7.5</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>49.2</b>	<b>23</b>	<b>120</b>	
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.5</b>	<b>34.2</b>	<b>14.2</b>	<b>7.5</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>49.2</b>	<b>23</b>	<b>120</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	28	0	0	0.0	32.1	53.6	3.6	3.6	3.6	0.0	3.6	0.0	0.0	0.0	15	42.3	34	26	
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>53.6</b>	<b>3.6</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>15</b>	<b>42.3</b>	<b>34</b>	<b>26</b>	
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>53.6</b>	<b>3.6</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>15</b>	<b>42.3</b>	<b>34</b>	<b>26</b>	
<b>MEXICO</b>																					
MEXICO CITY	AEROMEXICO	S	60	0	0	21.7	35.0	31.7	5.0	5.0	0.0	1.7	0.0	0.0	0.0	0.0	7	88.3	5	60	
MEXICO CITY	BRITISH AIRWAYS PLC	S	43	0	0	7.0	11.6	44.2	20.9	11.6	2.3	2.3	0.0	0.0	0.0	0.0	18	88.1	9	42	
<b>TOTAL MEXICO CITY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>25.2</b>	<b>36.9</b>	<b>11.7</b>	<b>7.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>7</b>	<b>102</b>	
<b>TOTAL MEXICO</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>25.2</b>	<b>36.9</b>	<b>11.7</b>	<b>7.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>7</b>	<b>102</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	1.7	18.3	35.0	23.3	20.0	1.7	0.0	0.0	0.0	0.0	0.0	18	72.4	14	58	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>18.3</b>	<b>35.0</b>	<b>23.3</b>	<b>20.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.4</b>	<b>14</b>	<b>58</b>	
MARRAKESH	BRITISH AIRWAYS PLC	S	36	0	0	16.7	22.2	41.7	11.1	2.8	5.6	0.0	0.0	0.0	0.0	0.0	10	55.6	17	36	
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>41.7</b>	<b>11.1</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>17</b>	<b>36</b>	
RABAT	ROYAL AIR MAROC	S	18	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	81.3	11	16	
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>20.2</b>	<b>38.6</b>	<b>19.3</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.2</b>	<b>14</b>	<b>110</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	518	0	0	6.2	39.6	33.8	10.6	7.3	2.3	0.2	0.0	0.0	0.0	0.0	10	73.6	14	517	
AMSTERDAM	KLM	S	614	0	0	8.3	49.3	30.5	5.0	4.1	2.6	0.2	0.0	0.0	0.0	0.0	7	77.9	10	620	
<b>TOTAL AMSTERDAM</b>			<b>1132</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>44.9</b>	<b>32.0</b>	<b>7.6</b>	<b>5.6</b>	<b>2.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>12</b>	<b>1137</b>	
<b>TOTAL NETHERLANDS</b>			<b>1132</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>44.9</b>	<b>32.0</b>	<b>7.6</b>	<b>5.6</b>	<b>2.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>12</b>	<b>1137</b>	
<b>NEW ZEALAND</b>																					
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	20.0	26.7	33.3	11.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	9	68.3	14	60	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.7</b>	<b>33.3</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.3</b>	<b>14</b>	<b>60</b>	
<b>TOTAL NEW ZEALAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.7</b>	<b>33.3</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.3</b>	<b>14</b>	<b>60</b>	
<b>NIGERIA</b>																					
ABUJA	BRITISH AIRWAYS PLC	S	59	0	1	11.7	33.3	41.7	6.7	1.7	0.0	0.0	1.7	1.7	0.0	1.7	34	85.0	7	58	
<b>TOTAL ABUJA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>11.7</b>	<b>33.3</b>	<b>41.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>34</b>	<b>85.0</b>	<b>7</b>	<b>58</b>	
LAGOS	BRITISH AIRWAYS PLC	S	60	0	0	0.0	35.0	30.0	13.3	18.3	1.7	0.0	1.7	0.0	0.0	0.0	18	73.3	11	60	
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	21.7	45.0	30.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	10	60	
<b>TOTAL LAGOS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>40.0</b>	<b>30.0</b>	<b>7.5</b>	<b>10.0</b>	<b>0.8</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>76.7</b>	<b>11</b>	<b>120</b>	
<b>TOTAL NIGERIA</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>37.8</b>	<b>33.9</b>	<b>7.2</b>	<b>7.2</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>79.4</b>	<b>9</b>	<b>178</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	186	0	0	11.8	40.9	29.6	8.6	7.0	1.6	0.5	0.0	0.0	0.0	0.0	9	81.1	8	206	
OSLO (GARDERMOEN)	SAS	S	229	0	2	3.5	38.1	26.4	14.3	10.0	6.5	0.4	0.0	0.0	0.0	0.9	15	74.4	12	175	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	39	0	0	0.0	20.5	30.8	25.6	12.8	5.1	5.1	0.0	0.0	0.0	0.0	27	78.8	11	99	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>454</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>37.7</b>	<b>28.1</b>	<b>12.9</b>	<b>9.0</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>78.2</b>	<b>10</b>	<b>480</b>	
STAVANGER	SAS	S	50	0	0	4.0	48.0	34.0	2.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	10	64.6	13	96	
<b>TOTAL STAVANGER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>48.0</b>	<b>34.0</b>	<b>2.0</b>	<b>6.0</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>10</b>	<b>64.6</b>	<b>13</b>	<b>96</b>	
<b>TOTAL NORWAY</b>			<b>504</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>38.7</b>	<b>28.7</b>	<b>11.9</b>	<b>8.7</b>	<b>4.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>75.9</b>	<b>10</b>	<b>576</b>	
<b>OMAN</b>																					
MUSCAT	BRITISH AIRWAYS PLC	S	32	0	0	6.3	15.6	50.0	3.1	9.4	12.5	3.1	0.0	0.0	0.0	0.0	24	80.6	8	36	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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							
MUSCAT	OMAN AIR	S	120	0	0	26.7	45.0	23.3	4.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	11	120	
<b>TOTAL MUSCAT</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>38.8</b>	<b>28.9</b>	<b>3.9</b>	<b>2.6</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>7</b>	<b>75.6</b>	<b>10</b>	<b>156</b>	
<b>TOTAL OMAN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>38.8</b>	<b>28.9</b>	<b>3.9</b>	<b>2.6</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>7</b>	<b>75.6</b>	<b>10</b>	<b>156</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	26	0	0	30.8	15.4	34.6	3.8	3.8	3.8	3.8	0.0	3.8	0.0	0.0	57	0.0	0	0	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	42	0	0	0.0	14.3	47.6	23.8	11.9	0.0	0.0	0.0	2.4	0.0	0.0	24	61.9	17	42	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>14.7</b>	<b>42.6</b>	<b>16.2</b>	<b>8.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>61.9</b>	<b>17</b>	<b>42</b>	
KARACHI	PAKISTAN INTL AIRLINES	S	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	18.8	60	16	
<b>TOTAL KARACHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>18.8</b>	<b>60</b>	<b>16</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	27	0	0	7.4	3.7	59.3	18.5	3.7	3.7	0.0	0.0	3.7	0.0	0.0	27	57.7	30	26	
<b>TOTAL LAHORE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>3.7</b>	<b>59.3</b>	<b>18.5</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>0.0</b>	<b>27</b>	<b>57.7</b>	<b>30</b>	<b>26</b>	
SIALKOT	PAKISTAN INTL AIRLINES	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL SIALKOT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>14.3</b>	<b>48.2</b>	<b>16.1</b>	<b>7.1</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>52.4</b>	<b>29</b>	<b>84</b>	
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	44	0	0	29.5	47.7	15.9	2.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	56.0	13	44	
<b>TOTAL MANILA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>47.7</b>	<b>15.9</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>0.0</b>	<b>3</b>	<b>56.0</b>	<b>13</b>	<b>44</b>	
<b>TOTAL PHILIPPINES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>47.7</b>	<b>15.9</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>0.0</b>	<b>3</b>	<b>56.0</b>	<b>13</b>	<b>44</b>	
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	56	0	0	8.9	48.2	17.9	10.7	8.9	3.6	0.0	1.8	0.0	0.0	0.0	12	75.9	16	54	
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>48.2</b>	<b>17.9</b>	<b>10.7</b>	<b>8.9</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.9</b>	<b>16</b>	<b>54</b>	
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	116	0	0	9.5	30.2	39.7	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	70.9	14	110	
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	170	0	2	3.5	30.2	36.6	11.6	11.6	3.5	1.2	0.6	0.0	0.0	1.2	16	78.5	14	170	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>30.2</b>	<b>37.8</b>	<b>11.1</b>	<b>9.7</b>	<b>3.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>75.5</b>	<b>14</b>	<b>280</b>	
<b>TOTAL POLAND</b>			<b>342</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>33.1</b>	<b>34.6</b>	<b>11.0</b>	<b>9.6</b>	<b>3.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>75.6</b>	<b>15</b>	<b>334</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL FARO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LISBON	AIR PORTUGAL	S	328	0	0	5.5	36.0	33.5	12.5	7.0	5.2	0.3	0.0	0.0	0.0	0.0	12	68.0	17	329	
LISBON	BRITISH AIRWAYS PLC	S	236	0	0	5.5	35.6	36.9	10.2	6.8	4.7	0.4	0.0	0.0	0.0	0.0	12	79.4	10	180	
<b>TOTAL LISBON</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>35.8</b>	<b>34.9</b>	<b>11.5</b>	<b>6.9</b>	<b>5.0</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>72.0</b>	<b>14</b>	<b>509</b>	
<b>TOTAL PORTUGAL</b>			<b>566</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>35.9</b>	<b>35.0</b>	<b>11.5</b>	<b>6.9</b>	<b>4.9</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>72.0</b>	<b>14</b>	<b>509</b>	
<b>QATAR</b>																					
DOHA HAMAD	BRITISH AIRWAYS PLC	S	47	0	7	9.3	22.2	25.9	9.3	9.3	11.1	0.0	0.0	0.0	0.0	13.0	18	0.0	0	0	
DOHA HAMAD	QATAR AIRWAYS	S	360	0	0	14.4	43.6	29.7	6.7	3.1	1.4	0.6	0.6	0.0	0.0	0.0	7	89.4	5	360	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 DOHA HAMAD</b>			<b>407</b>	<b>0</b>	<b>7</b>	<b>13.8</b>	<b>40.8</b>	<b>29.2</b>	<b>7.0</b>	<b>3.9</b>	<b>2.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>89.4</b>	<b>5</b>	<b>360</b>	
<b>TOTAL QATAR</b>			<b>407</b>	<b>0</b>	<b>7</b>	<b>13.8</b>	<b>40.8</b>	<b>29.2</b>	<b>7.0</b>	<b>3.9</b>	<b>2.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>89.4</b>	<b>5</b>	<b>360</b>	
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	44	0	0	15.9	25.0	47.7	4.5	4.5	2.3	0.0	0.0	0.0	0.0	0.0	6	86.7	7	60	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	60	0	0	16.7	25.0	35.0	8.3	5.0	5.0	3.3	1.7	0.0	0.0	0.0	19	76.7	13	60	
SEOUL (INCHEON)	KOREAN AIR	S	60	0	0	6.7	33.3	40.0	13.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	9	80.0	9	60	
<b>TOTAL SEOUL (INCHEON)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>28.0</b>	<b>40.2</b>	<b>9.1</b>	<b>4.9</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.1</b>	<b>10</b>	<b>180</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>28.0</b>	<b>40.2</b>	<b>9.1</b>	<b>4.9</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.1</b>	<b>10</b>	<b>180</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	60	0	0	15.0	28.3	38.3	6.7	10.0	1.7	0.0	0.0	0.0	0.0	0.0	10	71.7	14	60	
<b>TOTAL BELGRADE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>28.3</b>	<b>38.3</b>	<b>6.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.7</b>	<b>14</b>	<b>60</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>28.3</b>	<b>38.3</b>	<b>6.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.7</b>	<b>14</b>	<b>60</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	120	0	0	6.7	40.8	34.2	5.8	7.5	3.3	0.8	0.0	0.8	0.0	0.0	25	82.5	19	120	
<b>TOTAL CAPE TOWN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.8</b>	<b>34.2</b>	<b>5.8</b>	<b>7.5</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>82.5</b>	<b>19</b>	<b>120</b>	
DURBAN	BRITISH AIRWAYS PLC	S	20	0	4	25.0	4.2	33.3	8.3	0.0	8.3	4.2	0.0	0.0	0.0	16.7	22	88.5	5	26	
<b>TOTAL DURBAN</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>25.0</b>	<b>4.2</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>22</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	23.3	30.0	24.2	10.8	6.7	4.2	0.8	0.0	0.0	0.0	0.0	11	75.3	15	154	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	56	0	0	1.8	57.1	26.8	10.7	1.8	1.8	0.0	0.0	0.0	0.0	0.0	6	73.3	12	60	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	99	0	2	8.9	47.5	27.7	2.0	8.9	0.0	1.0	1.0	1.0	0.0	2.0	18	77.1	20	118	
<b>TOTAL JOHANNESBURG</b>			<b>275</b>	<b>0</b>	<b>2</b>	<b>13.7</b>	<b>41.9</b>	<b>26.0</b>	<b>7.6</b>	<b>6.5</b>	<b>2.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>75.6</b>	<b>16</b>	<b>332</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>415</b>	<b>0</b>	<b>6</b>	<b>12.4</b>	<b>39.4</b>	<b>28.7</b>	<b>7.1</b>	<b>6.4</b>	<b>2.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>78.0</b>	<b>16</b>	<b>478</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	116	0	0	18.1	37.1	28.4	9.5	4.3	2.6	0.0	0.0	0.0	0.0	0.0	8	75.0	13	108	
BUCHAREST (OTOPENI)	TAROM	S	60	0	0	16.7	30.0	30.0	8.3	15.0	0.0	0.0	0.0	0.0	0.0	0.0	9	73.3	12	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>34.7</b>	<b>29.0</b>	<b>9.1</b>	<b>8.0</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>8</b>	<b>74.4</b>	<b>13</b>	<b>168</b>	
<b>TOTAL ROMANIA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>34.7</b>	<b>29.0</b>	<b>9.1</b>	<b>8.0</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>8</b>	<b>74.4</b>	<b>13</b>	<b>168</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	111	0	0	9.0	48.6	33.3	6.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	10	112	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>48.6</b>	<b>33.3</b>	<b>6.3</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>4</b>	<b>79.5</b>	<b>10</b>	<b>112</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	263	0	0	22.8	55.9	19.0	1.5	0.0	0.4	0.4	0.0	0.0	0.0	0.0	2	91.8	5	257	
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS PLC	S	44	0	0	13.6	47.7	29.5	6.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0	5	90.4	5	52	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>54.7</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</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>3</b>	<b>91.6</b>	<b>5</b>	<b>309</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	56	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 ST PETERSBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>3</b>	<b>56</b>	
<b>TOTAL RUSSIA</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>53.1</b>	<b>23.9</b>	<b>3.3</b>	<b>0.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>6</b>	<b>477</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	S	40	0	0	10.0	32.5	47.5	5.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	7	86.3	7	49	
JEDDAH	SAUDI ARABIAN AIRLINES	S	61	0	0	4.9	27.9	44.3	13.1	4.9	4.9	0.0	0.0	0.0	0.0	0.0	13	77.6	14	58	
<b>TOTAL JEDDAH</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>29.7</b>	<b>45.5</b>	<b>9.9</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>10</b>	<b>81.7</b>	<b>11</b>	<b>107</b>	
RIYADH	BRITISH AIRWAYS PLC	S	60	0	0	30.0	18.3	36.7	8.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	85.0	10	60	
RIYADH	SAUDI ARABIAN AIRLINES	S	60	0	0	0.0	33.3	26.7	18.3	16.7	5.0	0.0	0.0	0.0	0.0	0.0	17	62.5	14	48	
<b>TOTAL RIYADH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>25.8</b>	<b>31.7</b>	<b>13.3</b>	<b>10.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>11</b>	<b>108</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>27.6</b>	<b>38.0</b>	<b>11.8</b>	<b>7.2</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>12</b>	<b>78.3</b>	<b>11</b>	<b>215</b>	
<b>SEYCHELLES</b>																					
SEYCHELLES	BRITISH AIRWAYS PLC	S	17	0	0	17.6	23.5	23.5	0.0	29.4	5.9	0.0	0.0	0.0	0.0	0.0	19	70.6	14	17	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.6</b>	<b>14</b>	<b>17</b>	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.6</b>	<b>14</b>	<b>17</b>	
<b>SINGAPORE</b>																					
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	11.7	31.7	33.3	10.0	11.7	1.7	0.0	0.0	0.0	0.0	0.0	11	80.0	9	60	
SINGAPORE	SINGAPORE AIRLINES	S	240	0	0	28.3	35.4	30.4	4.6	0.8	0.4	0.0	0.0	0.0	0.0	0.0	3	86.3	8	240	
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>34.7</b>	<b>31.0</b>	<b>5.7</b>	<b>3.0</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>85.0</b>	<b>8</b>	<b>300</b>	
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>34.7</b>	<b>31.0</b>	<b>5.7</b>	<b>3.0</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>85.0</b>	<b>8</b>	<b>300</b>	
<b>SPAIN</b>																					
A CORUNA	VUELING AIRLINES	S	60	0	0	6.7	45.0	36.7	10.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	56.7	22	59	
<b>TOTAL A CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>45.0</b>	<b>36.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>56.7</b>	<b>22</b>	<b>59</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	506	0	0	6.3	38.5	34.6	12.5	6.3	1.8	0.0	0.0	0.0	0.0	0.0	9	70.8	14	416	
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	48.3	31	60	
<b>TOTAL BARCELONA</b>			<b>506</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>38.5</b>	<b>34.6</b>	<b>12.5</b>	<b>6.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.0</b>	<b>16</b>	<b>476</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	91.7	4	60	
<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>91.7</b>	<b>4</b>	<b>60</b>	
MADRID	BRITISH AIRWAYS PLC	S	350	0	0	7.7	35.4	34.0	16.3	4.0	1.7	0.9	0.0	0.0	0.0	0.0	10	69.7	14	292	
MADRID	IBERIA	S	458	0	8	12.9	39.5	31.5	6.4	4.5	3.0	0.0	0.4	0.0	0.0	1.7	9	74.0	15	468	
<b>TOTAL MADRID</b>			<b>808</b>	<b>0</b>	<b>8</b>	<b>10.7</b>	<b>37.7</b>	<b>32.6</b>	<b>10.7</b>	<b>4.3</b>	<b>2.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>72.4</b>	<b>14</b>	<b>760</b>	
MALAGA	BRITISH AIRWAYS PLC	S	35	0	0	2.9	20.0	54.3	14.3	5.7	0.0	0.0	2.9	0.0	0.0	0.0	20	84.0	7	50	
<b>TOTAL MALAGA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>54.3</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>84.0</b>	<b>7</b>	<b>50</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</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>	
VALENCIA	BRITISH AIRWAYS PLC	S	60	0	0	11.7	45.0	26.7	10.0	1.7	5.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>45.0</b>	<b>26.7</b>	<b>10.0</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 NOVEMBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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</b>			<b>1471</b>	<b>0</b>	<b>8</b>	<b>8.9</b>	<b>38.2</b>	<b>33.7</b>	<b>11.4</b>	<b>4.8</b>	<b>2.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>71.5</b>	<b>14</b>	<b>1405</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	81.3	5	16
<b>TOTAL LAS PALMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</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>11</b>	<b>81.3</b>	<b>5</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	10	0	0	10.0	40.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>10</b>	<b>75.0</b>	<b>7</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>7.1</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.2</b>	<b>5</b>	<b>24</b>
COLOMBO	SRILANKAN AIRLINES	S	78	0	0	11.5	33.3	38.5	15.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0	6	78.9	9	76
<b>TOTAL COLOMBO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.3</b>	<b>38.5</b>	<b>15.4</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>78.9</b>	<b>9</b>	<b>76</b>
<b>TOTAL SRI LANKA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.3</b>	<b>38.5</b>	<b>15.4</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>78.9</b>	<b>9</b>	<b>76</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	174	0	0	8.6	47.7	27.6	8.6	6.3	1.1	0.0	0.0	0.0	0.0	0.0	7	77.2	11	162
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>47.7</b>	<b>27.6</b>	<b>8.6</b>	<b>6.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.2</b>	<b>11</b>	<b>162</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	262	0	0	10.3	47.7	28.2	7.3	5.3	0.8	0.4	0.0	0.0	0.0	0.0	7	78.5	11	272
STOCKHOLM (ARLANDA)	SAS	S	184	0	0	1.6	40.2	38.0	10.3	6.0	3.8	0.0	0.0	0.0	0.0	0.0	10	66.5	14	227
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	145	0	0	4.1	46.2	34.5	8.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	66.7	17	114
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>591</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>45.0</b>	<b>32.8</b>	<b>8.5</b>	<b>5.1</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.8</b>	<b>13</b>	<b>613</b>
<b>TOTAL SWEDEN</b>			<b>765</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>45.6</b>	<b>31.6</b>	<b>8.5</b>	<b>5.4</b>	<b>2.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.9</b>	<b>13</b>	<b>775</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	239	0	1	10.4	51.7	25.0	5.4	4.6	2.5	0.0	0.0	0.0	0.0	0.4	6	84.5	7	238
<b>TOTAL BALE MULHOUSE</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>10.4</b>	<b>51.7</b>	<b>25.0</b>	<b>5.4</b>	<b>4.6</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>84.5</b>	<b>7</b>	<b>238</b>
GENEVA	BRITISH AIRWAYS PLC	S	534	0	2	13.8	47.2	27.4	6.5	3.2	1.1	0.4	0.0	0.0	0.0	0.4	6	80.6	9	525
GENEVA	SWISS AIRLINES	S	296	0	0	11.1	51.0	29.1	3.4	3.0	2.4	0.0	0.0	0.0	0.0	0.0	6	74.7	13	295
<b>TOTAL GENEVA</b>			<b>830</b>	<b>0</b>	<b>2</b>	<b>12.9</b>	<b>48.6</b>	<b>28.0</b>	<b>5.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>78.4</b>	<b>10</b>	<b>820</b>
ZURICH	BRITISH AIRWAYS PLC	S	330	0	0	12.1	42.4	33.3	8.2	2.4	0.9	0.6	0.0	0.0	0.0	0.0	6	75.8	12	316
ZURICH	SWISS AIRLINES	S	417	0	3	7.6	39.8	36.9	7.4	5.7	1.9	0.0	0.0	0.0	0.0	0.7	7	74.3	12	413
<b>TOTAL ZURICH</b>			<b>747</b>	<b>0</b>	<b>3</b>	<b>9.6</b>	<b>40.9</b>	<b>35.3</b>	<b>7.7</b>	<b>4.3</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>74.9</b>	<b>12</b>	<b>729</b>
<b>TOTAL SWITZERLAND</b>			<b>1816</b>	<b>0</b>	<b>6</b>	<b>11.2</b>	<b>45.8</b>	<b>30.6</b>	<b>6.4</b>	<b>3.8</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>77.8</b>	<b>11</b>	<b>1787</b>
<b>TAIWAN</b>																				
TAIPEI	EVA AIR	S	60	0	0	28.3	25.0	35.0	8.3	1.7	0.0	1.7	0.0	0.0	0.0	0.0	6	76.7	9	60
<b>TOTAL TAIPEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>25.0</b>	<b>35.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.7</b>	<b>9</b>	<b>60</b>
<b>TOTAL TAIWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>25.0</b>	<b>35.0</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.7</b>	<b>9</b>	<b>60</b>
<b>THAILAND</b>																				
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	60	0	0	10.0	13.3	35.0	23.3	15.0	3.3	0.0	0.0	0.0	0.0	0.0	18	65.0	26	60



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	120	0	0	20.0	30.0	36.7	9.2	3.3	0.8	0.0	0.0	0.0	0.0	0.0	6	88.3	6	120
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>24.4</b>	<b>36.1</b>	<b>13.9</b>	<b>7.2</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>10</b>	<b>80.6</b>	<b>13</b>	<b>180</b>
<b>TOTAL THAILAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>24.4</b>	<b>36.1</b>	<b>13.9</b>	<b>7.2</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>10</b>	<b>80.6</b>	<b>13</b>	<b>180</b>
<b>TUNISIA</b>																				
TUNIS	TUNISAIR	S	36	0	0	0.0	22.2	19.4	33.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	27	35.3	49	34
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>19.4</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>35.3</b>	<b>49</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>19.4</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>35.3</b>	<b>49</b>	<b>34</b>
<b>TURKEY</b>																				
ISTANBUL	BRITISH AIRWAYS PLC	S	104	0	0	15.4	19.2	42.3	8.7	10.6	3.8	0.0	0.0	0.0	0.0	0.0	12	74.1	12	112
ISTANBUL	THY TURKISH AIRLINES	S	318	0	0	21.7	36.2	29.2	4.4	5.0	2.5	0.9	0.0	0.0	0.0	0.0	8	83.0	9	318
<b>TOTAL ISTANBUL</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>32.0</b>	<b>32.5</b>	<b>5.5</b>	<b>6.4</b>	<b>2.8</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>80.7</b>	<b>10</b>	<b>430</b>
IZMIR (ADNAN MENDERES)	BRITISH AIRWAYS PLC	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>423</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>31.9</b>	<b>32.4</b>	<b>5.4</b>	<b>6.4</b>	<b>2.8</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>80.7</b>	<b>10</b>	<b>430</b>
<b>TURKMENISTAN</b>																				
ASHKHABAD	TURKMENISTAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	27	8
<b>TOTAL ASHKHABAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>27</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>27</b>	<b>8</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	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	90.9	5	44
<b>TOTAL KIEV (BORISPOL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.9</b>	<b>5</b>	<b>44</b>
<b>TOTAL UKRAINE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.9</b>	<b>5</b>	<b>44</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	3.3	40.0	40.0	10.0	1.7	1.7	0.0	0.0	3.3	0.0	0.0	20	85.0	7	59
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	240	0	0	22.1	40.0	24.2	7.9	4.2	1.3	0.4	0.0	0.0	0.0	0.0	7	95.6	3	180
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>40.0</b>	<b>27.3</b>	<b>8.3</b>	<b>3.7</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.9</b>	<b>4</b>	<b>239</b>
DUBAI	BRITISH AIRWAYS PLC	S	180	0	0	13.9	30.0	33.9	8.3	8.9	3.3	1.7	0.0	0.0	0.0	0.0	13	75.6	16	180
DUBAI	EMIRATES	S	359	0	1	16.1	39.4	33.1	5.8	4.7	0.6	0.0	0.0	0.0	0.0	0.3	5	89.2	6	360
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	90.3	4	60
<b>TOTAL DUBAI</b>			<b>539</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>36.3</b>	<b>33.3</b>	<b>6.7</b>	<b>6.1</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>85.2</b>	<b>9</b>	<b>600</b>
<b>TOTAL UNITED ARAB</b>			<b>839</b>	<b>0</b>	<b>1</b>	<b>16.4</b>	<b>37.6</b>	<b>31.2</b>	<b>7.3</b>	<b>5.2</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>87.4</b>	<b>8</b>	<b>839</b>
<b>UNITED KINGDOM</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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
ABERDEEN	BRITISH AIRWAYS PLC	S	409	0	0	13.0	48.4	24.4	6.4	6.6	1.0	0.0	0.2	0.0	0.0	0.0	7	81.2	9	384
ABERDEEN	FLYBE LTD	S	158	0	2	7.5	51.9	25.6	6.3	4.4	3.1	0.0	0.0	0.0	0.0	1.3	7	66.5	16	164
<b>TOTAL ABERDEEN</b>			<b>567</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>49.4</b>	<b>24.8</b>	<b>6.3</b>	<b>6.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.8</b>	<b>11</b>	<b>548</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	178	0	2	9.4	50.0	21.1	10.0	6.7	1.7	0.0	0.0	0.0	0.0	1.1	8	68.3	13	178
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	227	0	1	11.4	44.7	27.6	7.5	6.6	1.8	0.0	0.0	0.0	0.0	0.4	8	82.8	8	230
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>405</b>	<b>0</b>	<b>3</b>	<b>10.5</b>	<b>47.1</b>	<b>24.8</b>	<b>8.6</b>	<b>6.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>76.5</b>	<b>10</b>	<b>408</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	583	0	2	12.6	45.1	28.7	6.7	5.0	1.2	0.0	0.3	0.0	0.0	0.3	7	75.0	12	544
EDINBURGH	FLYBE LTD	S	350	0	0	13.1	47.4	28.9	6.0	3.4	1.1	0.0	0.0	0.0	0.0	0.0	5	74.1	15	231
<b>TOTAL EDINBURGH</b>			<b>933</b>	<b>0</b>	<b>2</b>	<b>12.8</b>	<b>46.0</b>	<b>28.8</b>	<b>6.4</b>	<b>4.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>74.7</b>	<b>13</b>	<b>775</b>
GLASGOW	BRITISH AIRWAYS PLC	S	524	0	0	10.3	46.4	25.8	9.4	7.1	1.0	0.2	0.0	0.0	0.0	0.0	7	73.1	12	476
<b>TOTAL GLASGOW</b>			<b>524</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>46.4</b>	<b>25.8</b>	<b>9.4</b>	<b>7.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.1</b>	<b>12</b>	<b>476</b>
GUERNSEY	FLYBE LTD	S	60	0	0	3.3	60.0	25.0	5.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>60.0</b>	<b>25.0</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	BRITISH AIRWAYS PLC	S	112	0	2	8.8	44.7	26.3	13.2	2.6	2.6	0.0	0.0	0.0	0.0	1.8	7	63.0	14	53
<b>TOTAL INVERNESS</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>44.7</b>	<b>26.3</b>	<b>13.2</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>1.8</b>	<b>7</b>	<b>63.0</b>	<b>14</b>	<b>53</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	86	0	0	7.0	46.5	31.4	7.0	3.5	2.3	2.3	0.0	0.0	0.0	0.0	9	77.3	10	85
<b>TOTAL LEEDS BRADFORD</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>46.5</b>	<b>31.4</b>	<b>7.0</b>	<b>3.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.3</b>	<b>10</b>	<b>85</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	388	0	0	12.4	42.0	29.9	8.8	5.7	1.3	0.0	0.0	0.0	0.0	0.0	7	76.9	10	413
<b>TOTAL MANCHESTER</b>			<b>388</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>42.0</b>	<b>29.9</b>	<b>8.8</b>	<b>5.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.9</b>	<b>10</b>	<b>413</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	280	0	0	9.3	48.2	27.9	7.9	5.4	1.4	0.0	0.0	0.0	0.0	0.0	7	72.8	12	283
<b>TOTAL NEWCASTLE</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>48.2</b>	<b>27.9</b>	<b>7.9</b>	<b>5.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.8</b>	<b>12</b>	<b>283</b>
NEWQUAY	FLYBE LTD	S	238	0	2	2.5	46.3	25.0	5.8	7.5	7.9	4.2	0.0	0.0	0.0	0.8	19	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>46.3</b>	<b>25.0</b>	<b>5.8</b>	<b>7.5</b>	<b>7.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3593</b>	<b>0</b>	<b>11</b>	<b>10.5</b>	<b>46.7</b>	<b>27.0</b>	<b>7.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>75.1</b>	<b>11</b>	<b>3041</b>
<b>USA</b>																				
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	11.7	25.0	41.7	10.0	10.0	0.0	1.7	0.0	0.0	0.0	0.0	12	73.3	16	60
ATLANTA	DELTA AIRLINES	S	134	0	0	21.6	45.5	23.1	1.5	6.0	2.2	0.0	0.0	0.0	0.0	0.0	6	86.4	5	81
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	8	18.2	34.1	22.7	2.3	4.5	0.0	0.0	0.0	0.0	0.0	18.2	5	81.7	24	59
<b>TOTAL ATLANTA</b>			<b>230</b>	<b>0</b>	<b>8</b>	<b>18.5</b>	<b>38.2</b>	<b>27.7</b>	<b>3.8</b>	<b>6.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>81.1</b>	<b>14</b>	<b>200</b>
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	60	0	0	18.3	26.7	33.3	15.0	3.3	1.7	1.7	0.0	0.0	0.0	0.0	10	86.7	8	58
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>26.7</b>	<b>33.3</b>	<b>15.0</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>0.0</b>	<b>10</b>	<b>86.7</b>	<b>8</b>	<b>58</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	0	0.0	8.6	48.3	20.7	12.1	8.6	1.7	0.0	0.0	0.0	0.0	22	74.1	13	58
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>48.3</b>	<b>20.7</b>	<b>12.1</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.1</b>	<b>13</b>	<b>58</b>
BOSTON	BRITISH AIRWAYS PLC	S	203	0	2	19.5	26.3	30.2	9.3	7.8	2.9	1.5	1.0	0.5	0.0	1.0	16	74.9	13	198

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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	
BOSTON	DELTA AIRLINES	S	60	0	0	20.0	48.3	23.3	3.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.0	8	54	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	108	0	2	14.5	37.3	36.4	3.6	4.5	1.8	0.0	0.0	0.0	0.0	1.8	7	75.0	13	55	
<b>TOTAL BOSTON</b>			<b>371</b>	<b>0</b>	<b>4</b>	<b>18.1</b>	<b>33.1</b>	<b>30.9</b>	<b>6.7</b>	<b>6.4</b>	<b>2.1</b>	<b>0.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>77.0</b>	<b>12</b>	<b>307</b>	
CHARLOTTE	AMERICAN AIRLINES	S	104	0	0	28.8	41.3	16.3	3.8	2.9	5.8	0.0	1.0	0.0	0.0	0.0	10	91.3	6	104	
<b>TOTAL CHARLOTTE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>28.8</b>	<b>41.3</b>	<b>16.3</b>	<b>3.8</b>	<b>2.9</b>	<b>5.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.3</b>	<b>6</b>	<b>104</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	163	0	0	16.6	52.1	16.0	6.1	4.3	3.7	1.2	0.0	0.0	0.0	0.0	9	83.8	11	150	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	120	0	0	9.2	23.3	40.0	8.3	10.8	5.8	2.5	0.0	0.0	0.0	0.0	18	69.2	18	120	
CHICAGO (O'HARE)	UNITED AIRLINES	S	164	0	0	22.0	44.5	23.2	2.4	3.0	1.8	1.8	0.6	0.6	0.0	0.0	13	77.4	21	166	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>447</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>41.6</b>	<b>25.1</b>	<b>5.4</b>	<b>5.6</b>	<b>3.6</b>	<b>1.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.4</b>	<b>17</b>	<b>436</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	196	0	1	27.9	36.5	20.8	5.1	4.6	3.6	0.5	0.5	0.0	0.0	0.5	9	76.1	12	188	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	60	0	0	16.7	23.3	26.7	15.0	11.7	6.7	0.0	0.0	0.0	0.0	0.0	15	65.4	13	52	
DALLAS/FORT WORTH	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.6	9	53	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>25.3</b>	<b>33.5</b>	<b>22.2</b>	<b>7.4</b>	<b>6.2</b>	<b>4.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>76.8</b>	<b>12</b>	<b>293</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	54	0	2	17.9	10.7	28.6	21.4	10.7	5.4	0.0	1.8	0.0	0.0	3.6	20	75.9	15	56	
DENVER INTERNATIONAL	UNITED AIRLINES	S	54	0	0	25.9	35.2	18.5	9.3	7.4	3.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>21.8</b>	<b>22.7</b>	<b>23.6</b>	<b>15.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>75.9</b>	<b>15</b>	<b>56</b>	
DETROIT	DELTA AIRLINES	S	110	0	0	20.0	48.2	22.7	5.5	1.8	0.9	0.9	0.0	0.0	0.0	0.0	5	84.4	9	90	
<b>TOTAL DETROIT</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>48.2</b>	<b>22.7</b>	<b>5.5</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>0.0</b>	<b>5</b>	<b>84.4</b>	<b>9</b>	<b>90</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	98	0	4	6.9	24.5	46.1	8.8	6.9	2.0	1.0	0.0	0.0	0.0	3.9	11	76.2	20	99	
HOUSTON	UNITED AIRLINES	S	106	0	2	26.9	45.4	17.6	6.5	1.9	0.0	0.0	0.0	0.0	0.0	1.9	3	80.9	11	110	
HOUSTON	VIRGIN ATLANTIC AIRWAYS 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	52	0.0	0	0	
<b>TOTAL HOUSTON</b>			<b>206</b>	<b>0</b>	<b>6</b>	<b>17.0</b>	<b>34.9</b>	<b>31.6</b>	<b>7.5</b>	<b>4.2</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>7</b>	<b>78.7</b>	<b>15</b>	<b>209</b>	
JACKSONVILLE	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL JACKSONVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	0	20.0	16.7	28.3	20.0	6.7	8.3	0.0	0.0	0.0	0.0	0.0	14	56.7	15	60	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	10.0	28.3	45.0	8.3	0.0	6.7	1.7	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>22.5</b>	<b>36.7</b>	<b>14.2</b>	<b>3.3</b>	<b>7.5</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>56.7</b>	<b>15</b>	<b>60</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	102	0	2	27.9	37.5	24.0	2.9	3.8	1.0	0.0	0.0	1.0	0.0	1.9	15	79.0	17	100	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	170	0	0	12.4	23.5	31.8	11.8	16.5	2.9	1.2	0.0	0.0	0.0	0.0	16	58.5	18	173	
LOS ANGELES INTERNATIONAL	SAUDI ARABIAN 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	6	0.0	0	0	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	58	0	0	17.2	43.1	29.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	5	60	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 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	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	24.2	35.8	24.2	6.7	5.0	0.8	2.5	0.8	0.0	0.0	0.0	11	80.0	8	120	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>451</b>	<b>0</b>	<b>2</b>	<b>19.6</b>	<b>32.5</b>	<b>27.8</b>	<b>8.2</b>	<b>8.4</b>	<b>1.5</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>72.4</b>	<b>14</b>	<b>453</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	120	0	0	25.8	34.2	23.3	5.0	4.2	6.7	0.8	0.0	0.0	0.0	0.0	11	78.3	11	58	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	147	0	2	15.4	22.8	38.9	8.1	10.1	2.0	0.0	1.3	0.0	0.0	1.3	13	72.9	20	181	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	83	0	0	18.1	41.0	30.1	6.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	5	86.7	7	120	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>19.6</b>	<b>31.0</b>	<b>31.5</b>	<b>6.5</b>	<b>6.3</b>	<b>3.7</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>78.4</b>	<b>14</b>	<b>359</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	58	0	0	19.0	46.6	20.7	8.6	1.7	3.4	0.0	0.0	0.0	0.0	0.0	7	76.8	11	56	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>46.6</b>	<b>20.7</b>	<b>8.6</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.8</b>	<b>11</b>	<b>56</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	32	0	4	5.6	13.9	25.0	30.6	5.6	2.8	0.0	5.6	0.0	0.0	11.1	27	76.5	11	34	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>13.9</b>	<b>25.0</b>	<b>30.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>27</b>	<b>76.5</b>	<b>11</b>	<b>34</b>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	41	0	0	0.0	17.1	43.9	14.6	14.6	7.3	0.0	2.4	0.0	0.0	0.0	25	76.2	13	42	
<b>TOTAL NEW ORLEANS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>43.9</b>	<b>14.6</b>	<b>14.6</b>	<b>7.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.2</b>	<b>13</b>	<b>42</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	222	0	0	22.1	49.1	19.4	5.4	1.8	0.9	0.5	0.9	0.0	0.0	0.0	7	85.4	15	226	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	454	0	1	21.3	25.9	31.6	9.7	5.3	3.7	1.3	0.4	0.4	0.0	0.2	14	73.5	17	457	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	119	0	2	25.6	39.7	19.0	5.0	3.3	4.1	1.7	0.0	0.0	0.0	1.7	9	78.3	14	120	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	298	0	2	26.0	32.0	30.3	5.0	3.7	1.3	0.7	0.0	0.3	0.0	0.7	9	82.1	20	298	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1093</b>	<b>0</b>	<b>5</b>	<b>23.2</b>	<b>33.8</b>	<b>27.4</b>	<b>7.0</b>	<b>3.9</b>	<b>2.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>78.8</b>	<b>17</b>	<b>1101</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	76.9	11	13	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	99	0	12	3.6	23.4	35.1	11.7	7.2	1.8	2.7	2.7	0.9	0.0	10.8	26	70.3	20	116	
NEW YORK (NEWARK)	UNITED AIRLINES	S	271	0	3	18.6	49.3	19.3	5.5	3.6	1.1	0.4	1.1	0.0	0.0	1.1	8	81.4	17	279	
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	26.7	43.3	21.7	1.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	5	70.5	17	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>430</b>	<b>0</b>	<b>15</b>	<b>16.0</b>	<b>42.0</b>	<b>23.6</b>	<b>6.5</b>	<b>4.7</b>	<b>1.3</b>	<b>0.9</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>77.1</b>	<b>17</b>	<b>468</b>	
ORLANDO	BRITISH AIRWAYS PLC	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ORLANDO</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>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	54	0	0	31.5	40.7	18.5	5.6	1.9	0.0	1.9	0.0	0.0	0.0	0.0	5	78.2	21	110	
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	98	0	2	16.0	24.0	36.0	12.0	7.0	3.0	0.0	0.0	0.0	0.0	2.0	10	55.0	26	60	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>21.4</b>	<b>29.9</b>	<b>29.9</b>	<b>9.7</b>	<b>5.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>70.0</b>	<b>22</b>	<b>170</b>	
PHOENIX	AMERICAN AIRLINES	S	60	0	0	28.3	41.7	13.3	5.0	1.7	1.7	1.7	3.3	3.3	0.0	0.0	35	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PHOENIX	BRITISH AIRWAYS PLC	S	56	0	2	13.8	15.5	17.2	13.8	24.1	10.3	1.7	0.0	0.0	0.0	3.4	28	66.7	18	60
<b>TOTAL PHOENIX</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>21.2</b>	<b>28.8</b>	<b>15.3</b>	<b>9.3</b>	<b>12.7</b>	<b>5.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>32</b>	<b>66.7</b>	<b>18</b>	<b>60</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	32	0	1	9.1	36.4	30.3	9.1	3.0	3.0	3.0	0.0	3.0	0.0	3.0	36	0.0	0	0
<b>TOTAL PITTSBURGH</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>36.4</b>	<b>30.3</b>	<b>9.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RALEIGH	AMERICAN AIRLINES	S	56	0	0	10.7	58.9	17.9	5.4	1.8	3.6	1.8	0.0	0.0	0.0	0.0	8	98.1	2	54
<b>TOTAL RALEIGH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>58.9</b>	<b>17.9</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>98.1</b>	<b>2</b>	<b>54</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	50	0	0	22.0	10.0	32.0	12.0	4.0	12.0	4.0	4.0	0.0	0.0	0.0	33	58.6	19	56
<b>TOTAL SAN DIEGO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>10.0</b>	<b>32.0</b>	<b>12.0</b>	<b>4.0</b>	<b>12.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>58.6</b>	<b>19</b>	<b>56</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	112	0	0	13.4	30.4	28.6	16.1	6.3	3.6	1.8	0.0	0.0	0.0	0.0	13	66.9	19	118
SAN FRANCISCO	UNITED AIRLINES	S	112	0	0	19.6	53.6	14.3	4.5	5.4	1.8	0.0	0.0	0.9	0.0	0.0	9	78.7	11	108
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	0	17.8	39.8	23.7	8.5	6.8	3.4	0.0	0.0	0.0	0.0	0.0	8	72.8	14	114
<b>TOTAL SAN FRANCISCO</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>41.2</b>	<b>22.2</b>	<b>9.6</b>	<b>6.1</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>15</b>	<b>340</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	44	0	6	8.0	20.0	34.0	10.0	8.0	4.0	2.0	2.0	0.0	0.0	12.0	19	62.1	25	58
<b>TOTAL SAN JOSE</b>			<b>44</b>	<b>0</b>	<b>6</b>	<b>8.0</b>	<b>20.0</b>	<b>34.0</b>	<b>10.0</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>12.0</b>	<b>19</b>	<b>62.1</b>	<b>25</b>	<b>58</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	84	0	0	14.3	28.6	40.5	9.5	6.0	1.2	0.0	0.0	0.0	0.0	0.0	8	71.1	17	82
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	5.0	38.3	36.7	11.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	73.3	9	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>32.6</b>	<b>38.9</b>	<b>10.4</b>	<b>6.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.0</b>	<b>14</b>	<b>142</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	102	0	6	4.6	23.1	35.2	15.7	8.3	3.7	0.9	2.8	0.0	0.0	5.6	22	69.2	15	142
WASHINGTON (DULLES)	UNITED AIRLINES	S	170	0	2	18.6	50.6	22.1	2.9	1.2	3.5	0.0	0.0	0.0	0.0	1.2	5	86.3	7	166
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	17.2	44.8	29.3	5.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	82.8	5	54
<b>TOTAL WASHINGTON (DULLES)</b>			<b>330</b>	<b>0</b>	<b>8</b>	<b>13.9</b>	<b>40.8</b>	<b>27.5</b>	<b>7.4</b>	<b>3.8</b>	<b>3.0</b>	<b>0.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>10</b>	<b>79.0</b>	<b>10</b>	<b>362</b>
<b>TOTAL USA</b>			<b>5794</b>	<b>0</b>	<b>68</b>	<b>18.6</b>	<b>35.0</b>	<b>27.3</b>	<b>7.9</b>	<b>5.6</b>	<b>2.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>76.8</b>	<b>15</b>	<b>5626</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	5.6	27.8	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	8	17
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>17</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>17</b>
<b>VIETNAM</b>																				
HANOI	VIETNAM AIRLINES	S	30	0	0	13.3	46.7	26.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	6	34
<b>TOTAL HANOI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>46.7</b>	<b>26.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.2</b>	<b>6</b>	<b>34</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	22	0	0	45.5	40.9	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	27	24
<b>TOTAL HO CHI MINH CITY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45.5</b>	<b>40.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>27</b>	<b>24</b>
<b>TOTAL VIETNAM</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>44.2</b>	<b>19.2</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.9</b>	<b>15</b>	<b>58</b>
<b>TOTAL HEATHROW</b>			<b>37752</b>	<b>0</b>	<b>199</b>	<b>12.8</b>	<b>39.2</b>	<b>30.9</b>	<b>8.3</b>	<b>5.3</b>	<b>2.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>76.3</b>	<b>12</b>	<b>37761</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>GERMANY</b>																					
COLOGNE BONN	AIR CONTRACTORS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	92	0	0	42.4	42.4	8.7	2.2	1.1	3.3	0.0	0.0	0.0	0.0	0.0	4	71.9	21	88	
<b>TOTAL DUBLIN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>42.4</b>	<b>42.4</b>	<b>8.7</b>	<b>2.2</b>	<b>1.1</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>4</b>	<b>71.9</b>	<b>21</b>	<b>88</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>42.4</b>	<b>42.4</b>	<b>8.7</b>	<b>2.2</b>	<b>1.1</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>4</b>	<b>71.9</b>	<b>21</b>	<b>88</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2	
<b>TOTAL FUNCHAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>31</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>31</b>	<b>2</b>	
<b>SPAIN</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	100.0	4	1	
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
<b>TOTAL 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>4</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	18	0	0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>61.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
BIRMINGHAM	FLYBE LTD	S	59	0	1	0.0	26.7	61.7	1.7	0.0	1.7	1.7	5.0	0.0	0.0	1.7	17	66.7	21	58	
<b>TOTAL BIRMINGHAM</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>26.7</b>	<b>61.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>66.7</b>	<b>21</b>	<b>58</b>	
BRISTOL	EASYJET UK LTD	S	18	0	0	11.1	44.4	27.8	5.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	162	75.0	164	18	
<b>TOTAL BRISTOL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>162</b>	<b>75.0</b>	<b>164</b>	<b>18</b>	
EDINBURGH	LOGANAIR LTD	S	30	0	4	2.9	47.1	20.6	11.8	2.9	2.9	0.0	0.0	0.0	0.0	11.8	7	94.4	5	18	
<b>TOTAL EDINBURGH</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>47.1</b>	<b>20.6</b>	<b>11.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>7</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
GATWICK	EASYJET UK LTD	S	110	0	0	18.2	43.6	24.5	7.3	4.5	1.8	0.0	0.0	0.0	0.0	0.0	6	79.8	36	112	
<b>TOTAL GATWICK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>43.6</b>	<b>24.5</b>	<b>7.3</b>	<b>4.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.8</b>	<b>36</b>	<b>112</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	98	0	0	19.4	57.1	15.3	6.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.0	37	98	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	160	0	2	0.6	56.8	32.7	2.5	4.3	0.6	0.6	0.6	0.0	0.0	1.2	5	77.8	16	205	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>258</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>56.9</b>	<b>26.2</b>	<b>3.8</b>	<b>3.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>82.0</b>	<b>23</b>	<b>303</b>	
LONDON CITY	BA CITYFLYER LTD	S	144	0	8	2.6	32.2	38.2	14.5	3.9	0.7	2.6	0.0	0.0	0.0	5.3	11	75.0	9	150	
<b>TOTAL LONDON CITY</b>			<b>144</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>32.2</b>	<b>38.2</b>	<b>14.5</b>	<b>3.9</b>	<b>0.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>11</b>	<b>75.0</b>	<b>9</b>	<b>150</b>	
MANCHESTER	FLYBE LTD	S	230	0	0	18.7	31.3	37.4	4.8	4.3	2.6	0.0	0.9	0.0	0.0	0.0	8	70.7	15	264	
<b>TOTAL MANCHESTER</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>18.7</b>	<b>31.3</b>	<b>37.4</b>	<b>4.8</b>	<b>4.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.7</b>	<b>15</b>	<b>264</b>	

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL UNITED KINGDOM			867	0	15	11.0	41.7	32.7	6.5	3.5	1.4	0.7	0.7	0.2	0.0	1.7	11	76.6	22	941
TOTAL ISLE OF MAN			959	0	15	14.0	41.8	30.4	6.1	3.3	1.5	0.6	0.6	0.2	0.0	1.5	10	76.2	22	1033

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	2	1	
PRAGUE	BLUE ISLANDS LIMITED	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 PRAGUE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	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	22	1	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EUROPE AIRPOST	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	4	0.0	0	0	
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL FUNCHAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
<b>SPAIN</b>																					
MALAGA	FLYBE LTD	C	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	3	4	
<b>TOTAL MALAGA</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>30</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>TOTAL SPAIN</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>30</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	FLYBE LTD	S	104	0	0	7.7	39.4	37.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	64.1	29	73	
<b>TOTAL BIRMINGHAM</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>39.4</b>	<b>37.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>64.1</b>	<b>29</b>	<b>73</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	50	0	0	10.0	58.0	22.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	14	52	
<b>TOTAL BRISTOL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>58.0</b>	<b>22.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>73.1</b>	<b>14</b>	<b>52</b>	
CARDIFF WALES	FLYBE LTD	S	26	0	0	11.5	65.4	0.0	0.0	7.7	0.0	15.4	0.0	0.0	0.0	0.0	25	77.8	9	16	
<b>TOTAL CARDIFF WALES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>65.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</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>25</b>	<b>77.8</b>	<b>9</b>	<b>16</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
<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>2</b>	<b>16</b>	
EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	34	0	0	8.8	32.4	41.2	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	12	35	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>41.2</b>	<b>5.9</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.1</b>	<b>12</b>	<b>35</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EDINBURGH	EASYJET UK LTD	S	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	0.0	0	0
<b>TOTAL EDINBURGH</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>0.0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	73	0	0	6.8	53.4	27.4	4.1	4.1	1.4	1.4	1.4	0.0	0.0	0.0	9	67.9	26	74
<b>TOTAL EXETER</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>53.4</b>	<b>27.4</b>	<b>4.1</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>9</b>	<b>67.9</b>	<b>26</b>	<b>74</b>
GATWICK	BRITISH AIRWAYS PLC	S	290	0	0	18.3	63.4	10.3	3.8	2.4	1.7	0.0	0.0	0.0	0.0	0.0	4	83.6	15	284
GATWICK	EASYJET UK LTD	S	178	0	0	19.7	57.3	12.9	5.6	2.8	1.1	0.0	0.6	0.0	0.0	0.0	6	76.9	17	174
<b>TOTAL GATWICK</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>61.1</b>	<b>11.3</b>	<b>4.5</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.0</b>	<b>16</b>	<b>458</b>
GLASGOW	EASYJET UK LTD	S	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	5	87.5	4	16
<b>TOTAL GLASGOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>4</b>	<b>16</b>
GUERNSEY	AURIGNY AIR SERVICES	S	84	0	0	0.0	47.6	42.9	1.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
GUERNSEY	BLUE ISLANDS LIMITED	S	264	0	0	4.2	47.7	39.0	5.3	1.5	1.9	0.0	0.4	0.0	0.0	0.0	6	72.0	14	256
GUERNSEY	FLYBE LTD	S	81	0	1	9.8	54.9	18.3	8.5	6.1	0.0	1.2	0.0	0.0	0.0	1.2	8	65.4	26	49
<b>TOTAL GUERNSEY</b>			<b>429</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>49.1</b>	<b>35.8</b>	<b>5.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>70.9</b>	<b>16</b>	<b>305</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	78	0	0	20.5	56.4	16.7	3.8	1.3	1.3	0.0	0.0	0.0	0.0	0.0	4	84.0	20	88
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>56.4</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.0</b>	<b>20</b>	<b>88</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	89	0	2	0.0	9.9	36.3	20.9	22.0	8.8	0.0	0.0	0.0	0.0	2.2	24	77.3	8	89
<b>TOTAL LONDON CITY</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.9</b>	<b>36.3</b>	<b>20.9</b>	<b>22.0</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>24</b>	<b>77.3</b>	<b>8</b>	<b>89</b>
MANCHESTER	EASYJET UK LTD	S	26	0	0	57.7	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	S	60	0	0	11.7	50.0	18.3	8.3	6.7	3.3	0.0	1.7	0.0	0.0	0.0	12	63.3	27	60
<b>TOTAL MANCHESTER</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>47.7</b>	<b>12.8</b>	<b>5.8</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>63.3</b>	<b>27</b>	<b>60</b>
NEWCASTLE	BLUE ISLANDS LIMITED	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	58	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	188	0	0	2.7	38.8	33.0	9.0	5.9	9.6	1.1	0.0	0.0	0.0	0.0	16	80.7	15	187
SOUTHAMPTON	FLYBE LTD	S	68	0	0	1.5	67.6	26.5	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	19	66
<b>TOTAL SOUTHAMPTON</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>46.5</b>	<b>31.3</b>	<b>7.8</b>	<b>4.3</b>	<b>7.0</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>79.2</b>	<b>16</b>	<b>253</b>
SOUTHEND	EASYJET UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1733</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>49.7</b>	<b>25.6</b>	<b>6.5</b>	<b>4.3</b>	<b>2.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>76.0</b>	<b>17</b>	<b>1535</b>
<b>TOTAL JERSEY</b>			<b>1742</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>49.6</b>	<b>25.6</b>	<b>6.6</b>	<b>4.4</b>	<b>2.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>76.1</b>	<b>17</b>	<b>1544</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL AUSTRIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>CANADA</b>																					
TORONTO	SUNWING AIRLINES INC	S	0	0	0	0.0	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 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>0.0</b>	<b>30</b>	<b>1</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>0.0</b>	<b>30</b>	<b>1</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
SPLIT	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	12	0	0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	6	
<b>TOTAL LARNACA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
PAPHOS	JET2.COM LTD	S	20	0	0	35.0	35.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	20	18	
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	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.7</b>	<b>19</b>	<b>19</b>	
<b>TOTAL CYPRUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>40.6</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>96.0</b>	<b>14</b>	<b>25</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	6.3	56.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	4	18	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>DENMARK</b>																					
COPENHAGEN	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL COPENHAGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
NICE	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	1	2	
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	34	0	0	5.9	52.9	23.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	11	88.9	7	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>7</b>	<b>36</b>	
<b>TOTAL FRANCE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.5</b>	<b>7</b>	<b>38</b>	
<b>GERMANY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERLIN (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	100.0	1	18
BERLIN (SCHONEFELD)	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>100.0</b>	<b>1</b>	<b>18</b>
COLOGNE BONN	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL COLOGNE BONN</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>
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.6	6	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>89.6</b>	<b>6</b>	<b>48</b>
<b>TOTAL GERMANY</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>13</b>	<b>92.4</b>	<b>5</b>	<b>66</b>
<b>GREECE</b>																				
HERAKLION	JET2.COM LTD	S	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
<b>TOTAL HERAKLION</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>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
KOS	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	JET2.COM LTD	S	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
<b>TOTAL RHODES</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>TOTAL GREECE</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>1</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	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	94.4	3	18
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>ICELAND</b>																				
KEFLAVIK	JET2.COM LTD	S	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KEFLAVIK</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	134	0	0	1.5	35.8	47.8	7.5	1.5	4.5	1.5	0.0	0.0	0.0	0.0	11	72.3	15	108
DUBLIN	RYANAIR	S	112	0	0	14.3	56.3	21.4	0.9	2.7	2.7	1.8	0.0	0.0	0.0	0.0	7	92.6	4	108
<b>TOTAL DUBLIN</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>45.1</b>	<b>35.8</b>	<b>4.5</b>	<b>2.0</b>	<b>3.7</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>82.3</b>	<b>10</b>	<b>216</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>45.1</b>	<b>35.8</b>	<b>4.5</b>	<b>2.0</b>	<b>3.7</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>82.3</b>	<b>10</b>	<b>216</b>
<b>ITALY</b>																				
NAPLES	JET2.COM LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	2
<b>TOTAL NAPLES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
ROME (FIUMICINO)	JET2.COM LTD	S	14	0	0	21.4	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	15
<b>TOTAL ROME (FIUMICINO)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>15</b>
VENICE	JET2.COM 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	9	100.0	4	2
<b>TOTAL VENICE</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>9</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
<b>TOTAL ITALY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>6</b>	<b>19</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>LATVIA</b>																				
RIGA	RYANAIR	S	16	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	4	18
<b>TOTAL RIGA</b>			<b>16</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>0</b>	<b>83.3</b>	<b>4</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>16</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>0</b>	<b>83.3</b>	<b>4</b>	<b>18</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	17
<b>TOTAL VILNIUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>3</b>	<b>17</b>
<b>TOTAL LITHUANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>3</b>	<b>17</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	6	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	100.0	2	6
MALTA	RYANAIR	S	18	0	0	0.0	66.7	11.1	0.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	21	62.5	7	16
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>16.7</b>	<b>0.0</b>	<b>4.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.7</b>	<b>6</b>	<b>22</b>
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>16.7</b>	<b>0.0</b>	<b>4.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.7</b>	<b>6</b>	<b>22</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	JET2.COM LTD	S	67	0	1	0.0	63.2	26.5	5.9	1.5	0.0	0.0	1.5	0.0	0.0	1.5	7	92.9	6	70
AMSTERDAM	KLM	S	171	0	1	1.2	54.1	33.7	7.0	2.3	0.0	0.6	0.6	0.0	0.0	0.6	6	88.4	6	172
<b>TOTAL AMSTERDAM</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>56.7</b>	<b>31.7</b>	<b>6.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>89.7</b>	<b>6</b>	<b>242</b>
<b>TOTAL NETHERLANDS</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>56.7</b>	<b>31.7</b>	<b>6.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>89.7</b>	<b>6</b>	<b>242</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	28	0	0	25.0	60.7	3.6	3.6	0.0	0.0	0.0	7.1	0.0	0.0	0.0	17	92.3	4	26
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>92.3</b>	<b>4</b>	<b>26</b>
KRAKOW	JET2.COM LTD	S	18	0	0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	10	14
KRAKOW	RYANAIR	S	34	0	0	8.8	47.1	32.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	94.1	3	34
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>46.2</b>	<b>30.8</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>0.0</b>	<b>4</b>	<b>87.5</b>	<b>5</b>	<b>48</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	15	0	1	18.8	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0	93.8	2	16
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
WROCLAW	RYANAIR	S	18	0	0	16.7	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	13	18
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>11.1</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>72.2</b>	<b>13</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>17.5</b>	<b>50.0</b>	<b>19.3</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>87.0</b>	<b>6</b>	<b>108</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	30	0	0	6.7	46.7	43.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	32
FARO	RYANAIR	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	5	94.4	3	18
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>44.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>98.0</b>	<b>1</b>	<b>50</b>
<b>TOTAL PORTUGAL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>44.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>98.0</b>	<b>1</b>	<b>50</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	33	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.8</b>	<b>33</b>	<b>8</b>		
<b>TOTAL PORTUGAL SLOVAK REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.8</b>	<b>33</b>	<b>8</b>		
BRATISLAVA	RYANAIR	S	18	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18		
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	72	0	0	12.5	44.4	33.3	8.3	1.4	0.0	0.0	0.0	0.0	0.0	4	91.9	4	74		
ALICANTE	RYANAIR	S	54	0	0	14.8	46.3	22.2	5.6	7.4	3.7	0.0	0.0	0.0	0.0	9	93.2	14	43		
<b>TOTAL ALICANTE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>45.2</b>	<b>28.6</b>	<b>7.1</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.4</b>	<b>8</b>	<b>117</b>		
ALMERIA	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL ALMERIA</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BARCELONA	JET2.COM LTD	S	28	0	0	7.1	42.9	39.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	4	86.7	7	30		
<b>TOTAL BARCELONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>39.3</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>4</b>	<b>86.7</b>	<b>7</b>	<b>30</b>		
GIRONA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
GIRONA	RYANAIR	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
IBIZA	JET2.COM LTD	S	6	0	0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4		
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
MAHON	JET2.COM LTD	S	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	3		
<b>TOTAL MAHON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>3</b>		
MALAGA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
MALAGA	JET2.COM LTD	S	46	0	0	17.4	43.5	28.3	6.5	4.3	0.0	0.0	0.0	0.0	0.0	5	97.7	1	44		
MALAGA	RYANAIR	S	28	0	0	10.7	46.4	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	5	88.5	13	26		
<b>TOTAL MALAGA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>44.6</b>	<b>28.4</b>	<b>6.8</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>5</b>	<b>94.4</b>	<b>5</b>	<b>72</b>		
MURCIA INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
MURCIA INTERNATIONAL	RYANAIR	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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	100.0	0	2		
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	100.0	1	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</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
PALMA DE MALLORCA	JET2.COM LTD	S	16	0	0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	13	21		
PALMA DE MALLORCA	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
PALMA DE MALLORCA	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	58	0.0	0	0		
<b>TOTAL PALMA DE MALLORCA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>26.3</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.5</b>	<b>13</b>	<b>21</b>		
REUS	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
<b>TOTAL REUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL SPAIN</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>44.0</b>	<b>30.2</b>	<b>6.9</b>	<b>4.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.0</b>	<b>6</b>	<b>271</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	46	0	0	15.2	39.1	32.6	10.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	67.6	48	34	
ARRECIFE	RYANAIR	S	10	0	0	0.0	30.0	20.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	65.4	15	26	
<b>TOTAL ARRECIFE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>30.4</b>	<b>10.7</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>34</b>	<b>60</b>	
FUERTEVENTURA	JET2.COM LTD	S	17	0	1	22.2	27.8	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	3	75.0	12	16	
FUERTEVENTURA	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16	
<b>TOTAL FUERTEVENTURA</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</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>5.0</b>	<b>3</b>	<b>84.4</b>	<b>7</b>	<b>32</b>	
LAS PALMAS	JET2.COM LTD	S	28	0	0	7.1	28.6	57.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	8	26	
LAS PALMAS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	17	
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>57.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.5</b>	<b>13</b>	<b>43</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	76	0	2	11.5	43.6	29.5	7.7	3.8	1.3	0.0	0.0	0.0	0.0	2.6	6	96.7	1	60	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	7.7	50.0	23.1	3.8	11.5	0.0	3.8	0.0	0.0	0.0	0.0	13	88.5	6	25	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>10.6</b>	<b>45.2</b>	<b>27.9</b>	<b>6.7</b>	<b>5.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>8</b>	<b>94.3</b>	<b>3</b>	<b>86</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>205</b>	<b>0</b>	<b>3</b>	<b>11.5</b>	<b>39.4</b>	<b>33.7</b>	<b>7.2</b>	<b>5.8</b>	<b>0.5</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>80.7</b>	<b>14</b>	<b>221</b>	
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<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>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	14	0	0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	14	
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	50.0	10	4	
<b>TOTAL ANTALYA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>50.0</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
BODRUM (MILAS)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
DALAMAN	JET2.COM LTD	S	5	0	1	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0	33.3	200	2	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
<b>TOTAL DALAMAN</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>16.7</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>16.7</b>	<b>0</b>	<b>40.0</b>	<b>105</b>	<b>4</b>	
<b>TOTAL TURKEY</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</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>4.8</b>	<b>2</b>	<b>80.0</b>	<b>21</b>	<b>24</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	JET2.COM 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	29	0.0	0	0	
<b>TOTAL ABERDEEN</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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	209	0	1	3.8	66.7	20.5	2.9	4.3	1.4	0.0	0.0	0.0	0.0	0.5	4	78.6	15	223
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>209</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>66.7</b>	<b>20.5</b>	<b>2.9</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>4</b>	<b>78.6</b>	<b>15</b>	<b>223</b>
HEATHROW	BRITISH AIRWAYS PLC	S	86	0	0	2.3	36.0	38.4	12.8	4.7	4.7	1.2	0.0	0.0	0.0	0.0	13	71.6	12	84
<b>TOTAL HEATHROW</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.0</b>	<b>38.4</b>	<b>12.8</b>	<b>4.7</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.6</b>	<b>12</b>	<b>84</b>
MANCHESTER	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	23	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>
NEWQUAY	FLYBE LTD	S	17	0	1	0.0	55.6	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	5.6	9	65.4	28	24
<b>TOTAL NEWQUAY</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>9</b>	<b>65.4</b>	<b>28</b>	<b>24</b>
NORWICH	SUNWING AIRLINES INC	S	0	0	0	0.0	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 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>5</b>	<b>1</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	114	0	11	14.4	37.6	32.0	3.2	1.6	1.6	0.8	0.0	0.0	0.0	8.8	5	92.7	3	96
<b>TOTAL SOUTHAMPTON</b>			<b>114</b>	<b>0</b>	<b>11</b>	<b>14.4</b>	<b>37.6</b>	<b>32.0</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>5</b>	<b>92.7</b>	<b>3</b>	<b>96</b>
<b>TOTAL UNITED KINGDOM</b>			<b>428</b>	<b>0</b>	<b>13</b>	<b>6.3</b>	<b>51.7</b>	<b>27.7</b>	<b>5.2</b>	<b>3.4</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>7</b>	<b>79.6</b>	<b>13</b>	<b>428</b>
USA																				
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	21	3
<b>TOTAL NEW YORK (NEWARK)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>21</b>	<b>3</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>21</b>	<b>3</b>	
<b>TOTAL LEEDS BRADFORD</b>			<b>1773</b>	<b>0</b>	<b>20</b>	<b>9.5</b>	<b>48.4</b>	<b>29.4</b>	<b>6.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>85.8</b>	<b>9</b>	<b>1845</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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>AUSTRIA</b>																					
VIENNA	LAUDA MOTION GMBH	S	16	0	0	12.5	31.3	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	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	2	88.9	5	18	
<b>TOTAL SOFIA</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>2</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
VARNA	WIZZ AIR	S	16	0	0	18.8	37.5	31.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>31.3</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>41.2</b>	<b>35.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	18	0	0	5.6	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	16	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
PAPHOS	RYANAIR	S	20	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	10	16	
<b>TOTAL PAPHOS</b>			<b>20</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>6</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
<b>TOTAL CYPRUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.3</b>	<b>60.5</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.6</b>	<b>6</b>	<b>32</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	16	0	0	0.0	18.8	25.0	31.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	85.7	8	42	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</b>	<b>31.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>85.7</b>	<b>8</b>	<b>42</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</b>	<b>31.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>85.7</b>	<b>8</b>	<b>42</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	16	0	0	0.0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SONDERBORG	AIR ALSIE	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SONDERBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
IVALO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2	
<b>TOTAL IVALO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>2</b>	
<b>FRANCE</b>																					
NICE	EASYJET UK LTD	S	26	0	0	15.4	50.0	19.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	100.0	1	22	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>50.0</b>	<b>19.2</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>22</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	28	0	0	10.7	60.7	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	85.3	7	34	
PARIS (CHARLES DE GAULLE)	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	43	2	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>60.7</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	34	
<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>100.0</b>	<b>1</b>	<b>34</b>	
<b>TOTAL FRANCE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>55.6</b>	<b>20.4</b>	<b>0.0</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.5</b>	<b>4</b>	<b>92</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	18	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	3	34	
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	100.0	8	1	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.1</b>	<b>3</b>	<b>35</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.1</b>	<b>3</b>	<b>35</b>	
<b>GREECE</b>																					
RHODES	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 RHODES</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 GREECE</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>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	18	0	0	11.1	44.4	33.3	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	11	69.2	13	26	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</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>11</b>	<b>69.2</b>	<b>13</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</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>11</b>	<b>69.2</b>	<b>13</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	42	0	0	7.1	54.8	33.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	5	42	
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>54.8</b>	<b>33.3</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.7</b>	<b>5</b>	<b>42</b>	
DUBLIN	RYANAIR	S	188	0	0	11.2	52.7	27.7	3.2	4.3	1.1	0.0	0.0	0.0	0.0	0.0	4	87.4	6	190	
<b>TOTAL DUBLIN</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>52.7</b>	<b>27.7</b>	<b>3.2</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.4</b>	<b>6</b>	<b>190</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	50	0	0	14.0	62.0	18.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	6	96.2	1	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>62.0</b>	<b>18.0</b>	<b>2.0</b>	<b>0.0</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>6</b>	<b>96.2</b>	<b>1</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>54.6</b>	<b>26.8</b>	<b>2.5</b>	<b>3.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.7</b>	<b>5</b>	<b>284</b>	
<b>ITALY</b>																					
BARI (PALESE)	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	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	12	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
NAPLES	BLUE PANORAMA	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	0	0.0	0	0	
NAPLES	EASYJET UK LTD	S	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	100.0	2	4	
<b>TOTAL NAPLES</b>			<b>6</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>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>100.0</b>	<b>2</b>	<b>4</b>	
PALERMO	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALERMO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	34	
<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>94.1</b>	<b>4</b>	<b>34</b>	
VENICE	EASYJET UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16	
<b>TOTAL VENICE</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>100.0</b>	<b>1</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>58.8</b>	<b>23.5</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>6</b>	<b>80</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	16	0	0	0.0	56.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	12.5	25.0	25.0	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	35	94.4	2	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	16	0	0	12.5	18.8	31.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	6	18	
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</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>10</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</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>10</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	128	0	0	4.7	55.5	32.8	3.1	1.6	2.3	0.0	0.0	0.0	0.0	0.0	5	90.6	4	138	
AMSTERDAM	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
<b>TOTAL AMSTERDAM</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>55.5</b>	<b>32.8</b>	<b>3.1</b>	<b>1.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.8</b>	<b>4</b>	<b>140</b>	
MAASTRICHT	JETAIRFLY	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
MAASTRICHT	JETNETHERLANDS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL MAASTRICHT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>53.8</b>	<b>33.3</b>	<b>3.8</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>0.0</b>	<b>6</b>	<b>90.8</b>	<b>4</b>	<b>140</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	S	18	0	1	0.0	26.3	57.9	0.0	5.3	5.3	0.0	0.0	0.0	0.0	5.3	7	72.2	15	16	
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>26.3</b>	<b>57.9</b>	<b>0.0</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>5.3</b>	<b>7</b>	<b>72.2</b>	<b>15</b>	<b>16</b>	
OSLO (GARDERMOEN)	ENTER AIR	C	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	39	100.0	0	1	
OSLO (GARDERMOEN)	SAS	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 OSLO (GARDERMOEN)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>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>32</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
STAVANGER	WIDEROE FLYVESELSKAP A/S	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	1	
<b>TOTAL STAVANGER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL NORWAY</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>48.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>13</b>	<b>75.0</b>	<b>14</b>	<b>18</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	24	0	0	8.3	58.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	1	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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 GDANSK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>1</b>	<b>26</b>
KATOWICE	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	263	0.0	0	0
KATOWICE	WIZZ AIR	S	18	0	0	22.2	50.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	16
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>47.4</b>	<b>10.5</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
KRAKOW	EASYJET UK LTD	S	24	0	0	8.3	41.7	29.2	0.0	8.3	8.3	4.2	0.0	0.0	0.0	0.0	16	96.2	8	26
KRAKOW	RYANAIR	S	35	0	0	25.7	45.7	20.0	0.0	5.7	2.9	0.0	0.0	0.0	0.0	0.0	6	100.0	1	26
<b>TOTAL KRAKOW</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>44.1</b>	<b>23.7</b>	<b>0.0</b>	<b>6.8</b>	<b>5.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>98.1</b>	<b>5</b>	<b>52</b>
POZNAN	RYANAIR	S	18	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	22	16
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>22</b>	<b>16</b>
SZCZECIN (GOLENOW)	RYANAIR	S	16	0	0	0.0	81.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	11	17
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>81.3</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>0</b>	<b>82.4</b>	<b>11</b>	<b>17</b>
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	11.1	72.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	17	18
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>72.2</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>0.0</b>	<b>1</b>	<b>66.7</b>	<b>17</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	29.2	37.5	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.1	1	34
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>37.5</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>0</b>	<b>97.1</b>	<b>1</b>	<b>34</b>
WROCLAW	RYANAIR	S	18	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	2	16
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>87.5</b>	<b>2</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>53.1</b>	<b>21.4</b>	<b>1.5</b>	<b>3.1</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.7</b>	<b>6</b>	<b>195</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	28	0	0	7.1	67.9	7.1	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	6	36
FARO	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	3	100.0	1	18
<b>TOTAL FARO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>63.0</b>	<b>17.4</b>	<b>4.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>96.3</b>	<b>4</b>	<b>54</b>
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>59.7</b>	<b>21.0</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>97.2</b>	<b>3</b>	<b>72</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
<b>TOTAL BELGRADE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	16
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	24	0	0	8.3	62.5	12.5	4.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	12	73.5	12	34
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	6	26

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>54.0</b>	<b>22.0</b>	<b>2.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.7</b>	<b>10</b>	<b>60</b>	
CLUJ NAPOCA	WIZZ AIR	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	66.7	17	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
IASI	WIZZ AIR	S	16	0	0	18.8	6.3	50.0	6.3	0.0	12.5	0.0	0.0	6.3	0.0	0.0	68	88.9	23	18	
<b>TOTAL IASI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>6.3</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>88.9</b>	<b>23</b>	<b>18</b>	
<b>TOTAL ROMANIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>45.1</b>	<b>27.5</b>	<b>2.0</b>	<b>2.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.4</b>	<b>12</b>	<b>112</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
ALICANTE	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	34	
ALICANTE	EASYJET UK LTD	S	58	0	0	12.1	55.2	24.1	5.2	1.7	1.7	0.0	0.0	0.0	0.0	0.0	3	92.6	5	54	
ALICANTE	RYANAIR	S	54	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	95.3	3	43	
<b>TOTAL ALICANTE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>44.6</b>	<b>33.9</b>	<b>8.0</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>4</b>	<b>92.4</b>	<b>5</b>	<b>131</b>	
BARCELONA	EASYJET UK LTD	S	42	0	0	4.8	61.9	19.0	2.4	2.4	7.1	0.0	2.4	0.0	0.0	0.0	14	93.2	3	44	
BARCELONA	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	6	82.4	8	34	
<b>TOTAL BARCELONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>30.9</b>	<b>7.4</b>	<b>2.9</b>	<b>4.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>5</b>	<b>78</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	22	0	0	9.1	45.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	8	30	
<b>TOTAL MADRID</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>36.4</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>8</b>	<b>30</b>	
MALAGA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16	
MALAGA	EASYJET UK LTD	S	56	0	0	16.1	64.3	12.5	1.8	1.8	1.8	0.0	1.8	0.0	0.0	0.0	9	98.1	1	54	
MALAGA	RYANAIR	S	34	0	0	11.8	52.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	8	34	
<b>TOTAL MALAGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>60.0</b>	<b>16.7</b>	<b>5.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.3</b>	<b>3</b>	<b>104</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	18	0	0	22.2	44.4	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	0	22	
PALMA DE MALLORCA	RYANAIR	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	11	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>30.8</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>8</b>	<b>100.0</b>	<b>0</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>48.8</b>	<b>28.9</b>	<b>8.1</b>	<b>1.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.1</b>	<b>4</b>	<b>365</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	5.6	50.0	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	90.0	13	20	
ARRECIFE	RYANAIR	S	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	8	83.3	9	18	
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>30.6</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.8</b>	<b>12</b>	<b>38</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	11.1	27.8	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	11	16	
FUERTEVENTURA	RYANAIR	S	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	22	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>29.6</b>	<b>51.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>15</b>	<b>24</b>	
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	100.0	1	1	
<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>1</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	22.2	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	20.0	20.0	40.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	22	88.9	3	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>32.1</b>	<b>35.7</b>	<b>3.6</b>	<b>0.0</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>9</b>	<b>88.9</b>	<b>3</b>	<b>9</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>36.3</b>	<b>38.5</b>	<b>4.4</b>	<b>4.4</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>11</b>	<b>72</b>	
GENEVA	EASYJET UK LTD	S	16	0	0	0.0	50.0	25.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	88.9	3	18	
<b>TOTAL GENEVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	91.9	4	37	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>91.9</b>	<b>4</b>	<b>37</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	316	0	0	12.7	66.8	14.9	1.9	0.6	2.2	0.6	0.3	0.0	0.0	0.0	5	95.5	2	354	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>66.8</b>	<b>14.9</b>	<b>1.9</b>	<b>0.6</b>	<b>2.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.5</b>	<b>2</b>	<b>354</b>	
BIGGIN HILL	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BIGGIN HILL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	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	12	100.0	6	2	
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	32	0	0	18.8	43.8	28.1	3.1	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5	91.7	7	36	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>28.1</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.7</b>	<b>7</b>	<b>36</b>	
EDINBURGH	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	17	1	
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</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	100.0	3	2	
GATWICK	LOGANAIR 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	10	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
ISLE OF MAN	EASYJET UK LTD	S	94	0	0	24.5	56.4	14.9	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2	97.0	5	100	
ISLE OF MAN	FLYBE LTD	S	154	0	1	1.9	54.2	36.1	3.2	2.6	0.6	0.6	0.0	0.0	0.0	0.6	4	79.0	16	210	
<b>TOTAL ISLE OF MAN</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>10.4</b>	<b>55.0</b>	<b>28.1</b>	<b>2.8</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>0.4</b>	<b>3</b>	<b>84.7</b>	<b>13</b>	<b>310</b>	
JERSEY	EASYJET UK LTD	S	74	0	0	17.6	58.1	17.6	4.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	86.0	20	90	
<b>TOTAL JERSEY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>58.1</b>	<b>17.6</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.0</b>	<b>20</b>	<b>90</b>	
LONDON CITY	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	

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
MANCHESTER	SAS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0
<b>TOTAL 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>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>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NORWICH	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
NORWICH	LOGANAIR LTD	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL NORWICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SOUTHAMPTON	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	3	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>685</b>	<b>0</b>	<b>1</b>	<b>12.7</b>	<b>59.2</b>	<b>21.1</b>	<b>2.9</b>	<b>1.6</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>5</b>	<b>90.0</b>	<b>8</b>	<b>836</b>
<b>TOTAL LIVERPOOL (JOHN</b>			<b>2189</b>	<b>0</b>	<b>2</b>	<b>11.6</b>	<b>51.7</b>	<b>26.9</b>	<b>4.2</b>	<b>2.5</b>	<b>2.1</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>6</b>	<b>89.5</b>	<b>7</b>	<b>2495</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>CZECH REPUBLIC</b>																					
PRAGUE	AIR DOLOMITI	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	
PRAGUE	BA CITYFLYER LTD	S	0	60	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>62</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>0</b>	<b>62</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	0	92	0	0.0	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 BILLUND</b>			<b>0</b>	<b>92</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 DENMARK</b>			<b>0</b>	<b>92</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>FRANCE</b>																					
NICE	BA CITYFLYER LTD	S	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL NICE</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 FRANCE</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	0	201	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>201</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	BA CITYFLYER LTD	S	0	179	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.8	3.2	0	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>179</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>96.8</b>	<b>3.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	0	198	0	0.0	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	
FRANKFURT MAIN	LUFTHANSA	S	0	171	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	2.3	0	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>369</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.9</b>	<b>1.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	BA CITYFLYER LTD	S	0	150	0	0.0	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 MUNICH</b>			<b>0</b>	<b>150</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 GERMANY</b>			<b>0</b>	<b>899</b>	<b>10</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	LOT-POLISH AIRLINES	S	0	100	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 BUDAPEST</b>			<b>0</b>	<b>100</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 HUNGARY</b>			<b>0</b>	<b>100</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>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	0	300	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	0.0	0	0	
DUBLIN	BA CITYFLYER LTD	S	0	319	0	0.0	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>0</b>	<b>619</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>99.7</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>619</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>99.7</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	0	119	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	0.0	0	0	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>119</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>99.2</b>	<b>0.8</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	0	297	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	2.3	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
MILAN (LINATE)	BA CITYFLYER LTD	S	0	203	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>500</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.6</b>	<b>1.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BA CITYFLYER LTD	S	0	48	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>48</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>96.0</b>	<b>4.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VENICE	BA CITYFLYER LTD	S	0	20	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL VENICE</b>			<b>0</b>	<b>20</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>0</b>	<b>687</b>	<b>10</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>LITHUANIA</b>																				
VILNIUS	LOT-POLISH AIRLINES	S	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	0.0	0	0
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>99</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>99</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	288	7	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
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>288</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.6</b>	<b>2.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>288</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.6</b>	<b>2.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BA CITYFLYER LTD	S	0	306	0	0.0	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
AMSTERDAM	FLYBE LTD	S	0	70	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.1	7.9	0	0.0	0	0
AMSTERDAM	KLM	S	0	426	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>802</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>99.0</b>	<b>1.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROTTERDAM	BA CITYFLYER LTD	S	0	216	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	0.0	0	0
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>216</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>1018</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>99.1</b>	<b>0.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>																				
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	0	99	2	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
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>99</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>98.0</b>	<b>2.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>0</b>	<b>99</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>98.0</b>	<b>2.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
IBIZA	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 IBIZA</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>
MALAGA	BA CITYFLYER LTD	S	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MALAGA</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	S	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
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>26</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>0</b>	<b>106</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>SWITZERLAND</b>																				



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GENEVA	BA CITYFLYER LTD	S	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
GENEVA	SWISS AIRLINES	S	0	135	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.8	6.3	0	0.0	0	0
<b>TOTAL GENEVA</b>			<b>0</b>	<b>137</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>93.8</b>	<b>6.2</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZURICH	BA CITYFLYER LTD	S	0	184	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	0.0	0	0
ZURICH	SWISS AIRLINES	S	0	274	13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.5	4.5	0	0.0	0	0
<b>TOTAL ZURICH</b>			<b>0</b>	<b>458</b>	<b>14</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>595</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>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	281	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>281</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.3</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BA CITYFLYER LTD	S	0	484	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.6	0.4	0	0.0	0	0
EDINBURGH	FLYBE LTD	S	0	200	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.5	0	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>684</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.6</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	0	41	0	0.0	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 EXETER</b>			<b>0</b>	<b>41</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
GLASGOW	BA CITYFLYER LTD	S	0	341	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7	0.3	0	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>341</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>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITYFLYER LTD	S	0	144	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.4	4.6	0	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>144</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.4</b>	<b>4.6</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	BLUE ISLANDS LIMITED	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	0.0	0	0
JERSEY	FLYBE LTD	S	0	78	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.1	4.9	0	0.0	0	0
<b>TOTAL JERSEY</b>			<b>0</b>	<b>87</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.6</b>	<b>4.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>1578</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	0	35	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.6	5.4	0	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>0</b>	<b>35</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>94.6</b>	<b>5.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>0</b>	<b>35</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>94.6</b>	<b>5.4</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>6281</b>	<b>84</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.7</b>	<b>1.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ALBANIA</b>																				
TIRANA	WIZZ AIR UK LTD	S	43	0	0	16.3	23.3	37.2	14.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	13	34
<b>TOTAL TIRANA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>23.3</b>	<b>37.2</b>	<b>14.0</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.6</b>	<b>13</b>	<b>34</b>
<b>TOTAL ALBANIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>23.3</b>	<b>37.2</b>	<b>14.0</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.6</b>	<b>13</b>	<b>34</b>
<b>AUSTRIA</b>																				
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.6	22	34
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</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>8</b>	<b>70.6</b>	<b>22</b>	<b>34</b>
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</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>8</b>	<b>70.6</b>	<b>22</b>	<b>34</b>
<b>BULGARIA</b>																				
BURGAS	WIZZ AIR UK LTD	S	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	1	96.2	1	26
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>96.2</b>	<b>1</b>	<b>26</b>
SOFIA	WIZZ AIR	S	136	0	0	26.5	36.8	31.6	4.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3	88.4	5	138
SOFIA	WIZZ 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	20	2
<b>TOTAL SOFIA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>36.8</b>	<b>31.6</b>	<b>4.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.9</b>	<b>5</b>	<b>140</b>
VARNA	WIZZ AIR	S	42	0	0	21.4	52.4	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	3	44
<b>TOTAL VARNNA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>52.4</b>	<b>26.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.5</b>	<b>3</b>	<b>44</b>
<b>TOTAL BULGARIA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>26.0</b>	<b>40.8</b>	<b>29.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.5</b>	<b>4</b>	<b>210</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BOA VISTA (RABIL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>100.0</b>	<b>0</b>	<b>1</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	8	32
LARNACA	WIZZ AIR UK LTD	S	54	0	0	5.6	27.8	46.3	11.1	5.6	3.7	0.0	0.0	0.0	0.0	0.0	10	95.0	4	60
<b>TOTAL LARNACA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>46.3</b>	<b>11.1</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.1</b>	<b>5</b>	<b>92</b>
PAPHOS	EASYJET UK LTD	S	34	0	0	5.9	52.9	38.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.3	9	34
PAPHOS	TUI AIRWAYS LTD	C	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	62.5	19	8
<b>TOTAL PAPHOS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>48.7</b>	<b>43.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.0</b>	<b>11</b>	<b>42</b>
<b>TOTAL CYPRUS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>36.6</b>	<b>45.2</b>	<b>7.5</b>	<b>3.2</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>7</b>	<b>86.6</b>	<b>7</b>	<b>134</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	62	0	0	4.8	41.9	43.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
PRAGUE	WIZZ AIR UK LTD	S	44	0	0	6.8	54.5	27.3	6.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9	84.6	11	52
<b>TOTAL PRAGUE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>47.2</b>	<b>36.8</b>	<b>7.5</b>	<b>0.9</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>84.6</b>	<b>11</b>	<b>52</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>47.2</b>	<b>36.8</b>	<b>7.5</b>	<b>0.9</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>84.6</b>	<b>11</b>	<b>52</b>
<b>DENMARK</b>																				
COPENHAGEN	RYANAIR	S	52	0	0	11.5	55.8	25.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	7	60
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>55.8</b>	<b>25.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.0</b>	<b>7</b>	<b>60</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL DENMARK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>55.8</b>	<b>25.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.0</b>	<b>7</b>	<b>60</b>
<b>EGYPT</b>																				
MARSA ALAM	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	14	1
<b>TOTAL MARSA ALAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
<b>ESTONIA</b>																				
TALLIN	WIZZ 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	95.5	1	22	
<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</b>	<b>95.5</b>	<b>1</b>	<b>22</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</b>	<b>95.5</b>	<b>1</b>	<b>22</b>	
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	20	0	0	5.0	50.0	30.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	11	93.8	3	16
<b>TOTAL BEZIERS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
BORDEAUX	EASYJET UK LTD	S	30	0	0	6.7	13.3	36.7	20.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	17	62.5	14	24
<b>TOTAL BORDEAUX</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>13.3</b>	<b>36.7</b>	<b>20.0</b>	<b>20.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.5</b>	<b>14</b>	<b>24</b>
LA ROCHELLE	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL LA ROCHELLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LYON	EASYJET UK LTD	S	42	0	0	0.0	31.0	54.8	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	84.1	7	44
LYON	VOLOTEA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>54.8</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.6</b>	<b>7</b>	<b>46</b>
MARSEILLE	EASYJET UK LTD	S	18	0	0	11.1	61.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	18
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
NANTES	EASYJET UK LTD	S	22	0	0	9.1	50.0	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	18
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>50.0</b>	<b>36.4</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>3</b>	<b>18</b>
NICE	EASYJET UK LTD	S	28	0	0	10.7	32.1	39.3	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	36
<b>TOTAL NICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.1</b>	<b>39.3</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>7</b>	<b>77.8</b>	<b>11</b>	<b>36</b>
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	154	0	0	3.2	39.6	40.9	10.4	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7	76.4	10	157
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>39.9</b>	<b>40.5</b>	<b>10.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.4</b>	<b>10</b>	<b>157</b>
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	6	0	0	16.7	16.7	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25	60.0	13	20
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>60.0</b>	<b>13</b>	<b>20</b>
<b>TOTAL FRANCE</b>			<b>325</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>37.5</b>	<b>40.0</b>	<b>8.9</b>	<b>7.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.6</b>	<b>9</b>	<b>335</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	100.0	3	18
KUTAISI	WIZZ AIR UK LTD	S	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL KUTAISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GEORGIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</b>	EASYJET UK LTD	S	84	0	0	7.1	46.4	35.7	6.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	94.5	5	91
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>35.7</b>	<b>6.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.5</b>	<b>5</b>	<b>91</b>
<b>COLOGNE BONN</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	173	2
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>173</b>	<b>2</b>
<b>DORTMUND</b>	EASYJET UK LTD	S	70	0	0	7.1	57.1	32.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.8	21	76
<b>TOTAL DORTMUND</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</b>	<b>32.9</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>0.0</b>	<b>2</b>	<b>65.8</b>	<b>21</b>	<b>76</b>
<b>FRANKFURT MAIN</b>	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MUNICH</b>	EASYJET UK LTD	S	27	0	0	3.7	25.9	48.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	76.9	9	26
<b>TOTAL MUNICH</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>48.1</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>0.0</b>	<b>17</b>	<b>76.9</b>	<b>9</b>	<b>26</b>
<b>TOTAL GERMANY</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>47.3</b>	<b>36.8</b>	<b>5.5</b>	<b>2.2</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>80.0</b>	<b>13</b>	<b>195</b>
<b>GIBRALTAR</b>																				
<b>GIBRALTAR</b>	EASYJET UK LTD	S	18	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>																				
<b>ATHENS</b>	RYANAIR	S	26	0	0	0.0	26.9	53.8	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	57.7	19	26
<b>ATHENS</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	65.8	13	38
<b>ATHENS</b>	WIZZ AIR UK LTD	S	42	0	0	9.5	31.0	50.0	2.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	18	22
<b>TOTAL ATHENS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>51.5</b>	<b>7.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>59.3</b>	<b>16</b>	<b>86</b>
<b>CORFU</b>	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	39	100.0	0	2
<b>TOTAL CORFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>HERAKLION</b>	EASYJET UK LTD	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	7	2
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>RHODES</b>	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL RHODES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SALONIKA</b>	WIZZ AIR UK LTD	S	18	0	0	0.0	66.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>36.2</b>	<b>41.5</b>	<b>10.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>16</b>	<b>90</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	WIZZ AIR	S	214	0	0	5.1	40.7	33.6	11.2	4.7	2.8	1.9	0.0	0.0	0.0	0.0	12	88.5	10	226
<b>BUDAPEST</b>	WIZZ 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	29	1
<b>TOTAL BUDAPEST</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>40.7</b>	<b>33.6</b>	<b>11.2</b>	<b>4.7</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.1</b>	<b>10</b>	<b>227</b>
<b>DEBRECEN</b>	WIZZ AIR	S	60	0	0	21.7	30.0	33.3	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	29	58

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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 DEBRECEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>30.0</b>	<b>33.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>29</b>	<b>58</b>	
<b>TOTAL HUNGARY</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.3</b>	<b>33.6</b>	<b>10.9</b>	<b>4.7</b>	<b>2.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.8</b>	<b>14</b>	<b>285</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	104	0	0	8.7	42.3	42.3	3.8	1.9	1.0	0.0	0.0	0.0	0.0	0.0	5	91.1	7	120	
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	34.8	50	23	
KEFLAVIK	WIZZ AIR UK LTD	S	34	0	0	8.8	26.5	41.2	8.8	2.9	5.9	0.0	2.9	2.9	0.0	0.0	34	40.0	35	10	
<b>TOTAL KEFLAVIK</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>38.4</b>	<b>42.0</b>	<b>5.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.6</b>	<b>15</b>	<b>153</b>	
<b>TOTAL ICELAND</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>38.4</b>	<b>42.0</b>	<b>5.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.6</b>	<b>15</b>	<b>153</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	42	0	0	31.0	52.4	14.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	44	
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>52.4</b>	<b>14.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>44</b>	
DUBLIN	RYANAIR	S	170	0	0	13.5	57.6	22.9	4.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2	87.8	6	172	
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>57.6</b>	<b>22.9</b>	<b>4.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.8</b>	<b>6</b>	<b>172</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	53	0	0	15.1	47.2	32.1	3.8	0.0	0.0	0.0	0.0	1.9	0.0	0.0	11	86.5	9	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>47.2</b>	<b>32.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.5</b>	<b>9</b>	<b>52</b>	
KERRY COUNTY	RYANAIR	S	52	0	0	11.5	65.4	17.3	3.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	52	
<b>TOTAL KERRY COUNTY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>65.4</b>	<b>17.3</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>3</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>56.5</b>	<b>22.4</b>	<b>3.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>5</b>	<b>320</b>	
<b>ISRAEL</b>																					
OVDA	WIZZ 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	3	17	
<b>TOTAL OVDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>17</b>	
TEL AVIV	EASYJET UK LTD	S	109	0	0	10.1	15.6	45.0	16.5	11.9	0.9	0.0	0.0	0.0	0.0	0.0	14	75.5	11	110	
TEL AVIV	EL AL	S	35	0	1	19.4	27.8	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	2.8	6	91.7	6	36	
TEL AVIV	WIZZ AIR UK LTD	S	51	0	0	9.8	31.4	43.1	5.9	7.8	2.0	0.0	0.0	0.0	0.0	0.0	8	85.2	8	54	
<b>TOTAL TEL AVIV</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>11.7</b>	<b>21.9</b>	<b>43.4</b>	<b>11.7</b>	<b>9.7</b>	<b>1.0</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>81.0</b>	<b>9</b>	<b>200</b>	
<b>TOTAL ISRAEL</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>11.7</b>	<b>21.9</b>	<b>43.4</b>	<b>11.7</b>	<b>9.7</b>	<b>1.0</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>82.5</b>	<b>9</b>	<b>217</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	EASYJET UK LTD	S	18	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	16	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
BARI (PALESE)	WIZZ 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	93.8	3	16	
<b>TOTAL BARI (PALESE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
BOLOGNA	RYANAIR	S	60	0	0	13.3	50.0	26.7	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.7	9	60	
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>50.0</b>	<b>26.7</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>0.0</b>	<b>4</b>	<b>81.7</b>	<b>9</b>	<b>60</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	18	0	0	11.1	27.8	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.9	15	19	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>5</b>	<b>78.9</b>	<b>15</b>	<b>19</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
FLORENCE	VUELING AIRLINES	S	16	0	2	22.2	27.8	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	0.0	0	0
<b>TOTAL FLORENCE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>27.8</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>11.1</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	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	33	0.0	0	0
MILAN (MALPENSA)	EASYJET UK LTD	S	56	0	0	0.0	46.4	33.9	12.5	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	84.4	8	45
MILAN (MALPENSA)	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>45.8</b>	<b>32.2</b>	<b>11.9</b>	<b>8.5</b>	<b>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>8</b>	<b>45</b>
NAPLES	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	25	0.0	0	0
NAPLES	EASYJET UK LTD	S	37	0	0	0.0	35.1	43.2	5.4	8.1	8.1	0.0	0.0	0.0	0.0	0.0	14	76.3	18	38
<b>TOTAL NAPLES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>42.1</b>	<b>7.9</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.3</b>	<b>18</b>	<b>38</b>
OLBIA	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	4	0.0	0	0
<b>TOTAL OLBIA</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PISA	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18
<b>TOTAL PISA</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>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	30	0	0	6.7	43.3	43.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	5	32
<b>TOTAL ROME (FIUMICINO)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>43.3</b>	<b>43.3</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>0.0</b>	<b>3</b>	<b>90.6</b>	<b>5</b>	<b>32</b>
TURIN	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10
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	72.2	21	18
<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>82.1</b>	<b>14</b>	<b>28</b>
VENICE	EASYJET UK LTD	S	30	0	2	6.3	34.4	40.6	9.4	3.1	0.0	0.0	0.0	0.0	0.0	6.3	5	89.3	4	28
<b>TOTAL VENICE</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>34.4</b>	<b>40.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>5</b>	<b>89.3</b>	<b>4</b>	<b>28</b>
<b>TOTAL ITALY</b>			<b>273</b>	<b>0</b>	<b>4</b>	<b>8.3</b>	<b>40.8</b>	<b>35.7</b>	<b>7.6</b>	<b>5.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>6</b>	<b>85.7</b>	<b>9</b>	<b>300</b>
<b>KOSOVO</b>																				
PRISTINA	WIZZ AIR UK LTD	S	26	0	0	19.2	65.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	40
<b>TOTAL PRISTINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>65.4</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>0</b>	<b>87.5</b>	<b>7</b>	<b>40</b>
<b>TOTAL KOSOVO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>65.4</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>0</b>	<b>87.5</b>	<b>7</b>	<b>40</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	60	0	0	11.7	15.0	60.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	74.4	21	86
<b>TOTAL RIGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>15.0</b>	<b>60.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.4</b>	<b>21</b>	<b>86</b>
<b>TOTAL LATVIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>15.0</b>	<b>60.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.4</b>	<b>21</b>	<b>86</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	60	0	0	13.3	50.0	28.3	5.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	5	60
KAUNAS	WIZZ AIR UK LTD	S	44	0	0	0.0	54.5	31.8	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	91.3	7	46
<b>TOTAL KAUNAS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>51.9</b>	<b>29.8</b>	<b>4.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.5</b>	<b>6</b>	<b>106</b>
PALANGA	WIZZ AIR UK LTD	S	18	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	88.9	3	18
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>3</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VILNIUS	RYANAIR	S	52	0	0	1.9	42.3	48.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	4	52	
VILNIUS	WIZZ AIR	S	42	0	0	23.8	64.3	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.6	4	78	
<b>TOTAL VILNIUS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>52.1</b>	<b>31.9</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>0.0</b>	<b>2</b>	<b>94.6</b>	<b>4</b>	<b>130</b>	
<b>TOTAL LITHUANIA</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.5</b>	<b>31.9</b>	<b>5.1</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.9</b>	<b>5</b>	<b>254</b>	
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR UK LTD	S	18	0	0	0.0	61.1	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL OHRID</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKOPJE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26	
SKOPJE	WIZZ AIR UK LTD	S	18	0	0	5.6	11.1	55.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL SKOPJE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>55.6</b>	<b>11.1</b>	<b>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>96.2</b>	<b>3</b>	<b>26</b>	
<b>TOTAL MACEDONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>41.7</b>	<b>5.6</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	36	0	0	0.0	44.4	38.9	11.1	2.8	2.8	0.0	0.0	0.0	0.0	0.0	7	88.2	6	34	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</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>7</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</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>7</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	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	81	1	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>81</b>	<b>1</b>	
MARRAKESH	RYANAIR	S	18	0	0	0.0	27.8	44.4	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	83.3	10	18	
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.9</b>	<b>13</b>	<b>19</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	AIR NIGERIA	S	120	0	0	0.0	29.2	47.5	5.0	4.2	10.8	1.7	1.7	0.0	0.0	0.0	22	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	S	53	0	0	5.7	43.4	30.2	15.1	0.0	1.9	0.0	3.8	0.0	0.0	0.0	15	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	317	0	0	3.8	41.3	36.3	8.5	7.6	2.2	0.3	0.0	0.0	0.0	0.0	9	88.2	6	372	
AMSTERDAM	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	80.0	13	60	
AMSTERDAM	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.9	22	50	
<b>TOTAL AMSTERDAM</b>			<b>490</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>38.6</b>	<b>38.4</b>	<b>8.4</b>	<b>5.9</b>	<b>4.3</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.8</b>	<b>8</b>	<b>482</b>	
EINDHOVEN	JETAIRFLY	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
EINDHOVEN	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL EINDHOVEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL NETHERLANDS</b>			<b>490</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>38.6</b>	<b>38.4</b>	<b>8.4</b>	<b>5.9</b>	<b>4.3</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.9</b>	<b>8</b>	<b>486</b>	
<b>NORWAY</b>																					
BERGEN	WIZZ AIR UK LTD	S	26	0	0	7.7	46.2	26.9	3.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>26.9</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	WIZZ AIR UK LTD	S	42	0	0	0.0	54.8	28.6	9.5	4.8	2.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.8</b>	<b>28.6</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STAVANGER	WIZZ AIR UK LTD	S	18	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>57.0</b>	<b>24.4</b>	<b>5.8</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	0	3.8	46.2	34.6	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	15	26	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>34.6</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
GDANSK	WIZZ AIR	S	104	0	0	12.5	44.2	27.9	9.6	5.8	0.0	0.0	0.0	0.0	0.0	0.0	6	95.6	3	136	
GDANSK	WIZZ AIR UK LTD	S	9	0	0	11.1	22.2	11.1	0.0	11.1	11.1	0.0	22.2	11.1	0.0	0.0	132	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>42.5</b>	<b>26.5</b>	<b>8.8</b>	<b>6.2</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>95.6</b>	<b>3</b>	<b>136</b>	
KATOWICE	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	260	0.0	0	0	
KATOWICE	WIZZ AIR	S	112	0	0	21.4	41.1	21.4	8.0	4.5	1.8	1.8	0.0	0.0	0.0	0.0	9	89.0	6	146	
<b>TOTAL KATOWICE</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>40.7</b>	<b>21.2</b>	<b>8.0</b>	<b>4.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>89.0</b>	<b>6</b>	<b>146</b>	
KRAKOW	EASYJET UK LTD	S	35	0	0	8.6	54.3	22.9	5.7	5.7	0.0	2.9	0.0	0.0	0.0	0.0	8	91.2	5	34	
KRAKOW	RYANAIR	S	31	0	2	9.1	30.3	36.4	3.0	12.1	3.0	0.0	0.0	0.0	0.0	6.1	12	0.0	0	0	
KRAKOW	WIZZ AIR	S	84	0	2	11.6	48.8	27.9	4.7	0.0	2.3	1.2	1.2	0.0	0.0	2.3	9	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>10.4</b>	<b>46.1</b>	<b>28.6</b>	<b>4.5</b>	<b>3.9</b>	<b>1.9</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>9</b>	<b>91.2</b>	<b>5</b>	<b>34</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	42	0	0	19.0	40.5	28.6	2.4	0.0	7.1	2.4	0.0	0.0	0.0	0.0	13	90.2	12	51	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>40.5</b>	<b>28.6</b>	<b>2.4</b>	<b>0.0</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>90.2</b>	<b>12</b>	<b>51</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	80.9	8	68	
POZNAN	WIZZ AIR UK LTD	S	60	0	0	21.7	56.7	15.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>56.7</b>	<b>15.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.9</b>	<b>8</b>	<b>68</b>	
RZESZOW	RYANAIR	S	26	0	0	0.0	69.2	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	38.5	21	26	
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</b>	<b>26.9</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>38.5</b>	<b>21</b>	<b>26</b>	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	18	0	0	11.1	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	7	22	
<b>TOTAL SZYMANY (MAZURY)</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>2</b>	<b>90.9</b>	<b>7</b>	<b>22</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	188	0	0	11.2	53.7	23.9	8.5	1.6	1.1	0.0	0.0	0.0	0.0	0.0	5	86.4	8	198	
WARSAW (CHOPIN)	WIZZ 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	172	2	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>53.7</b>	<b>23.9</b>	<b>8.5</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>9</b>	<b>200</b>	
WROCLAW	WIZZ AIR	S	60	0	0	1.7	33.3	46.7	10.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	94.9	2	78	
<b>TOTAL WROCLAW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>33.3</b>	<b>46.7</b>	<b>10.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.9</b>	<b>2</b>	<b>78</b>	
<b>TOTAL POLAND</b>			<b>796</b>	<b>0</b>	<b>4</b>	<b>12.5</b>	<b>47.0</b>	<b>26.9</b>	<b>6.5</b>	<b>4.0</b>	<b>1.4</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>87.0</b>	<b>7</b>	<b>787</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	44	0	0	4.5	38.6	47.7	6.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0	6	95.0	2	40	
FARO	RYANAIR	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	0.0	0	0	
<b>TOTAL FARO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>95.0</b>	<b>2</b>	<b>40</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: LUTON (Full Analysis)

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 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
LISBON	EASYJET UK LTD	S	100	0	0	8.0	40.0	35.0	10.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	8	81.3	10	112
LISBON	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1
LISBON	WIZZ AIR UK LTD	S	44	0	0	4.5	25.0	13.6	20.5	29.5	6.8	0.0	0.0	0.0	0.0	0.0	22	83.6	9	61
<b>TOTAL LISBON</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>35.4</b>	<b>28.5</b>	<b>13.2</b>	<b>13.2</b>	<b>2.1</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>81.6</b>	<b>10</b>	<b>174</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	19.2	42.3	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	3	26
OPORTO (PORTUGAL)	WIZZ AIR UK 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	6	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.4</b>	<b>45.5</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
<b>TOTAL PORTUGAL</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>36.3</b>	<b>36.3</b>	<b>10.4</b>	<b>7.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.4</b>	<b>8</b>	<b>240</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	65.0	15	60
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	62	0	0	9.7	35.5	45.2	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>35.5</b>	<b>45.2</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.0</b>	<b>15</b>	<b>60</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>35.5</b>	<b>45.2</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.0</b>	<b>15</b>	<b>60</b>
REPUBLIC OF SERBIA																				
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	84.6	5	26
BELGRADE	WIZZ AIR UK LTD	S	26	0	0	7.7	34.6	34.6	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL BELGRADE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>34.6</b>	<b>7.7</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.6</b>	<b>5</b>	<b>26</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>34.6</b>	<b>7.7</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.6</b>	<b>5</b>	<b>26</b>
ROMANIA																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	42	0	0	11.9	23.8	54.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	81.0	10	42
<b>TOTAL BACAU</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>23.8</b>	<b>54.8</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.0</b>	<b>10</b>	<b>42</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	60	0	0	11.7	30.0	40.0	16.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	78.2	10	78
BUCHAREST (OTOPENI)	WIZZ AIR	S	168	0	0	19.0	32.7	35.7	8.3	3.0	1.2	0.0	0.0	0.0	0.0	0.0	6	85.3	7	190
BUCHAREST (OTOPENI)	WIZZ 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	36	1
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>32.0</b>	<b>36.8</b>	<b>10.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.9</b>	<b>8</b>	<b>269</b>
CLUJ NAPOCA	WIZZ AIR	S	94	0	0	13.8	42.6	38.3	1.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	82.3	12	127
CLUJ NAPOCA	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>42.1</b>	<b>37.9</b>	<b>1.1</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>0.0</b>	<b>5</b>	<b>82.3</b>	<b>12</b>	<b>127</b>
CONSTANTA	WIZZ AIR 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	70.4	11	26
<b>TOTAL CONSTANTA</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>70.4</b>	<b>11</b>	<b>26</b>
CRAIOVA	WIZZ AIR	S	60	0	0	16.7	36.7	35.0	5.0	1.7	1.7	0.0	3.3	0.0	0.0	0.0	12	82.7	11	52
<b>TOTAL CRAIOVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>36.7</b>	<b>35.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.7</b>	<b>11</b>	<b>52</b>
IASI	BLUE AIR TRANSPORT AERIAN	S	26	0	0	15.4	50.0	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	13	26
IASI	TAROM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	23	24
IASI	WIZZ AIR	S	60	0	0	8.3	45.0	40.0	1.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	6	86.7	5	60

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
IASI	WIZZ AIR UK LTD	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	127	50.0	61	2	
<b>TOTAL IASI</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>44.9</b>	<b>32.6</b>	<b>4.5</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.5</b>	<b>12</b>	<b>112</b>	
SATU MARE	WIZZ AIR UK LTD	S	16	0	0	18.8	56.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	12	26	
<b>TOTAL SATU MARE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>12</b>	<b>26</b>	
SIBIU	WIZZ AIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	96.2	7	53	
<b>TOTAL SIBIU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>96.2</b>	<b>7</b>	<b>53</b>	
SUCEAVA	WIZZ AIR UK LTD	S	58	0	0	12.1	37.9	31.0	5.2	0.0	1.7	8.6	3.4	0.0	0.0	0.0	27	76.5	17	50	
<b>TOTAL SUCEAVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>37.9</b>	<b>31.0</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.5</b>	<b>17</b>	<b>50</b>	
TIMISOARA	WIZZ AIR	S	60	0	0	15.0	46.7	33.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.7	11	60	
<b>TOTAL TIMISOARA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>46.7</b>	<b>33.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.7</b>	<b>11</b>	<b>60</b>	
TIRGU MURES	WIZZ AIR UK LTD	S	26	0	0	23.1	57.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.3	6	34	
<b>TOTAL TIRGU MURES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>57.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
<b>TOTAL ROMANIA</b>			<b>694</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>38.3</b>	<b>35.2</b>	<b>6.9</b>	<b>2.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.6</b>	<b>10</b>	<b>851</b>	
<b>RUSSIA</b>																					
MOSCOW (VNUKOVO)	WIZZ AIR UK LTD	S	60	0	0	3.3	43.3	41.7	6.7	1.7	1.7	1.7	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>41.7</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ST PETERSBURG	WIZZ AIR UK LTD	S	60	0	0	0.0	38.3	38.3	13.3	1.7	8.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.3</b>	<b>38.3</b>	<b>13.3</b>	<b>1.7</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUSSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>40.8</b>	<b>40.0</b>	<b>10.0</b>	<b>1.7</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR UK LTD	S	34	0	0	11.8	47.1	32.4	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	5	42	
<b>TOTAL BRATISLAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>32.4</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.9</b>	<b>5</b>	<b>42</b>	
KOSICE	WIZZ AIR UK LTD	S	42	0	0	16.7	45.2	23.8	2.4	4.8	7.1	0.0	0.0	0.0	0.0	0.0	9	92.5	4	52	
<b>TOTAL KOSICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>45.2</b>	<b>23.8</b>	<b>2.4</b>	<b>4.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.5</b>	<b>4</b>	<b>52</b>	
TATRY-POPRAD	WIZZ AIR UK LTD	S	16	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	18	26	
<b>TOTAL TATRY-POPRAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>18</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>46.7</b>	<b>29.3</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.6</b>	<b>7</b>	<b>120</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	WIZZ 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	88.2	4	34	
<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>88.2</b>	<b>4</b>	<b>34</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>88.2</b>	<b>4</b>	<b>34</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	82	0	0	11.0	37.8	39.0	7.3	4.9	0.0	0.0	0.0	0.0	0.0	0.0	5	91.5	6	82	
ALICANTE	RYANAIR	S	32	0	0	9.4	43.8	46.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	26	
<b>TOTAL ALICANTE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.5</b>	<b>41.2</b>	<b>5.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.5</b>	<b>5</b>	<b>108</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BARCELONA	EASYJET EUROPE	S	6	0	0	0.0	16.7	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
BARCELONA	EASYJET UK LTD	S	156	0	0	12.2	44.2	34.0	7.7	1.3	0.0	0.6	0.0	0.0	0.0	0.0	5	82.6	9	178	
BARCELONA	RYANAIR	S	60	0	0	6.7	53.3	35.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>45.9</b>	<b>34.2</b>	<b>6.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.6</b>	<b>9</b>	<b>178</b>	
IBIZA	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	44	0	0	11.4	25.0	45.5	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	8	82.0	7	50	
<b>TOTAL MADRID</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.0</b>	<b>45.5</b>	<b>4.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.0</b>	<b>7</b>	<b>50</b>	
MAHON	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL MAHON</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>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	EASYJET SWITZERLAND	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
MALAGA	EASYJET UK LTD	S	72	0	0	6.9	41.7	38.9	5.6	2.8	4.2	0.0	0.0	0.0	0.0	0.0	7	88.2	6	68	
MALAGA	RYANAIR	S	52	0	0	13.5	38.5	34.6	7.7	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	94.2	4	52	
MALAGA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>38.9</b>	<b>36.6</b>	<b>6.9</b>	<b>4.6</b>	<b>3.1</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>90.1</b>	<b>5</b>	<b>121</b>	
MURCIA INTERNATIONAL	RYANAIR	S	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	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</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	92.3	5	26	
<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>92.3</b>	<b>5</b>	<b>26</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	24	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	81.8	12	22	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	121	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>12</b>	<b>22</b>	
SEVILLE	EASYJET UK LTD	S	26	0	0	7.7	46.2	30.8	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	84.6	6	26	
SEVILLE	RYANAIR	S	14	0	0	0.0	21.4	71.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>37.5</b>	<b>45.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>6</b>	<b>26</b>	
VALENCIA	EASYJET UK LTD	S	18	0	0	5.6	61.1	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	5	26	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>603</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>41.6</b>	<b>37.1</b>	<b>5.6</b>	<b>4.6</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.3</b>	<b>7</b>	<b>557</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	25	0	0	12.0	44.0	36.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.8	8	25	
ARRECIFE	RYANAIR	S	12	0	0	8.3	8.3	58.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	93.8	7	16	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	52	100.0	3	8	
<b>TOTAL ARRECIFE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>28.9</b>	<b>40.0</b>	<b>6.7</b>	<b>8.9</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.0</b>	<b>7</b>	<b>49</b>	
FUERTEVENTURA	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	58	75.0	9	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	14.3	25	7	
<b>TOTAL FUERTEVENTURA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>56.5</b>	<b>14</b>	<b>23</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	RYANAIR	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	3	
<b>TOTAL LAS PALMAS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>5</b>	<b>3</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	22	0	0	0.0	27.3	50.0	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	80.8	8	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	0.0	56.3	31.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	6	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	14	0	0	0.0	21.4	28.6	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	72.2	11	18	
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.9</b>	<b>43.5</b>	<b>9.7</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.7</b>	<b>9</b>	<b>60</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.9</b>	<b>40.5</b>	<b>9.5</b>	<b>11.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.1</b>	<b>9</b>	<b>135</b>	
STOCKHOLM (ARLANDA)	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	83.3	7	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</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>83.3</b>	<b>7</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	27	0	0	7.4	33.3	40.7	3.7	11.1	3.7	0.0	0.0	0.0	0.0	0.0	12	86.1	7	36	
<b>TOTAL BALE MULHOUSE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>33.3</b>	<b>40.7</b>	<b>3.7</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>0.0</b>	<b>12</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
GENEVA	EASYJET SWITZERLAND	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GENEVA	EASYJET UK LTD	S	86	0	0	10.5	45.3	27.9	9.3	4.7	2.3	0.0	0.0	0.0	0.0	0.0	8	93.0	4	86	
<b>TOTAL GENEVA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>45.3</b>	<b>27.9</b>	<b>9.3</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.1</b>	<b>4</b>	<b>87</b>	
ZURICH	EASYJET UK LTD	S	62	0	1	3.2	49.2	27.0	6.3	9.5	3.2	0.0	0.0	0.0	0.0	1.6	9	85.5	6	62	
<b>TOTAL ZURICH</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>49.2</b>	<b>27.0</b>	<b>6.3</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>1.6</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>TOTAL SWITZERLAND</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>44.9</b>	<b>29.5</b>	<b>7.4</b>	<b>7.4</b>	<b>2.8</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>89.2</b>	<b>5</b>	<b>185</b>	
<b>TURKEY</b>																					
ANTALYA	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	26	100.0	0	2	
ANTALYA	SUNEXPRESS	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	100.0	0	2	
<b>TOTAL BODRUM (MILAS)</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>42</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
DALAMAN	EASYJET UK LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
ISTANBUL ATATURK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ISTANBUL ATATURK</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 TURKEY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>46.2</b>	<b>7.7</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>11</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>UKRAINE</b>																				
KHARKOV OSNOVA INTL	WIZZ 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	8	12
<b>TOTAL KHARKOV OSNOVA INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>12</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	80.8	12	26	
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	26	0	0	23.1	42.3	23.1	3.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>12</b>	<b>26</b>
LVOV	WIZZ AIR UK LTD	S	18	0	0	16.7	50.0	22.2	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	14	88.5	4	26
<b>TOTAL LVOV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.5</b>	<b>4</b>	<b>26</b>
<b>TOTAL UKRAINE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>45.5</b>	<b>22.7</b>	<b>4.5</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>0.0</b>	<b>16</b>	<b>84.4</b>	<b>8</b>	<b>64</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASYJET UK LTD	S	35	0	0	8.6	42.9	31.4	11.4	0.0	2.9	0.0	2.9	0.0	0.0	0.0	15	92.3	6	26
<b>TOTAL ABERDEEN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>42.9</b>	<b>31.4</b>	<b>11.4</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.3</b>	<b>6</b>	<b>26</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	208	0	0	6.7	47.6	33.7	7.7	2.4	1.9	0.0	0.0	0.0	0.0	0.0	6	92.8	4	208
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>47.6</b>	<b>33.7</b>	<b>7.7</b>	<b>2.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.8</b>	<b>4</b>	<b>208</b>
BIRMINGHAM	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	24	0.0	0	0
BIRMINGHAM	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
BRISTOL	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	8	2
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
DURHAM TEES VALLEY	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	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>0</b>	<b>1</b>
EDINBURGH	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	35	0.0	0	0
EDINBURGH	EASYJET UK LTD	S	178	0	0	11.2	52.8	22.5	7.3	5.1	1.1	0.0	0.0	0.0	0.0	0.0	6	67.0	21	182
<b>TOTAL EDINBURGH</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>52.5</b>	<b>22.3</b>	<b>7.3</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.0</b>	<b>21</b>	<b>182</b>
GATWICK	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	18	75.0	6	4
<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>18</b>	<b>75.0</b>	<b>6</b>	<b>4</b>
GLASGOW	EASYJET UK LTD	S	136	0	0	6.6	52.9	24.3	8.1	5.1	2.9	0.0	0.0	0.0	0.0	0.0	8	84.4	8	141
<b>TOTAL GLASGOW</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>52.9</b>	<b>24.3</b>	<b>8.1</b>	<b>5.1</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>8</b>	<b>84.4</b>	<b>8</b>	<b>141</b>
INVERNESS	EASYJET UK LTD	S	59	0	0	3.4	40.7	30.5	11.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	23	59
<b>TOTAL INVERNESS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>40.7</b>	<b>30.5</b>	<b>11.9</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>10</b>	<b>60.0</b>	<b>23</b>	<b>59</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
MANCHESTER	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>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>100.0</b>	<b>4</b>	<b>1</b>	
NEWCASTLE	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	50.0	13	2	
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
STANSTED	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	7	0.0	26	1	
STANSTED	RYANAIR	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	27	0.0	0	0	
STANSTED	WIZZ AIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>23</b>	<b>0.0</b>	<b>26</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>635</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>48.3</b>	<b>27.8</b>	<b>8.8</b>	<b>5.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>79.7</b>	<b>12</b>	<b>629</b>	
<b>USA</b>																					
BOSTON	EL AL	S	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	13	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUTON</b>			<b>6917</b>	<b>0</b>	<b>12</b>	<b>9.7</b>	<b>42.0</b>	<b>33.9</b>	<b>7.4</b>	<b>4.5</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>84.4</b>	<b>9</b>	<b>7118</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	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 ANTIGUA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
<b>TOTAL ANTIGUA AND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
<b>AUSTRIA</b>																					
VIENNA	AUSTRIAN AIRLINES	S	42	0	0	7.1	59.5	26.2	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	95.5	2	42	
VIENNA	EASYJET UK LTD	S	16	0	0	6.3	43.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	6	26	
VIENNA	JET2.COM LTD	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	5	
<b>TOTAL VIENNA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>54.7</b>	<b>32.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.1</b>	<b>4</b>	<b>73</b>	
<b>TOTAL AUSTRIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>54.7</b>	<b>32.8</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.1</b>	<b>4</b>	<b>73</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	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	20	8	
BRIDGETOWN	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	26	10	
BRIDGETOWN	TUI AIRWAYS LTD	C	36	0	0	13.9	5.6	27.8	25.0	19.4	5.6	2.8	0.0	0.0	0.0	0.0	23	51.9	19	27	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	11.1	40.7	29.6	0.0	3.7	14.8	0.0	0.0	0.0	0.0	0.0	14	83.3	9	18	
<b>TOTAL BRIDGETOWN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>20.6</b>	<b>28.6</b>	<b>14.3</b>	<b>12.7</b>	<b>9.5</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>61.9</b>	<b>17</b>	<b>63</b>	
<b>TOTAL BARBADOS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>20.6</b>	<b>28.6</b>	<b>14.3</b>	<b>12.7</b>	<b>9.5</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>61.9</b>	<b>17</b>	<b>63</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	161	0	0	3.1	32.3	44.1	16.1	3.7	0.6	0.0	0.0	0.0	0.0	0.0	8	73.8	12	164	
<b>TOTAL BRUSSELS</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>32.3</b>	<b>44.1</b>	<b>16.1</b>	<b>3.7</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>8</b>	<b>73.8</b>	<b>12</b>	<b>164</b>	
CHARLEROI	RYANAIR	S	78	0	0	0.0	51.3	41.0	2.6	2.6	0.0	2.6	0.0	0.0	0.0	0.0	8	80.8	7	78	
<b>TOTAL CHARLEROI</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>51.3</b>	<b>41.0</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.8</b>	<b>7</b>	<b>78</b>	
<b>TOTAL BELGIUM</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>38.5</b>	<b>43.1</b>	<b>11.7</b>	<b>3.3</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.0</b>	<b>10</b>	<b>242</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	34	0	0	35.3	29.4	32.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	5	26	
<b>TOTAL SOFIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>29.4</b>	<b>32.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>TOTAL BULGARIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>29.4</b>	<b>32.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	16	0	0	25.0	31.3	12.5	12.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	21	83.3	17	18	
<b>TOTAL TORONTO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	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	1	
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	16	0	0	6.3	25.0	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	9	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.2</b>	<b>9</b>	<b>27</b>	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	8	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	38	27	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>33</b>	<b>35</b>
<b>TOTAL CAPE VERDE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.9</b>	<b>50.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.0</b>	<b>22</b>	<b>62</b>
<b>CHINA</b>																				
<b>BEIJING</b>	HAINAN AIRLINES	S	20	0	0	5.0	45.0	30.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	28	96.2	4	26
<b>TOTAL BEIJING</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>96.2</b>	<b>4</b>	<b>26</b>
<b>TOTAL CHINA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>96.2</b>	<b>4</b>	<b>26</b>
<b>CROATIA</b>																				
<b>DUBROVNIK</b>	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2
<b>TOTAL DUBROVNIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>SPLIT</b>	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	0	0.0	0	0
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>CUBA</b>																				
<b>CUNAGUA (CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>9</b>
<b>HOLGUIN (FRANK PAIS)</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	37.5	65	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>65</b>	<b>8</b>
<b>VARADERO</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	9
<b>TOTAL VARADERO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>20</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>32</b>	<b>26</b>
<b>CYPRUS</b>																				
<b>LARNACA</b>	JET2.COM LTD	S	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	2	100.0	3	8
<b>LARNACA</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>LARNACA</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LARNACA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
<b>PAPHOS</b>	EASYJET UK LTD	S	53	0	0	37.7	18.9	32.1	7.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	93.2	4	59
<b>PAPHOS</b>	JET2.COM LTD	S	30	0	0	13.3	30.0	33.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	26
<b>PAPHOS</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7
<b>PAPHOS</b>	TUI AIRWAYS LTD	C	31	0	0	12.9	25.8	32.3	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	96.9	5	32
<b>TOTAL PAPHOS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>24.6</b>	<b>23.7</b>	<b>32.5</b>	<b>12.3</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.0</b>	<b>4</b>	<b>124</b>
<b>TOTAL CYPRUS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>27.3</b>	<b>32.0</b>	<b>10.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.3</b>	<b>3</b>	<b>134</b>
<b>CZECH REPUBLIC</b>																				
<b>PRAGUE</b>	EASYJET UK LTD	S	78	0	0	11.5	53.8	21.8	3.8	6.4	2.6	0.0	0.0	0.0	0.0	0.0	7	78.2	9	78
<b>PRAGUE</b>	JET2.COM LTD	S	34	0	0	8.8	41.2	41.2	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	10	36
<b>PRAGUE</b>	RYANAIR	S	78	0	0	26.9	39.7	25.6	2.6	3.8	1.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PRAGUE</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>45.8</b>	<b>26.8</b>	<b>4.2</b>	<b>4.2</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>82.5</b>	<b>9</b>	<b>114</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>45.8</b>	<b>26.8</b>	<b>4.2</b>	<b>4.2</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>82.5</b>	<b>9</b>	<b>114</b>	
<b>DENMARK</b>																					
<b>AARHUS (TIRSTRUP)</b>	SAS	S	18	0	0	5.6	50.0	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>BILLUND</b>	BRITISH AIRWAYS PLC	S	91	0	1	5.4	63.0	25.0	1.1	0.0	1.1	2.2	1.1	0.0	0.0	1.1	7	97.9	2	95	
<b>BILLUND</b>	RYANAIR	S	18	0	0	33.3	11.1	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	1	0	2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0	100.0	0	1	
<b>TOTAL BILLUND</b>			<b>110</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>54.0</b>	<b>25.7</b>	<b>2.7</b>	<b>0.9</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>97.9</b>	<b>2</b>	<b>96</b>	
<b>COPENHAGEN</b>	EASYJET UK LTD	S	94	0	0	16.0	55.3	17.0	1.1	3.2	7.4	0.0	0.0	0.0	0.0	0.0	8	90.6	4	96	
<b>COPENHAGEN</b>	SAS	S	110	0	0	0.0	52.7	33.6	10.0	1.8	1.8	0.0	0.0	0.0	0.0	0.0	6	83.9	9	112	
<b>TOTAL COPENHAGEN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>53.9</b>	<b>26.0</b>	<b>5.9</b>	<b>2.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>7</b>	<b>208</b>	
<b>TOTAL DENMARK</b>			<b>332</b>	<b>0</b>	<b>3</b>	<b>8.1</b>	<b>53.7</b>	<b>25.7</b>	<b>4.8</b>	<b>2.7</b>	<b>3.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>90.5</b>	<b>5</b>	<b>304</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	100.0	0	1	
<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>100.0</b>	<b>0</b>	<b>1</b>	
<b>PUNTA CANA</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	62.5	20	8	
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	20	18	
<b>TOTAL PUNTA CANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.8</b>	<b>20</b>	<b>26</b>	
<b>TOTAL DOMINICAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.6</b>	<b>19</b>	<b>27</b>	
<b>EGYPT</b>																					
<b>HURGHADA</b>	EASYJET UK LTD	S	17	0	0	0.0	23.5	35.3	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>HURGHADA</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	83.1	11	65	
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	26	0	0	23.1	23.1	34.6	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	80.0	11	25	
<b>TOTAL HURGHADA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>23.3</b>	<b>34.9</b>	<b>18.6</b>	<b>4.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.2</b>	<b>11</b>	<b>90</b>	
<b>MARSA ALAM</b>	TUI AIRWAYS LTD	S	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL MARSA ALAM</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>22.0</b>	<b>38.0</b>	<b>18.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.2</b>	<b>11</b>	<b>90</b>	
<b>ETHIOPIA</b>																					
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	34	0	0	2.9	17.6	52.9	17.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ADDIS ABABA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>52.9</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ETHIOPIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>52.9</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
<b>ENONTEKIO</b>	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HELSINKI</b>	FINNAIR	S	116	0	4	0.8	40.0	49.2	5.0	1.7	0.0	0.0	0.0	0.0	0.0	3.3	4	94.2	4	120	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL HELSINKI</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>40.0</b>	<b>49.2</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>4</b>	<b>94.2</b>	<b>4</b>	<b>120</b>
IVALO	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL IVALO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
KITTILA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	3	
KITTILA	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	3	
<b>TOTAL KITTILA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>	
ROVANIEMI	EASYJET UK LTD	S	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ROVANIEMI	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ROVANIEMI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>127</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>38.9</b>	<b>49.6</b>	<b>5.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>5</b>	<b>94.5</b>	<b>4</b>	<b>127</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	18	0	0	16.7	50.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18	
BORDEAUX	RYANAIR	S	16	0	0	0.0	6.3	25.0	6.3	43.8	12.5	6.3	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.4</b>	<b>23.5</b>	<b>2.9</b>	<b>26.5</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>94.4</b>	<b>3</b>	<b>18</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	27.8	22.2	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	88.9	4	18	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</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>21</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
LIMOGES	RYANAIR	S	18	0	0	0.0	11.1	61.1	11.1	11.1	0.0	5.6	0.0	0.0	0.0	0.0	19	61.1	12	18	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>12</b>	<b>18</b>	
LYON	FLYBE LTD	S	26	0	0	15.4	46.2	30.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	77.3	11	22	
LYON	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
LYON	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2	
LYON	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL LYON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>30.8</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>4</b>	<b>75.0</b>	<b>11</b>	<b>28</b>	
MARSEILLE	RYANAIR	S	18	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	RYANAIR	S	16	0	0	0.0	43.8	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET UK LTD	S	16	0	0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
NICE	JET2.COM LTD	S	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</b>	<b>32.1</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	7.2	67.2	19.4	3.3	1.7	1.1	0.0	0.0	0.0	0.0	0.0	3	87.4	7	174	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	108	0	0	11.1	50.0	26.9	8.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	62.2	17	98	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	222	0	0	11.7	41.4	42.3	2.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3	78.3	12	220	
PARIS (CHARLES DE GAULLE)	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	12	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>510</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.4</b>	<b>31.0</b>	<b>4.1</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>0.0</b>	<b>4</b>	<b>78.2</b>	<b>11</b>	<b>494</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	90.0	3	20
<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>90.0</b>	<b>3</b>	<b>20</b>
<b>TOTAL FRANCE</b>			<b>668</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>49.6</b>	<b>30.5</b>	<b>6.0</b>	<b>3.4</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.6</b>	<b>10</b>	<b>596</b>
<b>GAMBIA</b>																				
BANJUL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.2	26	29
<b>TOTAL BANJUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.2</b>	<b>26</b>	<b>29</b>
<b>TOTAL GAMBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.2</b>	<b>26</b>	<b>29</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	87.5	5	112
BERLIN (SCHONEFELD)	RYANAIR	S	78	0	1	8.9	39.2	32.9	10.1	6.3	0.0	1.3	0.0	0.0	0.0	1.3	9	66.7	12	60
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>39.2</b>	<b>32.9</b>	<b>10.1</b>	<b>6.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>80.2</b>	<b>8</b>	<b>172</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	101	0	1	14.7	46.1	27.5	6.9	2.9	1.0	0.0	0.0	0.0	0.0	1.0	5	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>14.7</b>	<b>46.1</b>	<b>27.5</b>	<b>6.9</b>	<b>2.9</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	135	1
COLOGNE BONN	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
COLOGNE BONN	RYANAIR	S	52	0	0	11.5	53.8	25.0	5.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	90.4	4	52
<b>TOTAL COLOGNE BONN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>51.9</b>	<b>27.8</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.7</b>	<b>7</b>	<b>53</b>
DUSSELDORF	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	60	1
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	202	0	0	10.9	61.9	20.3	4.5	1.5	1.0	0.0	0.0	0.0	0.0	0.0	3	86.5	5	205
DUSSELDORF	FLYBE LTD	S	184	0	0	8.2	56.0	31.5	2.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	7	146
<b>TOTAL DUSSELDORF</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>59.1</b>	<b>25.6</b>	<b>3.6</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.0</b>	<b>6</b>	<b>352</b>
FRANKFURT MAIN	LUFTHANSA	S	282	0	8	3.4	43.8	33.1	13.8	3.1	0.0	0.0	0.0	0.0	0.0	2.8	6	88.7	6	292
FRANKFURT MAIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	6	52
<b>TOTAL FRANKFURT MAIN</b>			<b>282</b>	<b>0</b>	<b>8</b>	<b>3.4</b>	<b>43.8</b>	<b>33.1</b>	<b>13.8</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>2.8</b>	<b>6</b>	<b>88.7</b>	<b>6</b>	<b>344</b>
HAMBURG	EASYJET UK LTD	S	34	0	0	8.8	44.1	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	90
HAMBURG	RYANAIR	S	36	0	0	2.8	41.7	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.6	2	42
<b>TOTAL HAMBURG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>42.9</b>	<b>45.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>4</b>	<b>132</b>
HANOVER	FLYBE LTD	S	42	0	0	4.8	35.7	47.6	7.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	78.3	10	46
<b>TOTAL HANOVER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.7</b>	<b>47.6</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.3</b>	<b>10</b>	<b>46</b>
MUNICH	EASYJET UK LTD	S	30	0	0	3.3	46.7	33.3	6.7	3.3	0.0	6.7	0.0	0.0	0.0	0.0	15	95.0	4	40
MUNICH	LUFTHANSA	S	201	0	10	10.9	42.7	33.2	5.7	1.9	0.0	0.9	0.0	0.0	0.0	4.7	5	86.7	7	173
<b>TOTAL MUNICH</b>			<b>231</b>	<b>0</b>	<b>10</b>	<b>10.0</b>	<b>43.2</b>	<b>33.2</b>	<b>5.8</b>	<b>2.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>6</b>	<b>88.3</b>	<b>6</b>	<b>213</b>
NUREMBERG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.1	13	42
<b>TOTAL NUREMBERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.1</b>	<b>13</b>	<b>42</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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
STUTTGART	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	34
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
<b>TOTAL GERMANY</b>			<b>1244</b>	<b>0</b>	<b>20</b>	<b>8.3</b>	<b>48.3</b>	<b>31.3</b>	<b>7.4</b>	<b>2.5</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>86.7</b>	<b>6</b>	<b>1388</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	26	0	0	23.1	30.8	26.9	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	62.5	45	16
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>26.9</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>9</b>	<b>62.5</b>	<b>45</b>	<b>16</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>26.9</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>9</b>	<b>62.5</b>	<b>45</b>	<b>16</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	18	0	0	5.6	33.3	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	13	16
ATHENS	EASYJET UK LTD	S	26	0	0	7.7	34.6	53.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	6	26
<b>TOTAL ATHENS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>54.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.0</b>	<b>9</b>	<b>42</b>
CHANIA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
CHANIA	RYANAIR	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL CHANIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CORFU	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CORFU</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>
HERAKLION	AEGEAN AIRLINES	C	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	25.0	40	8
HERAKLION	EASYJET UK LTD	S	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6
HERAKLION	JET2.COM LTD	S	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4
HERAKLION	TUI AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL HERAKLION</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>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>18</b>	<b>18</b>
KOS	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
KOS	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 KOS</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	2
RHODES	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
RHODES	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
RHODES	TUI AIRWAYS 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	38	0.0	0	0
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>3</b>
SALONIKA	EASYJET UK LTD	S	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18
SALONIKA	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	2	0.0	0	0
SALONIKA	RYANAIR	S	16	0	0	0.0	68.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>63.9</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>41.4</b>	<b>41.4</b>	<b>6.0</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>0.0</b>	<b>5</b>	<b>82.7</b>	<b>8</b>	<b>81</b>
<b>HONG KONG</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	58	0	0	8.6	55.2	25.9	8.6	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	5	56	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>55.2</b>	<b>25.9</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>55.2</b>	<b>25.9</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	26	0	1	18.5	48.1	22.2	0.0	0.0	7.4	0.0	0.0	0.0	0.0	3.7	7	81.3	8	16	
BUDAPEST	JET2.COM LTD	S	34	0	0	20.6	23.5	35.3	8.8	5.9	2.9	2.9	0.0	0.0	0.0	0.0	12	94.4	6	36	
BUDAPEST	LOT-POLISH 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	3	0.0	0	0	
BUDAPEST	RYANAIR	S	44	0	0	15.9	43.2	29.5	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	42	
<b>TOTAL BUDAPEST</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>37.7</b>	<b>30.2</b>	<b>5.7</b>	<b>3.8</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>94.7</b>	<b>4</b>	<b>94</b>	
<b>TOTAL HUNGARY</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>37.7</b>	<b>30.2</b>	<b>5.7</b>	<b>3.8</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>94.7</b>	<b>4</b>	<b>94</b>	
<b>ICELAND</b>																					
EGILSSTADIR	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL EGILSSTADIR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
KEFLAVIK	EASYJET UK LTD	S	70	0	0	17.1	48.6	28.6	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	91.3	4	77	
KEFLAVIK	ICELANDAIR	S	60	0	0	5.0	61.7	25.0	0.0	1.7	5.0	0.0	1.7	0.0	0.0	0.0	9	88.3	22	60	
KEFLAVIK	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KEFLAVIK	TUI AIRWAYS LTD	C	15	0	0	13.3	53.3	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	5	15	
<b>TOTAL KEFLAVIK</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>54.1</b>	<b>27.4</b>	<b>1.4</b>	<b>2.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.3</b>	<b>11</b>	<b>152</b>	
<b>TOTAL ICELAND</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>54.1</b>	<b>27.4</b>	<b>1.4</b>	<b>2.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.4</b>	<b>11</b>	<b>154</b>	
<b>INDIA</b>																					
COCHIN	TUI 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	0.0	25	0.0	0	0	
<b>TOTAL COCHIN</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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GOA	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	31.6	54	19	
GOA	TUI AIRWAYS LTD	C	14	0	0	35.7	7.1	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	8	
<b>TOTAL GOA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>7.1</b>	<b>42.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>48.1</b>	<b>40</b>	<b>27</b>	
MUMBAI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	36	
<b>TOTAL MUMBAI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.7</b>	<b>10</b>	<b>36</b>	
<b>TOTAL INDIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>6.3</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>10</b>	<b>63.1</b>	<b>23</b>	<b>63</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	10	
<b>TOTAL BAGHDAD (GECA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>12</b>	<b>10</b>	
<b>TOTAL IRAQ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>12</b>	<b>10</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	154	0	0	11.0	50.6	32.5	2.6	0.6	1.9	0.0	0.6	0.0	0.0	0.0	6	89.7	7	154	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CORK</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>50.6</b>	<b>32.5</b>	<b>2.6</b>	<b>0.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.7</b>	<b>7</b>	<b>154</b>
DUBLIN	AER LINGUS	S	336	0	0	4.5	53.9	29.5	5.7	4.2	2.4	0.0	0.0	0.0	0.0	0.0	6	69.3	14	326
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	100.0	0	1
DUBLIN	RYANAIR	S	324	0	0	16.4	50.9	24.4	3.7	2.8	1.9	0.0	0.0	0.0	0.0	0.0	5	89.2	7	334
DUBLIN	THY TURKISH 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>TOTAL DUBLIN</b>			<b>661</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>52.5</b>	<b>26.9</b>	<b>4.7</b>	<b>3.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.3</b>	<b>11</b>	<b>661</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	42	0	0	9.5	38.1	45.2	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	5	43
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>38.1</b>	<b>45.2</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>0.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>43</b>
SHANNON	RYANAIR	S	44	0	0	11.4	50.0	31.8	2.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	73.8	9	42
<b>TOTAL SHANNON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>50.0</b>	<b>31.8</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>0.0</b>	<b>4</b>	<b>73.8</b>	<b>9</b>	<b>42</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>901</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>51.4</b>	<b>29.0</b>	<b>4.2</b>	<b>3.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.4</b>	<b>10</b>	<b>900</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET UK LTD	S	25	0	0	4.0	24.0	48.0	8.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	12	61.1	21	18
TEL AVIV	EL AL	S	16	0	0	37.5	18.8	25.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>22.0</b>	<b>39.0</b>	<b>7.3</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>21</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>22.0</b>	<b>39.0</b>	<b>7.3</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>21</b>	<b>18</b>
<b>ITALY</b>																				
BERGAMO	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
BERGAMO	RYANAIR	S	82	0	1	1.2	32.5	41.0	13.3	9.6	1.2	0.0	0.0	0.0	0.0	1.2	12	80.0	8	60
<b>TOTAL BERGAMO</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>31.8</b>	<b>41.2</b>	<b>14.1</b>	<b>9.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>80.0</b>	<b>8</b>	<b>60</b>
BOLOGNA	RYANAIR	S	18	0	0	0.0	16.7	44.4	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	94.4	6	18
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>94.4</b>	<b>6</b>	<b>18</b>
CAGLIARI (ELMAS)	RYANAIR	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	16	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	77.8	9	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>9</b>	<b>18</b>
MILAN (LINATE)	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	6	0.0	0	0
<b>TOTAL MILAN (LINATE)</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>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	44	0	2	6.5	67.4	19.6	0.0	0.0	0.0	2.2	0.0	0.0	4.3	5	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	7	46	
MILAN (MALPENSA)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	7	52	
MILAN (MALPENSA)	RYANAIR	S	44	0	0	0.0	20.5	52.3	20.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
MILAN (MALPENSA)	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>44.7</b>	<b>36.2</b>	<b>9.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>87.8</b>	<b>7</b>	<b>98</b>
NAPLES	JET2.COM LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
NAPLES	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	87.5	4	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NAPLES	TUI AIRWAYS LTD	C	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	100.0	0	2
<b>TOTAL NAPLES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>48.1</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.0</b>	<b>4</b>	<b>20</b>
PISA	EASYJET UK LTD	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	12	16
PISA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PISA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>59.1</b>	<b>36.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>12</b>	<b>16</b>
ROME (CIAMPINO)	RYANAIR	S	52	0	2	7.4	29.6	44.4	9.3	0.0	3.7	1.9	0.0	0.0	0.0	3.7	10	90.0	6	60
<b>TOTAL ROME (CIAMPINO)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>29.6</b>	<b>44.4</b>	<b>9.3</b>	<b>0.0</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>90.0</b>	<b>6</b>	<b>60</b>
ROME (FIUMICINO)	JET2.COM LTD	S	44	0	0	13.6	38.6	38.6	6.8	0.0	0.0	2.3	0.0	0.0	0.0	0.0	7	97.4	2	38
<b>TOTAL ROME (FIUMICINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>38.6</b>	<b>38.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>97.4</b>	<b>2</b>	<b>38</b>
TREVISO	RYANAIR	S	26	0	0	0.0	53.8	34.6	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	3	26
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>34.6</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
TURIN	AEROFLOT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
TURIN	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	34	1
TURIN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	16	9
<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>54.5</b>	<b>16</b>	<b>11</b>
VENICE	EASYJET UK LTD	S	34	0	2	25.0	41.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	2	77.8	14	36
VENICE	JET2.COM LTD	S	20	0	0	0.0	40.0	50.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	2
<b>TOTAL VENICE</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>16.1</b>	<b>41.1</b>	<b>32.1</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>5</b>	<b>78.9</b>	<b>14</b>	<b>38</b>
VERONA VILLAFRANCA	EASYJET UK LTD	S	18	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 ITALY</b>			<b>457</b>	<b>0</b>	<b>7</b>	<b>5.6</b>	<b>40.9</b>	<b>37.9</b>	<b>8.6</b>	<b>3.4</b>	<b>1.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>86.4</b>	<b>7</b>	<b>403</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	37.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	13	51.9	18	27
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>51.9</b>	<b>18</b>	<b>27</b>
<b>TOTAL JAMAICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>51.9</b>	<b>18</b>	<b>27</b>
<b>JORDAN</b>																				
AQABA	TUI 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	8	0.0	54	2
<b>TOTAL AQABA</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>8</b>	<b>0.0</b>	<b>54</b>	<b>2</b>
<b>TOTAL JORDAN</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>8</b>	<b>0.0</b>	<b>54</b>	<b>2</b>
<b>KAZAKHSTAN</b>																				
ASTANA	AEROFLOT	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ASTANA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	17	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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 RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>TOTAL LATVIA LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>LUXEMBOURG</b>	FLYBE LTD	S	33	0	1	14.7	32.4	44.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	2.9	11	62.2	26	37	
<b>TOTAL LUXEMBOURG</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>14.7</b>	<b>32.4</b>	<b>44.1</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>2.9</b>	<b>11</b>	<b>62.2</b>	<b>26</b>	<b>37</b>	
<b>TOTAL LUXEMBOURG</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>14.7</b>	<b>32.4</b>	<b>44.1</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>2.9</b>	<b>11</b>	<b>62.2</b>	<b>26</b>	<b>37</b>	
<b>MALTA</b>																					
<b>MALTA</b>	EASYJET UK LTD	S	34	0	0	11.8	50.0	32.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	7	34	
<b>MALTA</b>	JET2.COM LTD	S	14	0	0	14.3	28.6	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	31	8	
<b>MALTA</b>	RYANAIR	S	34	0	0	0.0	32.4	52.9	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	7	26	
<b>MALTA</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6	
<b>MALTA</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	87.5	3	8	
<b>TOTAL MALTA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>39.0</b>	<b>42.7</b>	<b>7.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.0</b>	<b>8</b>	<b>82</b>	
<b>TOTAL MALTA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>39.0</b>	<b>42.7</b>	<b>7.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.0</b>	<b>8</b>	<b>82</b>	
<b>MAURITIUS</b>																					
<b>MAURITIUS</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5	
<b>TOTAL MAURITIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>11</b>	<b>5</b>	
<b>TOTAL MAURITIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>11</b>	<b>5</b>	
<b>MEXICO</b>																					
<b>CANCUN</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	55.0	39	40	
<b>CANCUN</b>	TUI AIRWAYS LTD	C	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	9	0.0	0	0	
<b>CANCUN</b>	TUI AIRWAYS LTD	S	29	0	0	13.8	10.3	48.3	24.1	3.4	0.0	0.0	0.0	0.0	0.0	0.0	12	59.5	21	42	
<b>TOTAL CANCUN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>10.5</b>	<b>55.3</b>	<b>21.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.3</b>	<b>30</b>	<b>82</b>	
<b>PUERTO VALLARTA</b>	TUI AIRWAYS LTD	C	17	0	0	5.9	17.6	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	17	100.0	3	8	
<b>TOTAL PUERTO VALLARTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</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>17</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>12.7</b>	<b>49.1</b>	<b>21.8</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>27</b>	<b>90</b>	
<b>MOROCCO</b>																					
<b>AGADIR (AL MASSIRA)</b>	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18	
<b>AGADIR (AL MASSIRA)</b>	EASYJET UK LTD	S	18	0	0	11.1	27.8	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	2	16	
<b>AGADIR (AL MASSIRA)</b>	RYANAIR	S	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	8	56.3	27	16	
<b>AGADIR (AL MASSIRA)</b>	TUI AIRWAYS LTD	S	16	0	0	18.8	37.5	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	48	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>25.0</b>	<b>55.8</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>0.0</b>	<b>6</b>	<b>82.4</b>	<b>21</b>	<b>68</b>	
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	18	0	0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	5	18	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</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>77.8</b>	<b>5</b>	<b>18</b>	
<b>MARRAKESH</b>	EASYJET UK LTD	S	26	0	0	26.9	26.9	23.1	3.8	3.8	15.4	0.0	0.0	0.0	0.0	0.0	14	88.5	6	26	
<b>MARRAKESH</b>	RYANAIR	S	16	0	0	0.0	18.8	31.3	18.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MARRAKESH	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16	
MARRAKESH	TUI AIRWAYS LTD	S	14	0	0	0.0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	5	14	
<b>TOTAL MARRAKESH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>23.2</b>	<b>32.1</b>	<b>14.3</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>5</b>	<b>56</b>	
<b>TOTAL MOROCCO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>27.0</b>	<b>42.9</b>	<b>8.7</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.8</b>	<b>13</b>	<b>142</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	178	0	0	1.1	62.9	24.2	8.4	1.7	0.6	1.1	0.0	0.0	0.0	0.0	6	84.1	7	182	
AMSTERDAM	FLYBE LTD	S	234	0	0	5.1	30.3	49.6	6.4	4.7	3.4	0.4	0.0	0.0	0.0	0.0	10	86.2	9	232	
AMSTERDAM	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
AMSTERDAM	KLM	S	290	0	0	2.8	49.7	37.6	5.5	3.4	1.0	0.0	0.0	0.0	0.0	0.0	6	89.4	7	292	
<b>TOTAL AMSTERDAM</b>			<b>703</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>46.5</b>	<b>38.3</b>	<b>6.5</b>	<b>3.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>8</b>	<b>706</b>	
EINDHOVEN	RYANAIR	S	28	0	0	0.0	21.4	60.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.3	6	34	
<b>TOTAL EINDHOVEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>60.7</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>85.3</b>	<b>6</b>	<b>34</b>	
<b>TOTAL NETHERLANDS</b>			<b>731</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>45.6</b>	<b>39.1</b>	<b>7.0</b>	<b>3.3</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.9</b>	<b>7</b>	<b>740</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	95.2	2	21	
BERGEN	NORWEGIAN AIR SHUTTLE	S	18	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	0.0	0	0	
BERGEN	SAS	S	26	0	0	7.7	42.3	23.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	18	
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1	
<b>TOTAL BERGEN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>46.7</b>	<b>24.4</b>	<b>11.1</b>	<b>8.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>6</b>	<b>40</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	0.0	23.1	42.3	11.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	80.8	15	26	
OSLO (GARDERMOEN)	SAS	S	77	0	1	2.6	38.5	30.8	11.5	6.4	5.1	2.6	0.0	1.3	0.0	1.3	24	91.7	7	60	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND 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 OSLO (GARDERMOEN)</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>34.3</b>	<b>33.3</b>	<b>11.4</b>	<b>8.6</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>88.4</b>	<b>9</b>	<b>86</b>	
SANDEFJORD(TORP)	RYANAIR	S	33	0	1	5.9	35.3	32.4	8.8	11.8	2.9	0.0	0.0	0.0	0.0	2.9	10	97.2	7	36	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>35.3</b>	<b>32.4</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>2.9</b>	<b>10</b>	<b>97.2</b>	<b>7</b>	<b>36</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	5.6	83.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	88.5	4	26	
STAVANGER	SAS	S	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	5	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>65.6</b>	<b>15.6</b>	<b>6.3</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>6</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
<b>TOTAL NORWAY</b>			<b>213</b>	<b>0</b>	<b>3</b>	<b>3.7</b>	<b>41.7</b>	<b>28.7</b>	<b>10.2</b>	<b>7.9</b>	<b>5.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>89.9</b>	<b>7</b>	<b>188</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	59	0	1	8.3	36.7	23.3	11.7	8.3	6.7	3.3	0.0	0.0	0.0	1.7	19	91.7	8	60	
MUSCAT	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	38	2	
<b>TOTAL MUSCAT</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>35.5</b>	<b>24.2</b>	<b>11.3</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>90.3</b>	<b>9</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>35.5</b>	<b>24.2</b>	<b>11.3</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>90.3</b>	<b>9</b>	<b>62</b>	
<b>PAKISTAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	60	0	0	1.7	21.7	46.7	11.7	13.3	1.7	0.0	3.3	0.0	0.0	0.0	19	73.3	29	60
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>21.7</b>	<b>46.7</b>	<b>11.7</b>	<b>13.3</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.3</b>	<b>29</b>	<b>60</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	16.7	22.2	33.3	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	38.9	29	18
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>5.6</b>	<b>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>14</b>	<b>38.9</b>	<b>29</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>21.8</b>	<b>43.6</b>	<b>10.3</b>	<b>12.8</b>	<b>3.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.4</b>	<b>29</b>	<b>78</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	18	0	0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.6	12	16
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>55.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>70.6</b>	<b>12</b>	<b>16</b>
KATOWICE	RYANAIR	S	26	0	0	34.6	50.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>50.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET UK LTD	S	36	0	0	25.0	52.8	19.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	28
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
KRAKOW	JET2.COM LTD	S	34	0	0	11.8	52.9	32.4	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	9	95.0	4	20
KRAKOW	RYANAIR	S	42	0	2	2.3	29.5	47.7	9.1	4.5	2.3	0.0	0.0	0.0	0.0	4.5	9	77.8	10	44
KRAKOW	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2
<b>TOTAL KRAKOW</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>12.1</b>	<b>43.1</b>	<b>35.3</b>	<b>4.3</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>6</b>	<b>85.3</b>	<b>7</b>	<b>94</b>
RZESZOW	RYANAIR	S	16	0	0	6.3	37.5	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	33.3	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	4	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.5</b>	<b>4</b>	<b>26</b>
WROCLAW	RYANAIR	S	18	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	83.3	10	18
<b>TOTAL WROCLAW</b>			<b>18</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>83.3</b>	<b>10</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>18.4</b>	<b>43.4</b>	<b>30.2</b>	<b>5.2</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>4</b>	<b>84.9</b>	<b>7</b>	<b>170</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	28	0	0	25.0	35.7	32.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	34
FARO	JET2.COM LTD	S	40	0	0	17.5	45.0	30.0	5.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	5	100.0	2	40
FARO	RYANAIR	S	48	0	0	8.3	31.3	41.7	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	88.3	4	60
<b>TOTAL FARO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>37.1</b>	<b>35.3</b>	<b>6.0</b>	<b>2.6</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>8</b>	<b>94.8</b>	<b>3</b>	<b>134</b>
LISBON	AIR PORTUGAL	S	64	0	0	6.3	20.3	34.4	25.0	10.9	3.1	0.0	0.0	0.0	0.0	0.0	15	67.9	17	102
LISBON	EASYJET UK 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	4	80.8	6	26
LISBON	RYANAIR	S	55	0	0	3.6	20.0	38.2	25.5	10.9	0.0	0.0	1.8	0.0	0.0	0.0	17	76.7	17	60
<b>TOTAL LISBON</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>21.2</b>	<b>38.0</b>	<b>22.6</b>	<b>9.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.4</b>	<b>15</b>	<b>188</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	18	0	0	5.6	44.4	22.2	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	20	100.0	0	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OPORTO (PORTUGAL)	RYANAIR	S	26	0	0	7.7	38.5	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	5	26	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>40.9</b>	<b>27.3</b>	<b>9.1</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>13</b>	<b>96.2</b>	<b>2</b>	<b>52</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>30.3</b>	<b>35.4</b>	<b>14.1</b>	<b>6.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.6</b>	<b>9</b>	<b>374</b>	
FUNCHAL	EASYJET UK LTD	S	18	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	4	18	
FUNCHAL	JET2.COM LTD	S	18	0	0	16.7	27.8	33.3	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	64.7	100	17	
FUNCHAL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	10	
FUNCHAL	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	9	75.0	73	8	
<b>TOTAL FUNCHAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</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>9</b>	<b>75.5</b>	<b>48</b>	<b>53</b>	
<b>TOTAL PORTUGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</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>9</b>	<b>75.5</b>	<b>48</b>	<b>53</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	180	0	0	17.2	47.8	27.2	5.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	98.1	1	154	
<b>TOTAL DOHA HAMAD</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>47.8</b>	<b>27.2</b>	<b>5.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>98.1</b>	<b>1</b>	<b>154</b>	
<b>TOTAL QATAR</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>47.8</b>	<b>27.2</b>	<b>5.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>98.1</b>	<b>1</b>	<b>154</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR MALTA	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
BELGRADE	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
<b>TOTAL BELGRADE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>15</b>	<b>4</b>	
<b>TOTAL REPUBLIC OF SAUDI ARABIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>15</b>	<b>4</b>	
JEDDAH	SAUDI ARABIAN AIRLINES	S	30	0	0	3.3	6.7	23.3	26.7	30.0	6.7	3.3	0.0	0.0	0.0	0.0	32	77.8	9	36	
<b>TOTAL JEDDAH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>6.7</b>	<b>23.3</b>	<b>26.7</b>	<b>30.0</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.8</b>	<b>9</b>	<b>36</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>6.7</b>	<b>23.3</b>	<b>26.7</b>	<b>30.0</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.8</b>	<b>9</b>	<b>36</b>	
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	43	0	0	25.6	44.2	25.6	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3	90.5	5	42	
<b>TOTAL SINGAPORE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>44.2</b>	<b>25.6</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.5</b>	<b>5</b>	<b>42</b>	
<b>TOTAL SINGAPORE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>44.2</b>	<b>25.6</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.5</b>	<b>5</b>	<b>42</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	17	0	1	5.6	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1	88.5	4	26	
<b>TOTAL BRATISLAVA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</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>5.6</b>	<b>1</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</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>5.6</b>	<b>1</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	68	0	0	20.6	51.5	26.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	5	60	
ALICANTE	JET2.COM LTD	S	77	0	0	3.9	23.4	46.8	10.4	10.4	0.0	2.6	2.6	0.0	0.0	0.0	19	87.2	7	78	
ALICANTE	RYANAIR	S	104	0	0	9.6	42.3	36.5	5.8	1.9	3.8	0.0	0.0	0.0	0.0	0.0	7	95.3	3	86	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			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						
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	83.3	12	18	
ALICANTE	TUI AIRWAYS LTD	C	23	0	0	4.3	30.4	52.2	8.7	4.3	0.0	0.0	0.0	0.0	0.0	6	88.6	6	35	
<b>TOTAL ALICANTE</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>38.2</b>	<b>38.2</b>	<b>6.3</b>	<b>4.0</b>	<b>1.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.3</b>	<b>6</b>	<b>277</b>	
ALMERIA	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARCELONA	EASYJET UK LTD	S	38	0	0	15.8	60.5	18.4	0.0	5.3	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
BARCELONA	JET2.COM LTD	S	26	0	0	7.7	15.4	73.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	3	26	
BARCELONA	RYANAIR	S	82	0	0	4.9	41.5	43.9	8.5	1.2	0.0	0.0	0.0	0.0	0.0	5	81.7	10	60	
BARCELONA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1	
BARCELONA	VUELING AIRLINES	S	60	0	0	10.0	41.7	36.7	1.7	6.7	3.3	0.0	0.0	0.0	0.0	8	66.7	15	60	
<b>TOTAL BARCELONA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>41.7</b>	<b>40.8</b>	<b>4.4</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.6</b>	<b>11</b>	<b>147</b>	
BILBAO	EASYJET UK LTD	S	26	0	0	11.5	53.8	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	15	18	
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>53.8</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>15</b>	<b>18</b>	
GIRONA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GIRONA	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GIRONA</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRANADA	EASYJET UK LTD	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18	
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
IBIZA	JET2.COM LTD	S	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	2	
<b>TOTAL IBIZA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>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>100.0</b>	<b>0</b>	<b>2</b>	
JEREZ	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL JEREZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	IBERIA	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	
MADRID	IBERIA EXPRESS	S	20	0	0	10.0	35.0	30.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	11	100.0	2	18	
MADRID	RYANAIR	S	64	0	0	4.7	40.6	37.5	10.9	6.3	0.0	0.0	0.0	0.0	0.0	7	78.3	10	60	
<b>TOTAL MADRID</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.0</b>	<b>35.3</b>	<b>11.8</b>	<b>5.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>8</b>	<b>78</b>	
MAHON	JET2.COM LTD	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
MALAGA	EASYJET UK LTD	S	60	0	0	18.3	46.7	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.2	10	61	
MALAGA	JET2.COM LTD	S	50	0	0	14.0	26.0	50.0	6.0	2.0	2.0	0.0	0.0	0.0	0.0	6	90.5	7	42	
MALAGA	RYANAIR	S	70	0	0	8.6	34.3	37.1	12.9	2.9	0.0	2.9	0.0	1.4	0.0	17	91.0	4	78	
MALAGA	TUI AIRWAYS LTD	C	20	0	0	5.0	15.0	50.0	5.0	25.0	0.0	0.0	0.0	0.0	0.0	12	87.5	5	24	
<b>TOTAL MALAGA</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>34.0</b>	<b>39.5</b>	<b>8.0</b>	<b>4.0</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>9</b>	<b>89.4</b>	<b>7</b>	<b>205</b>	
MURCIA INTERNATIONAL	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	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	22	0	0	4.5	68.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>62.5</b>	<b>29.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MURCIA 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	0	2	
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	1	24	
<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>1</b>	<b>26</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	24	0	0	8.3	54.2	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	8	26	
PALMA DE MALLORCA	JET2.COM LTD	S	34	0	0	38.2	29.4	26.5	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	22	
PALMA DE MALLORCA	RYANAIR	S	32	0	0	12.5	31.3	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	32	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	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	
<b>TOTAL PALMA DE MALLORCA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>35.1</b>	<b>34.0</b>	<b>7.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.1</b>	<b>3</b>	<b>81</b>	
REUS	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2	
REUS	RYANAIR	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	
REUS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>57.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
SEVILLE	RYANAIR	S	34	0	0	0.0	20.6	44.1	20.6	14.7	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	7	18	
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>44.1</b>	<b>20.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
VALENCIA	RYANAIR	S	18	0	0	16.7	61.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	10	18	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>1005</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>38.8</b>	<b>37.8</b>	<b>7.1</b>	<b>4.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.3</b>	<b>7</b>	<b>894</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	5.6	33.3	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	14	
ARRECIFE	JET2.COM LTD	S	77	0	0	19.5	23.4	42.9	13.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	36	56	
ARRECIFE	RYANAIR	S	54	0	0	14.8	29.6	42.6	11.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0	6	90.4	8	52	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.8	22	68	
ARRECIFE	TUI AIRWAYS LTD	C	37	0	0	10.8	13.5	51.4	13.5	10.8	0.0	0.0	0.0	0.0	0.0	0.0	10	73.5	15	34	
<b>TOTAL ARRECIFE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>24.2</b>	<b>44.1</b>	<b>13.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.9</b>	<b>20</b>	<b>224</b>	
FUERTEVENTURA	JET2.COM LTD	S	39	0	0	20.5	28.2	28.2	15.4	5.1	2.6	0.0	0.0	0.0	0.0	0.0	9	83.3	7	30	
FUERTEVENTURA	RYANAIR	S	28	0	0	7.1	32.1	39.3	14.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	10	73.1	10	26	
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	74.0	11	50	
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	15.4	19.2	50.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	6	24	
<b>TOTAL FUERTEVENTURA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>26.9</b>	<b>37.6</b>	<b>12.9</b>	<b>5.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>9</b>	<b>130</b>	
LAS PALMAS	EASYJET UK LTD	S	17	0	0	23.5	35.3	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.6	13	17	
LAS PALMAS	JET2.COM LTD	S	38	0	0	13.2	18.4	50.0	7.9	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	79.4	6	34	
LAS PALMAS	RYANAIR	S	30	0	0	3.3	26.7	36.7	20.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	13	80.8	10	26	
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	76.2	16	21	
LAS PALMAS	TUI AIRWAYS LTD	C	36	0	0	5.6	13.9	41.7	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	69.4	11	36	
<b>TOTAL LAS PALMAS</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>21.5</b>	<b>42.1</b>	<b>13.2</b>	<b>10.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.4</b>	<b>10</b>	<b>134</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	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	90.9	2	11
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.9</b>	<b>2</b>	<b>11</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	76	0	0	23.7	30.3	35.5	3.9	2.6	0.0	0.0	2.6	1.3	0.0	0.0	17	94.3	3	70
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	125	0	0	19.2	16.8	47.2	10.4	3.2	2.4	0.8	0.0	0.0	0.0	0.0	9	77.1	9	82
TENERIFE (SURREINA SOFIA)	RYANAIR	S	88	0	0	13.6	33.0	36.4	9.1	4.5	3.4	0.0	0.0	0.0	0.0	0.0	9	88.5	6	78
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.1	15	76
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	57	0	0	0.0	12.3	54.4	26.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	11	82.5	13	80
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>23.1</b>	<b>43.1</b>	<b>11.3</b>	<b>4.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.7</b>	<b>9</b>	<b>386</b>
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>755</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>24.0</b>	<b>42.5</b>	<b>12.2</b>	<b>5.0</b>	<b>1.5</b>	<b>0.1</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.0</b>	<b>12</b>	<b>885</b>
ST LUCIA (HEWANORRA)	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	7	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>4</b>
<b>TOTAL ST LUCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>4</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	23	0	0	13.0	43.5	34.8	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	91.3	5	23
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>51.3</b>	<b>25.6</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.3</b>	<b>5</b>	<b>23</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	27.8	50.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	55.6	22	18
STOCKHOLM (ARLANDA)	SAS	S	110	0	0	0.0	50.0	35.5	7.3	5.5	1.8	0.0	0.0	0.0	0.0	0.0	6	77.7	10	110
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.9</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.6</b>	<b>12</b>	<b>128</b>
<b>TOTAL SWEDEN</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>47.9</b>	<b>34.7</b>	<b>6.6</b>	<b>4.8</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>8</b>	<b>77.1</b>	<b>11</b>	<b>151</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET UK LTD	S	40	0	0	2.5	55.0	32.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	78.9	10	38
<b>TOTAL BALE MULHOUSE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>55.0</b>	<b>32.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.9</b>	<b>10</b>	<b>38</b>
BERNE	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	95	1
BERNE	HELVETIC AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
BERNE	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	34	2
<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>71.4</b>	<b>25</b>	<b>7</b>
GENEVA	EASYJET UK LTD	S	72	0	0	12.5	47.2	33.3	1.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.1	6	88
<b>TOTAL GENEVA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>47.2</b>	<b>33.3</b>	<b>1.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.1</b>	<b>6</b>	<b>88</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ZURICH	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
ZURICH	SWISS AIRLINES	S	120	0	1	3.3	43.8	42.1	7.4	0.8	0.8	0.8	0.0	0.0	0.0	0.8	6	75.8	15	114
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>43.8</b>	<b>42.1</b>	<b>7.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>76.0</b>	<b>15</b>	<b>115</b>
<b>TOTAL SWITZERLAND</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>46.8</b>	<b>37.8</b>	<b>5.6</b>	<b>2.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>79.1</b>	<b>11</b>	<b>248</b>
<b>THAILAND</b>																				
PHUKET	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	8	7
<b>TOTAL PHUKET</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>8</b>	<b>7</b>
<b>TOTAL THAILAND</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>8</b>	<b>7</b>
<b>TRINIDAD AND TOBAGO</b>																				
TOBAGO	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	11	3
<b>TOTAL TOBAGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>3</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>3</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	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	18
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	50.0	17	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>10</b>	<b>28</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>10</b>	<b>28</b>
<b>TURKEY</b>																				
ANTALYA	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
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	62.5	21	8
ANTALYA	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
ANTALYA	JET2.COM LTD	S	50	0	0	0.0	30.0	52.0	6.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	24
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	100.0	0	2
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	77.4	37	31
ANTALYA	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	100.0	0	1
<b>TOTAL ANTALYA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.3</b>	<b>50.9</b>	<b>5.7</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>13</b>	<b>79.1</b>	<b>22</b>	<b>67</b>
BODRUM (MILAS)	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
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	100.0	0	1
<b>TOTAL BODRUM (MILAS)</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>66.7</b>	<b>6</b>	<b>3</b>
DALAMAN	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	100.0	0	1
DALAMAN	JET2.COM 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	100.0	0	4
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	72.2	65	18
DALAMAN	TUI AIRWAYS LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL DALAMAN</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>53.8</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>75.0</b>	<b>50</b>	<b>24</b>
ISTANBUL	THY TURKISH AIRLINES	S	121	0	0	22.3	32.2	28.1	10.7	5.8	0.8	0.0	0.0	0.0	0.0	0.0	6	80.8	7	120

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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 ISTANBUL</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>22.3</b>	<b>32.2</b>	<b>28.1</b>	<b>10.7</b>	<b>5.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.2</b>	<b>7</b>	<b>120</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	60	0	0	5.0	33.3	46.7	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.3</b>	<b>46.7</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL TURKEY</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>33.5</b>	<b>37.5</b>	<b>8.8</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>16</b>	<b>215</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	RYANAIR	S	18	0	0	0.0	11.1	72.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>72.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</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>11.1</b>	<b>72.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	33.3	35.0	21.7	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	4	91.7	3	120
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>35.0</b>	<b>21.7</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.7</b>	<b>3</b>	<b>120</b>
DUBAI	EMIRATES	S	179	0	4	18.6	24.6	32.8	12.0	7.1	2.7	0.0	0.0	0.0	0.0	2.2	9	83.3	12	180
<b>TOTAL DUBAI</b>			<b>179</b>	<b>0</b>	<b>4</b>	<b>18.6</b>	<b>24.6</b>	<b>32.8</b>	<b>12.0</b>	<b>7.1</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>9</b>	<b>83.3</b>	<b>12</b>	<b>180</b>
DUBAI (WORLD CENTRAL)	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB</b>			<b>301</b>	<b>0</b>	<b>4</b>	<b>24.3</b>	<b>28.9</b>	<b>28.5</b>	<b>9.2</b>	<b>5.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>86.7</b>	<b>8</b>	<b>300</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	260	0	2	8.8	52.3	35.5	1.1	0.8	0.4	0.0	0.4	0.0	0.0	0.8	4	84.4	10	269
<b>TOTAL ABERDEEN</b>			<b>260</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>52.3</b>	<b>35.5</b>	<b>1.1</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>84.4</b>	<b>10</b>	<b>269</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	384	0	0	3.4	53.6	31.0	5.5	3.4	2.6	0.0	0.5	0.0	0.0	0.0	7	87.0	7	348
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>53.6</b>	<b>31.0</b>	<b>5.5</b>	<b>3.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.0</b>	<b>7</b>	<b>348</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	226	0	0	5.8	64.6	23.5	2.2	2.7	0.9	0.4	0.0	0.0	0.0	0.0	4	84.3	8	216
BELFAST INTERNATIONAL	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	98.3	1	120
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>63.9</b>	<b>23.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.9</b>	<b>0.4</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>5</b>	<b>338</b>
BRISTOL	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRIZE NORTON	AIRTANKER SERVICES LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BRIZE NORTON</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAMBRIDGE	BRITISH AIRWAYS PLC	S	11	0	0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
<b>TOTAL CAMBRIDGE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>72.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	24	0	0	8.3	50.0	29.2	8.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>29.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	FLYBE LTD	S	169	0	0	1.2	46.2	47.9	3.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.5	12	174	
EDINBURGH	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	17	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>45.9</b>	<b>47.6</b>	<b>4.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.5</b>	<b>12</b>	<b>174</b>	
EXETER	FLYBE LTD	S	153	0	0	9.8	47.7	34.6	2.6	3.3	1.3	0.7	0.0	0.0	0.0	0.0	6	76.6	15	183	
<b>TOTAL EXETER</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>47.7</b>	<b>34.6</b>	<b>2.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.6</b>	<b>15</b>	<b>183</b>	
FARNBOROUGH	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	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	2	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
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	79.2	15	120	
GLASGOW	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.5</b>	<b>15</b>	<b>121</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	119	0	1	12.5	51.7	28.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.8	3	84.2	11	115	
<b>TOTAL GUERNSEY</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>51.7</b>	<b>28.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>84.2</b>	<b>11</b>	<b>115</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	388	0	0	8.5	49.0	28.4	8.2	5.2	0.8	0.0	0.0	0.0	0.0	0.0	6	78.4	9	414	
HEATHROW	IBERIA	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>389</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>48.8</b>	<b>28.3</b>	<b>8.5</b>	<b>5.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.4</b>	<b>9</b>	<b>414</b>	
INVERNESS	LOGANAIR LTD	S	142	0	2	9.7	50.7	26.4	9.0	2.8	0.0	0.0	0.0	0.0	0.0	1.4	5	92.1	4	127	
<b>TOTAL INVERNESS</b>			<b>142</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>50.7</b>	<b>26.4</b>	<b>9.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>5</b>	<b>92.1</b>	<b>4</b>	<b>127</b>	
ISLE OF MAN	FLYBE LTD	S	229	0	1	4.3	47.8	32.6	7.4	3.5	3.5	0.0	0.4	0.0	0.0	0.4	8	71.7	15	265	
<b>TOTAL ISLE OF MAN</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>47.8</b>	<b>32.6</b>	<b>7.4</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>71.7</b>	<b>15</b>	<b>265</b>	
JERSEY	EASYJET UK LTD	S	26	0	0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
JERSEY	FLYBE LTD	S	60	0	0	1.7	46.7	33.3	6.7	3.3	6.7	0.0	1.7	0.0	0.0	0.0	13	73.3	24	60	
<b>TOTAL JERSEY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>51.2</b>	<b>25.6</b>	<b>4.7</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.3</b>	<b>24</b>	<b>60</b>	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>0</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	60	0	0	6.7	46.7	40.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.7	38	60	
<b>TOTAL NEWQUAY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>46.7</b>	<b>40.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>61.7</b>	<b>38</b>	<b>60</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
NORWICH	LOGANAIR LTD	S	78	0	4	0.0	34.1	45.1	6.1	4.9	2.4	0.0	0.0	2.4	0.0	4.9	22	96.5	6	86	
<b>TOTAL NORWICH</b>			<b>78</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>34.1</b>	<b>45.1</b>	<b>6.1</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</b>	<b>22</b>	<b>96.5</b>	<b>6</b>	<b>86</b>	
PRESTWICK	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	37	1	
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>1</b>	
SOUTHAMPTON	FLYBE LTD	S	300	0	3	5.0	50.2	31.0	5.3	4.6	2.6	0.0	0.3	0.0	0.0	1.0	7	87.3	9	256	
<b>TOTAL SOUTHAMPTON</b>			<b>300</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>50.2</b>	<b>31.0</b>	<b>5.3</b>	<b>4.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>87.3</b>	<b>9</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	87.2	9	141	
<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>87.2</b>	<b>9</b>	<b>141</b>	
STANSTED	JET2.COM LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2640</b>	<b>0</b>	<b>14</b>	<b>6.4</b>	<b>50.8</b>	<b>31.8</b>	<b>5.4</b>	<b>3.1</b>	<b>1.5</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>6</b>	<b>82.6</b>	<b>11</b>	<b>2962</b>	
<b>USA</b>																					
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	25.9	59.3	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	13	25	
<b>TOTAL ATLANTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>59.3</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>69.2</b>	<b>13</b>	<b>25</b>	
HOUSTON	SINGAPORE AIRLINES	S	43	0	0	23.3	53.5	16.3	4.7	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3	90.5	7	42	
<b>TOTAL HOUSTON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>53.5</b>	<b>16.3</b>	<b>4.7</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>3</b>	<b>90.5</b>	<b>7</b>	<b>42</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	75.0	14	8	
<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>75.0</b>	<b>14</b>	<b>8</b>	
NEW YORK (JF KENNEDY)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.8	40	36	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	46.7	43.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	15	26	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>46.7</b>	<b>43.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>56.5</b>	<b>30</b>	<b>62</b>	
NEW YORK (NEWARK)	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	25	3	
NEW YORK (NEWARK)	UNITED AIRLINES	S	58	0	0	20.7	43.1	19.0	8.6	1.7	3.4	0.0	3.4	0.0	0.0	0.0	16	71.7	28	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>41.7</b>	<b>21.7</b>	<b>8.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.4</b>	<b>27</b>	<b>63</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	70.3	17	37	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	72	0	0	13.9	25.0	41.7	8.3	4.2	4.2	1.4	1.4	0.0	0.0	0.0	13	75.0	11	64	
<b>TOTAL ORLANDO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</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>13</b>	<b>73.3</b>	<b>13</b>	<b>101</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	54	0	0	24.1	46.3	18.5	3.7	1.9	0.0	3.7	1.9	0.0	0.0	0.0	12	66.7	26	54	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>46.3</b>	<b>18.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>26</b>	<b>54</b>	
SANFORD	TUI AIRWAYS LTD	C	12	0	0	0.0	25.0	33.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	3	13	
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>92.3</b>	<b>3</b>	<b>13</b>	
<b>TOTAL USA</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>41.5</b>	<b>22.3</b>	<b>6.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.5</b>	<b>19</b>	<b>368</b>	

**TOTAL MANCHESTER**      **13091**      **0**      **62**      **9.7** **42.9** **33.8** **7.2** **3.8** **1.6** **0.3** **0.2** **0.0** **0.0** **0.5** **7** **83.0** **10** **13538**

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	2	
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL AUSTRIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	0.0	16	1	
<b>TOTAL BRIDGETOWN</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>28</b>	<b>0.0</b>	<b>16</b>	<b>1</b>	
<b>TOTAL BARBADOS</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>28</b>	<b>0.0</b>	<b>16</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	54.2	23	94	
BRUSSELS	LOGANAIR LTD	S	82	0	0	4.9	23.2	53.7	14.6	1.2	0.0	0.0	2.4	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>23.2</b>	<b>53.7</b>	<b>14.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.2</b>	<b>23</b>	<b>94</b>	
<b>TOTAL BELGIUM</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>23.2</b>	<b>53.7</b>	<b>14.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.2</b>	<b>23</b>	<b>94</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	8	0	0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
PAPHOS	JET2.COM LTD	S	12	0	0	41.7	25.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	6	
PAPHOS	TUI AIRWAYS LTD	S	13	0	0	30.8	30.8	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	10	16	
<b>TOTAL PAPHOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36.0</b>	<b>28.0</b>	<b>32.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.5</b>	<b>7</b>	<b>22</b>	
<b>TOTAL CYPRUS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>36.4</b>	<b>24.2</b>	<b>36.4</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.2</b>	<b>6</b>	<b>26</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	16.7	33.3	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18	
<b>TOTAL PRAGUE</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>DENMARK</b>																					
COPENHAGEN	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL COPENHAGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
<b>TOTAL DENMARK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
<b>EGYPT</b>																					
HURGHADA	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	8	8	
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
<b>FINLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KITTILA	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	5	1
<b>TOTAL KITTILA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>FRANCE</b>																				
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	164	0	0	11.6	40.9	38.4	5.5	1.2	2.4	0.0	0.0	0.0	0.0	0.0	6	87.1	8	178
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>40.9</b>	<b>38.4</b>	<b>5.5</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>8</b>	<b>178</b>
<b>TOTAL FRANCE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>40.9</b>	<b>38.4</b>	<b>5.5</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>8</b>	<b>178</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	93.8	3	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>93.8</b>	<b>3</b>	<b>16</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	50	0	0	8.0	70.0	18.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2	88.5	5	50	
<b>TOTAL DUSSELDORF</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>70.0</b>	<b>18.0</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>0.0</b>	<b>2</b>	<b>88.5</b>	<b>5</b>	<b>50</b>	
MUNICH	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL MUNICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>70.0</b>	<b>18.0</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>0.0</b>	<b>2</b>	<b>89.9</b>	<b>4</b>	<b>67</b>	
<b>GREECE</b>																				
HERAKLION	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL HERAKLION</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</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KOS	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	20	1	
<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</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
RHODES	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL RHODES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>4</b>	<b>5</b>	
<b>ICELAND</b>																				
KEFLAVIK	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KEFLAVIK</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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	60	0	0	0.0	71.7	16.7	8.3	3.3	0.0	0.0	0.0	0.0	0.0	4	86.9	8	61	
DUBLIN	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
DUBLIN	RYANAIR	S	86	0	0	5.8	47.7	37.2	5.8	3.5	0.0	0.0	0.0	0.0	0.0	5	77.0	12	87	
<b>TOTAL DUBLIN</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>57.1</b>	<b>29.3</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>148</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>57.1</b>	<b>29.3</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>148</b>	
<b>ITALY</b>																				
ROME (FIUMICINO)	JET2.COM LTD	S	12	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	2	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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 ROME (FIUMICINO)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	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	31	1	
<b>TOTAL MONTEGO BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>1</b>	
<b>TOTAL JAMAICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>1</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	11	16	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL CANCUN</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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	239	0	1	1.7	43.3	46.7	4.2	2.5	0.4	0.8	0.0	0.0	0.0	0.4	6	92.9	4	240	
<b>TOTAL AMSTERDAM</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>43.3</b>	<b>46.7</b>	<b>4.2</b>	<b>2.5</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>92.9</b>	<b>4</b>	<b>240</b>	
EINDHOVEN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 NETHERLANDS</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>43.2</b>	<b>46.9</b>	<b>4.1</b>	<b>2.5</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>92.9</b>	<b>4</b>	<b>240</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	84.1	20	43	
STAVANGER	LOGANAIR LTD	S	50	0	0	4.0	46.0	36.0	6.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>46.0</b>	<b>36.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.1</b>	<b>20</b>	<b>43</b>	
<b>TOTAL NORWAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>46.0</b>	<b>36.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.1</b>	<b>20</b>	<b>43</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	S	18	0	0	11.1	44.4	33.3	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	17	100.0	2	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>2</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	100.0	1	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>100.0</b>	<b>1</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	22.2	66.7	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	94.4	2	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>55.6</b>	<b>19.4</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>98.1</b>	<b>2</b>	<b>54</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	16	
FARO	JET2.COM LTD	S	14	0	0	7.1	42.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	2	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
FARO	RYANAIR	S	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.5</b>	<b>50.0</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>90.6</b>	<b>4</b>	<b>32</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.5</b>	<b>50.0</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>90.6</b>	<b>4</b>	<b>32</b>
FUNCHAL	JET2.COM 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	4	28.6	190	7
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>28.6</b>	<b>190</b>	<b>7</b>
<b>TOTAL PORTUGAL SPAIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>28.6</b>	<b>190</b>	<b>7</b>
ALICANTE	EASYJET UK LTD	S	58	0	0	15.5	27.6	46.6	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	89.7	6	58
ALICANTE	JET2.COM LTD	S	57	0	0	12.3	28.1	50.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	5	95.6	11	45
ALICANTE	RYANAIR	S	36	0	0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	97.1	3	34
ALICANTE	TUI AIRWAYS LTD	S	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	100.0	3	13
<b>TOTAL ALICANTE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>32.9</b>	<b>45.1</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.0</b>	<b>7</b>	<b>150</b>
BARCELONA	EASYJET UK LTD	S	34	0	0	2.9	44.1	32.4	11.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	9	76.5	18	34
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>44.1</b>	<b>32.4</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.5</b>	<b>18</b>	<b>34</b>
GIRONA	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
GIRONA	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
IBIZA	JET2.COM LTD	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	5	4
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>5</b>	<b>4</b>
MAHON	JET2.COM LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	2
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
MALAGA	EASYJET UK LTD	S	38	0	0	10.5	39.5	47.4	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	6	36
MALAGA	JET2.COM LTD	S	18	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	6	20
MALAGA	RYANAIR	S	34	0	0	5.9	32.4	20.6	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	18	88.2	4	34
MALAGA	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	57.1	14	7
<b>TOTAL MALAGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>34.7</b>	<b>35.7</b>	<b>9.2</b>	<b>10.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.7</b>	<b>6</b>	<b>97</b>
PALMA DE MALLORCA	JET2.COM LTD	S	16	0	0	31.3	31.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	14
PALMA DE MALLORCA	RYANAIR	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	0.0	0	0
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>25.9</b>	<b>25.9</b>	<b>25.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>14</b>
REUS	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	3	100.0	0	2
<b>TOTAL REUS</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>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL SPAIN SPAIN(CANARY ISLANDS)</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>33.7</b>	<b>39.3</b>	<b>9.7</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.5</b>	<b>7</b>	<b>305</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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	JET2.COM LTD	S	44	0	0	20.5	34.1	40.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	82.1	9	28	
ARRECIFE	RYANAIR	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	27	68.8	12	16	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	18	
ARRECIFE	TUI AIRWAYS LTD	S	8	0	0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	10	
<b>TOTAL ARRECIFE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>25.8</b>	<b>41.9</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>12</b>	<b>72</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	11.1	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	16	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</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>8</b>	<b>80.8</b>	<b>11</b>	<b>26</b>	
LAS PALMAS	JET2.COM LTD	S	17	0	0	11.8	11.8	64.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	20	
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	8	
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.0</b>	<b>68.0</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>6</b>	<b>85.7</b>	<b>5</b>	<b>28</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	17	0	0	11.8	29.4	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	64.7	13	17	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	50	0	0	20.0	32.0	44.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.1	7	36	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	15.4	19.2	38.5	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	11	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	13	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	26	0	0	3.8	23.1	46.2	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	95.5	5	22	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>26.9</b>	<b>42.9</b>	<b>10.9</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>9</b>	<b>127</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>24.1</b>	<b>46.4</b>	<b>9.4</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>0.0</b>	<b>7</b>	<b>78.3</b>	<b>10</b>	<b>253</b>	
GENEVA	EASYJET UK LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	18	
<b>TOTAL GENEVA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SWITZERLAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	18	0	0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	8	12	
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	100.0	0	3	
ANTALYA	TUI AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>31.6</b>	<b>42.1</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>3</b>	<b>86.7</b>	<b>6</b>	<b>15</b>	
BODRUM (MILAS)	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL BODRUM (MILAS)</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>1</b>	<b>2</b>	
DALAMAN	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	2	100.0	2	4	
DALAMAN	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 DALAMAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</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>2</b>	<b>4</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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 IZMIR (ADNAN MENDERES)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>41.9</b>	<b>38.7</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>0.0</b>	<b>2</b>	<b>90.5</b>	<b>5</b>	<b>21</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>DUBAI</b>	EMIRATES	S	60	0	0	25.0	15.0	41.7	11.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	86.7	5	60	
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>15.0</b>	<b>41.7</b>	<b>11.7</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>7</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
<b>TOTAL UNITED ARAB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>15.0</b>	<b>41.7</b>	<b>11.7</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>7</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
<b>ABERDEEN</b>	FLYBE LTD	S	118	0	19	5.8	16.8	32.1	11.7	7.3	9.5	0.7	2.2	0.0	0.0	13.9	24	36.7	34	76	
<b>ABERDEEN</b>	LOGANAIR LTD	S	124	0	0	2.4	50.0	39.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>242</b>	<b>0</b>	<b>19</b>	<b>4.2</b>	<b>32.6</b>	<b>35.6</b>	<b>8.4</b>	<b>5.4</b>	<b>5.0</b>	<b>0.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>14</b>	<b>36.9</b>	<b>34</b>	<b>78</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	146	0	0	1.4	56.2	31.5	4.1	5.5	1.4	0.0	0.0	0.0	0.0	0.0	6	91.3	6	150	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>56.2</b>	<b>31.5</b>	<b>4.1</b>	<b>5.5</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>6</b>	<b>91.3</b>	<b>6</b>	<b>150</b>	
<b>BIRMINGHAM</b>	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BOURNEMOUTH</b>	LOGANAIR LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BOURNEMOUTH</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>	
<b>BRISTOL</b>	EASYJET UK LTD	S	102	0	0	6.9	53.9	29.4	6.9	1.0	2.0	0.0	0.0	0.0	0.0	0.0	5	92.5	14	106	
<b>TOTAL BRISTOL</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>53.9</b>	<b>29.4</b>	<b>6.9</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.5</b>	<b>14</b>	<b>106</b>	
<b>CARDIFF WALES</b>	FLYBE LTD	S	42	0	10	17.3	11.5	30.8	5.8	5.8	5.8	1.9	0.0	1.9	0.0	19.2	28	38.5	27	50	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>10</b>	<b>17.3</b>	<b>11.5</b>	<b>30.8</b>	<b>5.8</b>	<b>5.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>19.2</b>	<b>28</b>	<b>38.5</b>	<b>27</b>	<b>50</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EXETER</b>	FLYBE LTD	S	49	0	1	8.0	36.0	44.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4	67.3	21	50	
<b>TOTAL EXETER</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>36.0</b>	<b>44.0</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>2.0</b>	<b>4</b>	<b>67.3</b>	<b>21</b>	<b>50</b>	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	280	0	0	3.2	37.5	40.7	7.5	8.9	2.1	0.0	0.0	0.0	0.0	0.0	9	72.8	12	283	
<b>TOTAL HEATHROW</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.5</b>	<b>40.7</b>	<b>7.5</b>	<b>8.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.8</b>	<b>12</b>	<b>283</b>	
<b>HUMBERSIDE</b>	EASTERN AIRWAYS	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	4	1	
<b>HUMBERSIDE</b>	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
<b>JERSEY</b>	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
<b>TOTAL JERSEY</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>63</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</b>	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	6	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SOUTHAMPTON</b>	FLYBE LTD	S	136	0	0	1.5	52.2	31.6	6.6	2.2	5.9	0.0	0.0	0.0	0.0	0.0	9	88.5	7	154	

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SOUTHAMPTON</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>52.2</b>	<b>31.6</b>	<b>6.6</b>	<b>2.2</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.5</b>	<b>7</b>	<b>154</b>
STANSTED	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1010</b>	<b>0</b>	<b>30</b>	<b>4.2</b>	<b>40.9</b>	<b>35.4</b>	<b>7.3</b>	<b>5.4</b>	<b>3.4</b>	<b>0.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.9</b>	<b>10</b>	<b>71.9</b>	<b>14</b>	<b>872</b>
<b>USA</b>																				
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	6
<b>TOTAL NEW YORK (NEWARK)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>6</b>	<b>6</b>
SANFORD	TUI AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SANFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>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>100.0</b>	<b>6</b>	<b>6</b>
<b>TOTAL NEWCASTLE</b>			<b>2584</b>	<b>0</b>	<b>31</b>	<b>7.9</b>	<b>38.9</b>	<b>38.4</b>	<b>7.3</b>	<b>4.1</b>	<b>1.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>80.1</b>	<b>11</b>	<b>2481</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	16	0	0	12.5	31.3	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.3	11	34	
<b>TOTAL BERGERAC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>11</b>	<b>34</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	128	0	0	5.5	31.3	53.9	5.5	3.1	0.8	0.0	0.0	0.0	0.0	0.0	6	84.6	9	101	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>31.3</b>	<b>53.9</b>	<b>5.5</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.6</b>	<b>9</b>	<b>101</b>	
<b>TOTAL FRANCE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>52.1</b>	<b>6.3</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>0.0</b>	<b>6</b>	<b>84.8</b>	<b>9</b>	<b>135</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.6	6	44	
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.6</b>	<b>6</b>	<b>44</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.7</b>	<b>6</b>	<b>44</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	83.3	8	36	
<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>83.3</b>	<b>8</b>	<b>36</b>	
DUBLIN	FLYBE LTD	S	192	0	4	8.2	38.3	33.2	7.1	5.6	4.6	1.0	0.0	0.0	2.0	10	81.9	10	210		
<b>TOTAL DUBLIN</b>			<b>192</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>38.3</b>	<b>33.2</b>	<b>7.1</b>	<b>5.6</b>	<b>4.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>81.9</b>	<b>10</b>	<b>210</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>192</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>38.3</b>	<b>33.2</b>	<b>7.1</b>	<b>5.6</b>	<b>4.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>82.1</b>	<b>10</b>	<b>246</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	277	0	5	4.6	37.6	43.6	6.7	3.2	2.1	0.4	0.0	0.0	1.8	7	82.6	15	207		
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	92.0	5	88		
<b>TOTAL AMSTERDAM</b>			<b>277</b>	<b>0</b>	<b>5</b>	<b>4.6</b>	<b>37.6</b>	<b>43.6</b>	<b>6.7</b>	<b>3.2</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>7</b>	<b>85.4</b>	<b>12</b>	<b>295</b>		
<b>TOTAL NETHERLANDS</b>			<b>277</b>	<b>0</b>	<b>5</b>	<b>4.6</b>	<b>37.6</b>	<b>43.6</b>	<b>6.7</b>	<b>3.2</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>7</b>	<b>85.4</b>	<b>12</b>	<b>295</b>		
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16		
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>		
<b>TOTAL 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</b>	<b>100.0</b>	<b>2</b>	<b>16</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	77.8	10	9		
<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</b>	<b>77.8</b>	<b>10</b>	<b>9</b>		
ALDERNEY	AURIGNY AIR SERVICES	S	117	0	5	11.5	51.6	17.2	4.9	5.7	0.0	1.6	3.3	0.0	4.1	15	67.2	43	112		
<b>TOTAL ALDERNEY</b>			<b>117</b>	<b>0</b>	<b>5</b>	<b>11.5</b>	<b>51.6</b>	<b>17.2</b>	<b>4.9</b>	<b>5.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>4.1</b>	<b>15</b>	<b>67.2</b>	<b>43</b>	<b>112</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	128	0	1	7.8	37.2	33.3	5.4	6.2	5.4	3.9	0.0	0.0	0.8	15	86.1	10	155		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>37.2</b>	<b>33.3</b>	<b>5.4</b>	<b>6.2</b>	<b>5.4</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>86.1</b>	<b>10</b>	<b>155</b>		
BRISTOL	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	21	1		
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>21</b>	<b>1</b>		
EDINBURGH	FLYBE LTD	S	222	0	1	3.1	54.3	32.7	4.5	2.2	2.7	0.0	0.0	0.0	0.4	6	81.6	9	266		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
EDINBURGH	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EDINBURGH	TITAN 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 EDINBURGH</b>			<b>223</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>54.2</b>	<b>32.4</b>	<b>4.4</b>	<b>2.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>81.6</b>	<b>9</b>	<b>266</b>	
GLASGOW	FLYBE LTD	S	212	0	0	5.2	74.1	13.7	2.4	1.9	1.9	0.9	0.0	0.0	0.0	0.0	5	89.1	8	266	
<b>TOTAL GLASGOW</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>74.1</b>	<b>13.7</b>	<b>2.4</b>	<b>1.9</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.1</b>	<b>8</b>	<b>266</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	109	0	2	3.6	42.3	35.1	5.4	9.9	0.0	1.8	0.0	0.0	0.0	1.8	10	100.0	0	2	
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	100.0	12	1	
GUERNSEY	FLYBE LTD	S	208	0	2	3.8	45.7	32.4	7.1	5.7	1.9	1.4	1.0	0.0	0.0	1.0	11	82.3	13	201	
<b>TOTAL GUERNSEY</b>			<b>317</b>	<b>0</b>	<b>4</b>	<b>3.7</b>	<b>44.5</b>	<b>33.3</b>	<b>6.5</b>	<b>7.2</b>	<b>1.2</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>82.5</b>	<b>13</b>	<b>204</b>	
JERSEY	FLYBE LTD	S	256	0	0	3.5	40.2	38.7	7.0	2.7	6.6	1.2	0.0	0.0	0.0	0.0	12	82.5	15	257	
<b>TOTAL JERSEY</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>40.2</b>	<b>38.7</b>	<b>7.0</b>	<b>2.7</b>	<b>6.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.2</b>	<b>15</b>	<b>257</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	72.2	3	56	
LEEDS BRADFORD	FLYBE LTD	S	114	0	10	1.6	42.7	39.5	4.8	0.8	1.6	0.8	0.0	0.0	0.0	8.1	6	90.0	6	40	
<b>TOTAL LEEDS BRADFORD</b>			<b>114</b>	<b>0</b>	<b>10</b>	<b>1.6</b>	<b>42.7</b>	<b>39.5</b>	<b>4.8</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>6</b>	<b>78.6</b>	<b>4</b>	<b>96</b>	
LIVERPOOL (JOHN LENNON)	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	2	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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</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	32	0.0	0	0	
MANCHESTER	FLYBE LTD	S	298	0	4	3.6	48.0	33.1	5.3	5.3	2.6	0.3	0.3	0.0	0.0	1.3	8	85.3	9	253	
MANCHESTER	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	2	
<b>TOTAL MANCHESTER</b>			<b>301</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>47.5</b>	<b>33.1</b>	<b>5.6</b>	<b>5.6</b>	<b>2.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>85.4</b>	<b>9</b>	<b>255</b>	
NEWCASTLE	FLYBE LTD	S	136	0	0	2.2	49.3	34.6	5.1	3.7	5.1	0.0	0.0	0.0	0.0	0.0	8	86.5	8	153	
<b>TOTAL NEWCASTLE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>49.3</b>	<b>34.6</b>	<b>5.1</b>	<b>3.7</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.5</b>	<b>8</b>	<b>153</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	TITAN 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 STANSTED</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1806</b>	<b>0</b>	<b>27</b>	<b>4.3</b>	<b>49.2</b>	<b>31.1</b>	<b>5.3</b>	<b>4.2</b>	<b>3.0</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>83.0</b>	<b>12</b>	<b>1775</b>	
<b>TOTAL SOUTHAMPTON</b>			<b>2419</b>	<b>0</b>	<b>36</b>	<b>4.8</b>	<b>45.9</b>	<b>33.9</b>	<b>5.7</b>	<b>4.2</b>	<b>2.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>83.4</b>	<b>12</b>	<b>2511</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	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	85.7	6	47	
<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>85.7</b>	<b>6</b>	<b>47</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>85.7</b>	<b>6</b>	<b>47</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	20	0	0	10.0	55.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	34	
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	70.6	27	34	
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>55.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>14</b>	<b>68</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>55.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>14</b>	<b>68</b>	
<b>DENMARK</b>																					
BILLUND	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	85	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>0.0</b>	<b>85</b>	<b>2</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>85</b>	<b>2</b>	
<b>FRANCE</b>																					
BREST	RYANAIR	S	18	0	0	0.0	61.1	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BREST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	STOBART AIR	S	34	0	0	0.0	61.8	29.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	34	36	
<b>TOTAL CAEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.8</b>	<b>29.4</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>0.0</b>	<b>4</b>	<b>80.6</b>	<b>34</b>	<b>36</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	75.0	21	44	
<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>75.0</b>	<b>21</b>	<b>44</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	22	0	0	4.5	50.0	31.8	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	96.2	3	26	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>50.0</b>	<b>31.8</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
RENNES	STOBART AIR	S	85	0	1	15.1	52.3	27.9	1.2	2.3	0.0	0.0	0.0	0.0	0.0	1.2	2	76.7	10	57	
<b>TOTAL RENNES</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>15.1</b>	<b>52.3</b>	<b>27.9</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>2</b>	<b>76.7</b>	<b>10</b>	<b>57</b>	
<b>TOTAL FRANCE</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>55.0</b>	<b>28.8</b>	<b>3.8</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>4</b>	<b>80.1</b>	<b>17</b>	<b>163</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
COLOGNE BONN	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
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	66.7	28	42	
<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>65.1</b>	<b>28</b>	<b>43</b>	
DUSSELDORF	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL DUSSELDORF</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	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>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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PADERBORN	ADRIA 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	83.3	8	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL PADERBORN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.0</b>	<b>22</b>	<b>62</b>	
<b>GREECE</b>																				
CORFU	RYANAIR	S	5	0	0	0.0	40.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	70	0.0	0	0
<b>TOTAL CORFU</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>																				
BUDAPEST	EASYJET UK LTD	S	16	0	0	0.0	56.3	18.8	0.0	6.3	18.8	0.0	0.0	0.0	0.0	18	94.4	8	18	
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	95.8	23	24	
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>95.2</b>	<b>16</b>	<b>42</b>	
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>95.2</b>	<b>16</b>	<b>42</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
DUBLIN	CITY JET	S	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	70	0.0	0	0	
DUBLIN	RYANAIR	S	59	0	1	8.3	33.3	35.0	13.3	8.3	0.0	0.0	0.0	0.0	1.7	8	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	77.6	15	137	
<b>TOTAL DUBLIN</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>32.8</b>	<b>34.4</b>	<b>14.1</b>	<b>7.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.6</b>	<b>15</b>	<b>137</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>32.8</b>	<b>34.4</b>	<b>14.1</b>	<b>7.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>77.6</b>	<b>15</b>	<b>137</b>	
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	26	0	0	0.0	46.2	26.9	15.4	11.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>26.9</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</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	78.6	4	12	
<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>78.6</b>	<b>4</b>	<b>12</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	61.1	11	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>61.1</b>	<b>11</b>	<b>18</b>	
MILAN (LINATE)	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	36	1	
<b>TOTAL MILAN (LINATE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>36</b>	<b>1</b>	
TREVISO	RYANAIR	S	23	0	0	21.7	52.2	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>52.2</b>	<b>26.1</b>	<b>0.0</b>	<b>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 ITALY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>48.0</b>	<b>28.0</b>	<b>8.0</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>6</b>	<b>66.7</b>	<b>9</b>	<b>31</b>	
<b>LITHUANIA</b>																				
VILNIUS	LOT-POLISH AIRLINES	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
VILNIUS	RYANAIR	S	26	0	0	0.0	65.4	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
VILNIUS	WIZZ AIR	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LUXEMBOURG	LUXAIR	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	66.7	14	3
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>3</b>
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>3</b>
<b>MALTA</b>																				
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	76.2	10	21
MALTA	EASYJET UK LTD	S	15	0	1	12.5	31.3	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	5	94.7	6	19
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>5</b>	<b>85.0</b>	<b>8</b>	<b>40</b>
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>5</b>	<b>85.0</b>	<b>8</b>	<b>40</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	127	0	1	3.9	54.7	25.8	6.3	7.8	0.8	0.0	0.0	0.0	0.0	0.8	7	86.9	6	126
AMSTERDAM	FLYBE LTD	S	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	0	0
AMSTERDAM	KLM	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 AMSTERDAM</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>53.8</b>	<b>25.8</b>	<b>6.1</b>	<b>7.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>86.9</b>	<b>6</b>	<b>126</b>
GRONINGEN	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	8	1
GRONINGEN	STOBART AIR	S	90	0	4	16.0	55.3	13.8	4.3	3.2	3.2	0.0	0.0	0.0	0.0	4.3	6	88.9	8	141
<b>TOTAL GRONINGEN</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>16.0</b>	<b>55.3</b>	<b>13.8</b>	<b>4.3</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>4.3</b>	<b>6</b>	<b>89.0</b>	<b>8</b>	<b>142</b>
<b>TOTAL NETHERLANDS</b>			<b>221</b>	<b>0</b>	<b>5</b>	<b>9.7</b>	<b>54.4</b>	<b>20.8</b>	<b>5.3</b>	<b>5.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>6</b>	<b>88.0</b>	<b>7</b>	<b>268</b>
<b>POLAND</b>																				
RZESZOW	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL RZESZOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	26	0	0	34.6	42.3	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	4	21
FARO	RYANAIR	S	18	0	0	0.0	44.4	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL FARO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>43.2</b>	<b>22.7</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>4</b>	<b>21</b>
<b>TOTAL PORTUGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>43.2</b>	<b>22.7</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>4</b>	<b>21</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	41	0	1	0.0	28.6	35.7	21.4	4.8	4.8	0.0	0.0	2.4	0.0	2.4	30	0.0	0	0
BUCHAREST (OTOPENI)	WIZZ AIR	S	12	0	0	16.7	25.0	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>27.8</b>	<b>33.3</b>	<b>20.4</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SIBIU	WIZZ AIR	S	59	0	1	28.3	58.3	10.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1	0.0	0	0
<b>TOTAL SIBIU</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>28.3</b>	<b>58.3</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>1.7</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>43.9</b>	<b>21.1</b>	<b>10.5</b>	<b>1.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	44	0	0	9.1	63.6	18.2	2.3	2.3	4.5	0.0	0.0	0.0	0.0	0.0	7	95.7	2	46
ALICANTE	RYANAIR	S	44	0	0	0.0	34.1	43.2	15.9	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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 ALICANTE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>48.9</b>	<b>30.7</b>	<b>9.1</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.7</b>	<b>2</b>	<b>46</b>	
BARCELONA	EASYJET UK LTD	S	18	0	0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	17	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>3</b>	<b>17</b>	
BILBAO	RYANAIR	S	24	0	0	0.0	33.3	45.8	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>45.8</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	EASYJET UK LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL IBIZA</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>	
MALAGA	EASYJET UK LTD	S	40	0	0	10.0	57.5	22.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	11	60	
MALAGA	RYANAIR	S	36	0	0	0.0	52.8	25.0	13.9	2.8	5.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>55.3</b>	<b>23.7</b>	<b>10.5</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>11</b>	<b>60</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</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	81.3	9	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>81.3</b>	<b>9</b>	<b>16</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
REUS	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>49.6</b>	<b>27.7</b>	<b>9.1</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>7</b>	<b>91.4</b>	<b>7</b>	<b>139</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	16.7	44.4	27.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	88.9	2	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>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>10</b>	<b>88.9</b>	<b>2</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	14	16	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>31.6</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>43.2</b>	<b>29.7</b>	<b>5.4</b>	<b>2.7</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.4</b>	<b>8</b>	<b>32</b>	
<b>SWITZERLAND</b>																					
ZURICH	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	13	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2	
ABERDEEN	LOGANAIR LTD	S	100	0	0	6.0	49.0	32.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ABERDEEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>49.0</b>	<b>32.0</b>	<b>5.0</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>7</b>	<b>50.0</b>	<b>27</b>	<b>2</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
CARLISLE	LOGANAIR LTD	S	34	0	0	8.8	67.6	14.7	2.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>67.6</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	108	0	2	0.9	49.1	43.6	1.8	1.8	0.9	0.0	0.0	0.0	0.0	1.8	3	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>49.1</b>	<b>43.6</b>	<b>1.8</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>1.8</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	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	50.0	14	2	
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>3</b>	
GLASGOW	LOGANAIR LTD	S	98	0	2	0.0	54.0	30.0	9.0	5.0	0.0	0.0	0.0	0.0	0.0	2.0	5	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>54.0</b>	<b>30.0</b>	<b>9.0</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>2.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	42	0	2	9.1	72.7	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>72.7</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
JERSEY	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL JERSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
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	83.0	10	138	
<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>83.1</b>	<b>10</b>	<b>139</b>	
NEWQUAY	STOBART AIR	S	43	0	1	13.6	38.6	38.6	2.3	0.0	0.0	0.0	4.5	0.0	0.0	2.3	11	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>13.6</b>	<b>38.6</b>	<b>38.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>429</b>	<b>0</b>	<b>7</b>	<b>4.6</b>	<b>53.0</b>	<b>31.9</b>	<b>4.4</b>	<b>3.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>82.5</b>	<b>11</b>	<b>145</b>	
<b>TOTAL SOUTHEND</b>			<b>1455</b>	<b>0</b>	<b>17</b>	<b>8.6</b>	<b>50.3</b>	<b>28.1</b>	<b>6.1</b>	<b>3.7</b>	<b>1.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>83.5</b>	<b>11</b>	<b>1201</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	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	87.5	2	16	
SALZBURG	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
SALZBURG	RYANAIR	S	44	0	0	0.0	47.7	50.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	6	42	
<b>TOTAL SALZBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.7</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>5</b>	<b>60</b>	
VIENNA	LAUDA MOTION GMBH	S	120	0	0	6.7	38.3	44.2	5.0	2.5	1.7	0.0	1.7	0.0	0.0	0.0	12	55.0	21	120	
<b>TOTAL VIENNA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>38.3</b>	<b>44.2</b>	<b>5.0</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>55.0</b>	<b>21</b>	<b>120</b>	
<b>TOTAL AUSTRIA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>40.9</b>	<b>45.7</b>	<b>4.3</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>16</b>	<b>180</b>	
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	26	0	0	0.0	34.6	53.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	13	26	
<b>TOTAL PLOVDIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>53.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.8</b>	<b>13</b>	<b>26</b>	
SOFIA	RYANAIR	S	158	0	4	9.9	49.4	30.2	3.1	1.2	3.1	0.0	0.6	0.0	0.0	2.5	6	90.5	5	126	
<b>TOTAL SOFIA</b>			<b>158</b>	<b>0</b>	<b>4</b>	<b>9.9</b>	<b>49.4</b>	<b>30.2</b>	<b>3.1</b>	<b>1.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>6</b>	<b>90.5</b>	<b>5</b>	<b>126</b>	
<b>TOTAL BULGARIA</b>			<b>184</b>	<b>0</b>	<b>4</b>	<b>8.5</b>	<b>47.3</b>	<b>33.5</b>	<b>3.2</b>	<b>2.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>88.8</b>	<b>7</b>	<b>152</b>	
<b>CANADA</b>																					
HALIFAX INT	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CROATIA</b>																					
DUBROVNIK	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	
DUBROVNIK	JET2.COM LTD	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>71.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>71.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	20	0	0	20.0	30.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	6	10	
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</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>90.0</b>	<b>6</b>	<b>10</b>	
PAPHOS	JET2.COM LTD	S	31	0	0	29.0	41.9	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	20	
PAPHOS	RYANAIR	S	60	0	0	23.3	30.0	41.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	6	60	
PAPHOS	TUI AIRWAYS LTD	C	12	0	0	25.0	41.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	15	
<b>TOTAL PAPHOS</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>25.2</b>	<b>35.0</b>	<b>34.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.5</b>	<b>4</b>	<b>95</b>	
<b>TOTAL CYPRUS</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>34.1</b>	<b>35.0</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.5</b>	<b>4</b>	<b>105</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	46	0	0	2.2	47.8	43.5	4.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	15	44	
<b>TOTAL BRNO (TURANY)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>47.8</b>	<b>43.5</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>0.0</b>	<b>4</b>	<b>81.8</b>	<b>15</b>	<b>44</b>	
OSTRAVA	RYANAIR	S	18	0	0	5.6	66.7	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	91.2	4	34	
<b>TOTAL OSTRAVA</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>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>91.2</b>	<b>4</b>	<b>34</b>	
PRAGUE	EASYJET UK LTD	S	36	0	0	2.8	44.4	41.7	5.6	0.0	2.8	0.0	2.8	0.0	0.0	0.0	12	83.3	6	60	

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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
PRAGUE	RYANAIR	S	158	0	0	4.4	47.5	31.0	12.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	7	78.8	10	146
<b>TOTAL PRAGUE</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>46.9</b>	<b>33.0</b>	<b>10.8</b>	<b>4.1</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>80.1</b>	<b>9</b>	<b>206</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>48.4</b>	<b>33.7</b>	<b>8.9</b>	<b>4.3</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>7</b>	<b>81.7</b>	<b>9</b>	<b>284</b>
<b>DENMARK</b>																				
AALBORG	RYANAIR	S	24	0	0	0.0	50.0	37.5	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	97.1	3	34
<b>TOTAL AALBORG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>97.1</b>	<b>3</b>	<b>34</b>
AARHUS (TIRSTRUP)	RYANAIR	S	44	0	0	11.4	38.6	31.8	15.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	7	87.0	7	46
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>31.8</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>0.0</b>	<b>7</b>	<b>87.0</b>	<b>7</b>	<b>46</b>
BILLUND	JET TIME	C	0	0	0	0.0	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
BILLUND	RYANAIR	S	106	0	0	12.3	59.4	19.8	1.9	2.8	3.8	0.0	0.0	0.0	0.0	0.0	5	75.8	10	120
<b>TOTAL BILLUND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>59.4</b>	<b>19.8</b>	<b>1.9</b>	<b>2.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.2</b>	<b>10</b>	<b>122</b>
COPENHAGEN	RYANAIR	S	152	0	0	2.0	47.4	32.2	11.2	7.2	0.0	0.0	0.0	0.0	0.0	0.0	8	78.8	10	156
COPENHAGEN	SAS	S	60	0	0	8.3	75.0	15.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>55.2</b>	<b>27.4</b>	<b>8.5</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.8</b>	<b>10</b>	<b>156</b>
<b>TOTAL DENMARK</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>54.1</b>	<b>26.4</b>	<b>7.3</b>	<b>4.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.7</b>	<b>9</b>	<b>358</b>
<b>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	18	0	0	38.9	5.6	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	2	17
HURGHADA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>36.8</b>	<b>5.3</b>	<b>47.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>2</b>	<b>17</b>
<b>TOTAL EGYPT</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>36.8</b>	<b>5.3</b>	<b>47.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>2</b>	<b>17</b>
<b>ESTONIA</b>																				
TALLIN	RYANAIR	S	28	0	0	0.0	53.6	39.3	0.0	0.0	3.6	3.6	0.0	0.0	0.0	0.0	9	97.1	4	34
<b>TOTAL TALLIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.6</b>	<b>39.3</b>	<b>0.0</b>	<b>0.0</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>9</b>	<b>97.1</b>	<b>4</b>	<b>34</b>
<b>TOTAL ESTONIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.6</b>	<b>39.3</b>	<b>0.0</b>	<b>0.0</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>9</b>	<b>97.1</b>	<b>4</b>	<b>34</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																				
AJACCIO	AIR CORSICA	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	27	50.0	9	4
<b>TOTAL AJACCIO</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>27</b>	<b>50.0</b>	<b>9</b>	<b>4</b>
BASTIA	AIR CORSICA	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	4
<b>TOTAL BASTIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
BERGERAC	RYANAIR	S	26	0	0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.5	15	26
<b>TOTAL BERGERAC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>61.5</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>61.5</b>	<b>15</b>	<b>26</b>
BIARRITZ	RYANAIR	S	22	0	0	13.6	40.9	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	6	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BIARRITZ</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>40.9</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
BORDEAUX	RYANAIR	S	44	0	0	4.5	54.5	27.3	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	82.2	14	44	
<b>TOTAL BORDEAUX</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>54.5</b>	<b>27.3</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.2</b>	<b>14</b>	<b>44</b>	
BREST	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
<b>TOTAL BREST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	72.2	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	8	26	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
DINARD	RYANAIR	S	20	0	0	5.0	45.0	35.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	25	
<b>TOTAL DINARD</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>35.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>3</b>	<b>25</b>	
LA ROCHELLE	RYANAIR	S	17	0	0	5.9	23.5	47.1	0.0	11.8	11.8	0.0	0.0	0.0	0.0	0.0	17	61.1	21	18	
<b>TOTAL LA ROCHELLE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>47.1</b>	<b>0.0</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>17</b>	<b>61.1</b>	<b>21</b>	<b>18</b>	
LIMOGES	RYANAIR	S	38	0	0	5.3	47.4	36.8	7.9	0.0	2.6	0.0	0.0	0.0	0.0	0.0	6	88.2	7	34	
<b>TOTAL LIMOGES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>36.8</b>	<b>7.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>7</b>	<b>34</b>	
LYON	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	17	2	
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>	
MARSEILLE	RYANAIR	S	60	0	0	1.7	48.3	33.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	11	60	
<b>TOTAL MARSEILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>48.3</b>	<b>33.3</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>11</b>	<b>60</b>	
NANTES	RYANAIR	S	52	0	0	0.0	42.3	38.5	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	64.7	17	34	
<b>TOTAL NANTES</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>38.5</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>0.0</b>	<b>8</b>	<b>64.7</b>	<b>17</b>	<b>34</b>	
NICE	EASYJET UK LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	18	
NICE	RYANAIR	S	36	0	0	0.0	47.2	36.1	11.1	2.8	0.0	0.0	2.8	0.0	0.0	0.0	12	85.0	6	60	
<b>TOTAL NICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>36.4</b>	<b>15.9</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>0.0</b>	<b>12</b>	<b>88.5</b>	<b>5</b>	<b>78</b>	
NIMES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18	
<b>TOTAL NIMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	26	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POITIERS	RYANAIR	S	18	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	5	18	
<b>TOTAL POITIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
RENNES	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	0	0.0	0	0	
<b>TOTAL RENNES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	16	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	108	0	0	7.4	50.0	37.0	3.7	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	78.3	11	120	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>50.0</b>	<b>37.0</b>	<b>3.7</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>4</b>	<b>78.3</b>	<b>11</b>	<b>120</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 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	
TOURS	RYANAIR	S	18	0	0	22.2	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	22	18	
<b>TOTAL TOURS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>22</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>534</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>49.4</b>	<b>33.7</b>	<b>7.5</b>	<b>3.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.2</b>	<b>10</b>	<b>572</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	206	0	0	11.2	46.1	29.1	8.3	3.4	1.0	0.0	1.0	0.0	0.0	0.0	8	71.1	12	231	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>46.1</b>	<b>29.1</b>	<b>8.3</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.1</b>	<b>12</b>	<b>231</b>	
BREMEN	RYANAIR	S	88	0	0	4.5	51.1	36.4	6.8	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	9	88	
<b>TOTAL BREMEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>51.1</b>	<b>36.4</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.8</b>	<b>9</b>	<b>88</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.0	7	128	
COLOGNE BONN	RYANAIR	S	136	0	0	8.1	54.4	27.9	5.9	2.2	1.5	0.0	0.0	0.0	0.0	0.0	4	74.6	13	130	
COLOGNE BONN	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	33	3	
<b>TOTAL COLOGNE BONN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.4</b>	<b>27.9</b>	<b>5.9</b>	<b>2.2</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>4</b>	<b>78.2</b>	<b>10</b>	<b>261</b>	
DORTMUND	RYANAIR	S	52	0	0	21.2	42.3	26.9	5.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	60.0	13	60	
<b>TOTAL DORTMUND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>42.3</b>	<b>26.9</b>	<b>5.8</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>60.0</b>	<b>13</b>	<b>60</b>	
DRESDEN	RYANAIR	S	26	0	0	19.2	46.2	15.4	7.7	0.0	11.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL DRESDEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	RYANAIR	S	146	0	0	0.0	41.1	44.5	6.8	4.1	2.7	0.7	0.0	0.0	0.0	0.0	9	68.3	12	104	
<b>TOTAL FRANKFURT MAIN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.1</b>	<b>44.5</b>	<b>6.8</b>	<b>4.1</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.3</b>	<b>12</b>	<b>104</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	84.1	9	43	
<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>84.1</b>	<b>9</b>	<b>43</b>	
HAMBURG	RYANAIR	S	64	0	0	9.4	56.3	17.2	1.6	6.3	9.4	0.0	0.0	0.0	0.0	0.0	11	72.4	16	76	
<b>TOTAL HAMBURG</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>56.3</b>	<b>17.2</b>	<b>1.6</b>	<b>6.3</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>11</b>	<b>72.4</b>	<b>16</b>	<b>76</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	88.5	7	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>88.5</b>	<b>7</b>	<b>52</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	52	0	0	7.7	59.6	28.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	11	60	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>59.6</b>	<b>28.8</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>0.0</b>	<b>3</b>	<b>76.7</b>	<b>11</b>	<b>60</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	76.9	10	26	
<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>76.9</b>	<b>10</b>	<b>26</b>	
MEMMINGEN ALLGAU	RYANAIR	S	34	0	0	17.6	35.3	32.4	8.8	2.9	0.0	0.0	2.9	0.0	0.0	0.0	14	71.4	16	42	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.4</b>	<b>16</b>	<b>42</b>	
MUNICH	EASYJET UK LTD	S	30	0	0	0.0	50.0	43.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	76.3	8	38	
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	80.0	12	60	
<b>TOTAL MUNICH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.6</b>	<b>10</b>	<b>98</b>	
NIEDERRHEIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL NIEDERRHEIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
NUREMBERG	RYANAIR	S	89	0	0	9.0	67.4	15.7	5.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.2	9	96
<b>TOTAL NUREMBERG</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>67.4</b>	<b>15.7</b>	<b>5.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.2</b>	<b>9</b>	<b>96</b>
<b>TOTAL GERMANY</b>			<b>923</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>50.1</b>	<b>30.0</b>	<b>6.3</b>	<b>2.8</b>	<b>2.0</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.7</b>	<b>11</b>	<b>1247</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	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	31	0.0	0	0
ATHENS	MALETH AERO	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	136	0.0	0	0
ATHENS	RYANAIR	S	68	0	0	17.6	38.2	35.3	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	5	69.8	10	96
<b>TOTAL ATHENS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>36.6</b>	<b>35.2</b>	<b>4.2</b>	<b>5.6</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.8</b>	<b>10</b>	<b>96</b>
CHANIA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
CHANIA	RYANAIR	S	4	0	0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
<b>TOTAL CHANIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CORFU	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL CORFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HERAKLION	JET2.COM LTD	S	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
HERAKLION	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 HERAKLION</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PREVEZA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL PREVEZA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
RHODES	JET2.COM LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
RHODES	RYANAIR	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
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	100.0	0	1
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>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>11</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
SALONIKA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
SALONIKA	RYANAIR	S	52	0	0	0.0	30.8	44.2	15.4	7.7	1.9	0.0	0.0	0.0	0.0	0.0	11	73.6	11	52
<b>TOTAL SALONIKA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>42.6</b>	<b>14.8</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.6</b>	<b>11</b>	<b>52</b>
ZAKINTHOS	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	8	0.0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>																				
<b>TOTAL GREECE</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>35.1</b>	<b>36.4</b>	<b>7.3</b>	<b>6.6</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.7</b>	<b>10</b>	<b>151</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	202	0	0	11.9	42.1	34.7	6.4	4.5	0.0	0.0	0.5	0.0	0.0	0.0	5	81.1	10	206
<b>TOTAL BUDAPEST</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>42.1</b>	<b>34.7</b>	<b>6.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>206</b>
<b>TOTAL HUNGARY</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>42.1</b>	<b>34.7</b>	<b>6.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>206</b>
<b>ICELAND</b>																				
KEFLAVIK	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	85.7	4	26
<b>TOTAL KEFLAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>4</b>	<b>26</b>
<b>TOTAL ICELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>4</b>	<b>26</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	22	0	2	12.5	29.2	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	9	0.0	0	0	
<b>TOTAL AMRITSAR</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>29.2</b>	<b>33.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>29.2</b>	<b>33.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	172	0	0	9.3	50.6	31.4	4.1	3.5	1.2	0.0	0.0	0.0	0.0	0.0	5	76.2	15	171	
<b>TOTAL CORK</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>50.6</b>	<b>31.4</b>	<b>4.1</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.2</b>	<b>15</b>	<b>171</b>	
DUBLIN	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
DUBLIN	RYANAIR	S	428	0	0	7.0	50.0	29.9	6.5	5.1	1.2	0.0	0.2	0.0	0.0	0.0	6	67.2	14	458	
<b>TOTAL DUBLIN</b>			<b>429</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>49.9</b>	<b>30.1</b>	<b>6.5</b>	<b>5.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.2</b>	<b>14</b>	<b>458</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	86	0	0	10.5	53.5	29.1	2.3	3.5	0.0	0.0	1.2	0.0	0.0	0.0	6	90.7	6	86	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>53.5</b>	<b>29.1</b>	<b>2.3</b>	<b>3.5</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>6</b>	<b>90.7</b>	<b>6</b>	<b>86</b>	
KERRY COUNTY	RYANAIR	S	44	0	0	4.5	45.5	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	42	
<b>TOTAL KERRY COUNTY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>40.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>7</b>	<b>42</b>	
SHANNON	RYANAIR	S	104	0	0	14.4	43.3	38.5	2.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	4	64.8	14	105	
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>43.3</b>	<b>38.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>64.8</b>	<b>14</b>	<b>105</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>835</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>49.3</b>	<b>31.9</b>	<b>5.3</b>	<b>3.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.0</b>	<b>13</b>	<b>862</b>	
<b>ISRAEL</b>																					
TEL AVIV	ARKIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.0	14	25	
TEL AVIV	EASYJET UK LTD	S	15	0	0	0.0	40.0	40.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	75.0	13	16	
<b>TOTAL TEL AVIV</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.3</b>	<b>13</b>	<b>41</b>	
<b>TOTAL ISRAEL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.3</b>	<b>13</b>	<b>41</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	RYANAIR	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ALGHERO (FERTILIA)</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>	
ANCONA	RYANAIR	S	34	0	0	5.9	55.9	23.5	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	91.4	7	35	
<b>TOTAL ANCONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>55.9</b>	<b>23.5</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.4</b>	<b>7</b>	<b>35</b>	
BARI (PALESE)	RYANAIR	S	48	0	0	0.0	35.4	45.8	14.6	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	81.7	16	60	
<b>TOTAL BARI (PALESE)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.4</b>	<b>45.8</b>	<b>14.6</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>0.0</b>	<b>7</b>	<b>81.7</b>	<b>16</b>	<b>60</b>	
BERGAMO	RYANAIR	S	262	0	0	17.6	45.4	25.2	7.6	3.4	0.4	0.0	0.4	0.0	0.0	0.0	6	77.9	10	240	
<b>TOTAL BERGAMO</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>45.4</b>	<b>25.2</b>	<b>7.6</b>	<b>3.4</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>6</b>	<b>77.9</b>	<b>10</b>	<b>240</b>	
BOLOGNA	RYANAIR	S	116	0	0	23.3	50.0	20.7	1.7	3.4	0.9	0.0	0.0	0.0	0.0	0.0	3	82.1	9	112	
<b>TOTAL BOLOGNA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>50.0</b>	<b>20.7</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.1</b>	<b>9</b>	<b>112</b>	
BRINDISI	RYANAIR	S	26	0	0	3.8	38.5	50.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.6	4	26	
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</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>92.6</b>	<b>4</b>	<b>26</b>	
CAGLIARI (ELMAS)	EASYJET UK LTD	S	18	0	0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAGLIARI (ELMAS)	RYANAIR	S	26	0	0	0.0	53.8	42.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	10	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</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>86.5</b>	<b>5</b>	<b>52</b>
FLORENCE	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
GENOA	RYANAIR	S	26	0	0	3.8	50.0	23.1	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	88.0	5	25
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.0</b>	<b>5</b>	<b>25</b>
LAMETIA-TERME	RYANAIR	S	18	0	0	5.6	27.8	27.8	11.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	21	88.9	4	18
<b>TOTAL LAMETIA-TERME</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
MILAN (LINATE)	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	RYANAIR	S	152	0	0	6.6	38.8	31.6	11.2	9.9	2.0	0.0	0.0	0.0	0.0	0.0	9	56.7	18	120
<b>TOTAL MILAN (MALPENSA)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>38.8</b>	<b>31.6</b>	<b>11.2</b>	<b>9.9</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>9</b>	<b>56.7</b>	<b>18</b>	<b>120</b>
NAPLES	EASYJET UK LTD	S	60	0	0	5.0	65.0	23.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	2	60
NAPLES	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NAPLES	RYANAIR	S	76	0	0	1.3	36.8	40.8	11.8	9.2	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	5	60
<b>TOTAL NAPLES</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>49.3</b>	<b>32.6</b>	<b>8.7</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.5</b>	<b>3</b>	<b>120</b>
PALERMO	RYANAIR	S	36	0	0	0.0	33.3	41.7	16.7	5.6	2.8	0.0	0.0	0.0	0.0	0.0	10	72.2	12	36
<b>TOTAL PALERMO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>12</b>	<b>36</b>
PERUGIA	RYANAIR	S	32	0	0	6.3	34.4	40.6	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	90.9	8	33
<b>TOTAL PERUGIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>40.6</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>8</b>	<b>90.9</b>	<b>8</b>	<b>33</b>
PESCARA	RYANAIR	S	44	0	0	31.8	45.5	15.9	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.6	2	42
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>45.5</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.6</b>	<b>2</b>	<b>42</b>
PISA	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
PISA	RYANAIR	S	128	0	0	21.9	40.6	28.9	3.1	1.6	2.3	0.8	0.8	0.0	0.0	0.0	8	77.7	11	121
<b>TOTAL PISA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>40.0</b>	<b>28.5</b>	<b>3.1</b>	<b>3.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.7</b>	<b>11</b>	<b>121</b>
ROME (CIAMPINO)	RYANAIR	S	288	0	0	22.2	45.8	22.6	3.8	2.8	2.1	0.0	0.0	0.7	0.0	0.0	7	70.5	14	290
<b>TOTAL ROME (CIAMPINO)</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>45.8</b>	<b>22.6</b>	<b>3.8</b>	<b>2.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.5</b>	<b>14</b>	<b>290</b>
TREVISO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	7	163
<b>TOTAL TREVISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.0</b>	<b>7</b>	<b>163</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	5.6	72.2	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	3	26
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>72.2</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
TURIN	RYANAIR	S	70	0	0	7.1	57.1	30.0	4.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0	4	86.7	8	60
<b>TOTAL TURIN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</b>	<b>30.0</b>	<b>4.3</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>0.0</b>	<b>4</b>	<b>86.7</b>	<b>8</b>	<b>60</b>
VENICE	RYANAIR	S	164	0	0	0.0	37.8	28.0	16.5	9.8	5.5	1.2	0.6	0.6	0.0	0.0	25	0.0	0	0
<b>TOTAL VENICE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.8</b>	<b>28.0</b>	<b>16.5</b>	<b>9.8</b>	<b>5.5</b>	<b>1.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											NOV 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	RYANAIR	S	26	0	0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	26
<b>TOTAL VERONA VILAFRANCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>30.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>26</b>
<b>TOTAL ITALY KOSOVO</b>			<b>1675</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>44.7</b>	<b>28.0</b>	<b>7.9</b>	<b>4.5</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.9</b>	<b>10</b>	<b>1607</b>
PRISTINA	TUI AIRWAYS LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PRISTINA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KOSOVO</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>
RIGA	RYANAIR	S	126	0	0	11.9	53.2	27.8	5.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	8	120
<b>TOTAL RIGA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>53.2</b>	<b>27.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>8</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>53.2</b>	<b>27.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>8</b>	<b>120</b>
KAUNAS	RYANAIR	S	35	0	0	2.9	48.6	28.6	2.9	11.4	5.7	0.0	0.0	0.0	0.0	0.0	12	73.8	11	42
<b>TOTAL KAUNAS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>48.6</b>	<b>28.6</b>	<b>2.9</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>12</b>	<b>73.8</b>	<b>11</b>	<b>42</b>
PALANGA	RYANAIR	S	17	0	0	11.8	47.1	17.6	17.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	21	87.5	6	16
<b>TOTAL PALANGA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>17.6</b>	<b>17.6</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>21</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
VILNIUS	RYANAIR	S	52	0	0	1.9	48.1	30.8	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	5	60
<b>TOTAL VILNIUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>48.1</b>	<b>30.8</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>5</b>	<b>60</b>
<b>TOTAL LITHUANIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>48.1</b>	<b>27.9</b>	<b>9.6</b>	<b>7.7</b>	<b>1.9</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>84.7</b>	<b>7</b>	<b>118</b>
LUXEMBOURG	RYANAIR	S	60	0	0	20.0	31.7	31.7	10.0	5.0	1.7	0.0	0.0	0.0	0.0	0.0	7	65.0	13	60
<b>TOTAL LUXEMBOURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.7</b>	<b>31.7</b>	<b>10.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.0</b>	<b>13</b>	<b>60</b>
<b>TOTAL LUXEMBOURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.7</b>	<b>31.7</b>	<b>10.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.0</b>	<b>13</b>	<b>60</b>
MALTA	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	10	0.0	0	0
MALTA	JET2.COM LTD	S	10	0	0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
MALTA	RYANAIR	S	31	0	0	0.0	48.4	29.0	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	79.4	9	34
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.8</b>	<b>26.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.4</b>	<b>9</b>	<b>34</b>
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.8</b>	<b>26.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.4</b>	<b>9</b>	<b>34</b>
AGADIR (AL MASSIRA)	RYANAIR	S	12	0	0	0.0	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	16
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>50.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
ESSAOUIRA	RYANAIR	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	0.0	0	0
<b>TOTAL ESSAOUIRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FEZ	RYANAIR	S	18	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	44	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>44</b>	<b>16</b>	
MARRAKESH	RYANAIR	S	70	0	0	7.1	42.9	42.9	2.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	9	60	
<b>TOTAL MARRAKESH</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>42.9</b>	<b>2.9</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>5</b>	<b>86.7</b>	<b>9</b>	<b>60</b>	
RABAT	RYANAIR	S	26	0	0	0.0	23.1	57.7	11.5	3.8	0.0	3.8	0.0	0.0	0.0	0.0	13	84.6	15	26	
<b>TOTAL RABAT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>57.7</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>15</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>35.4</b>	<b>47.2</b>	<b>8.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.4</b>	<b>15</b>	<b>118</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	221	0	0	5.4	68.3	19.5	3.6	1.4	0.9	0.9	0.0	0.0	0.0	0.0	4	88.1	7	226	
<b>TOTAL AMSTERDAM</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>68.3</b>	<b>19.5</b>	<b>3.6</b>	<b>1.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.1</b>	<b>7</b>	<b>226</b>	
EINDHOVEN	RYANAIR	S	134	0	0	6.7	44.0	28.4	6.7	11.2	2.2	0.7	0.0	0.0	0.0	0.0	11	76.7	12	146	
<b>TOTAL EINDHOVEN</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>44.0</b>	<b>28.4</b>	<b>6.7</b>	<b>11.2</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>11</b>	<b>76.7</b>	<b>12</b>	<b>146</b>	
GRONINGEN	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	57	2	
<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>57</b>	<b>2</b>	
ROTTERDAM	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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>355</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>59.2</b>	<b>22.8</b>	<b>4.8</b>	<b>5.1</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.2</b>	<b>9</b>	<b>375</b>	
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	38	0	4	2.4	52.4	31.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9.5	2	83.3	7	36	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>38</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>52.4</b>	<b>31.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>2</b>	<b>83.3</b>	<b>7</b>	<b>36</b>	
OSLO (GARDERMOEN)	RYANAIR	S	152	0	0	2.6	40.8	38.8	7.9	7.9	1.3	0.7	0.0	0.0	0.0	0.0	9	82.4	9	170	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>40.8</b>	<b>38.8</b>	<b>7.9</b>	<b>7.9</b>	<b>1.3</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>82.4</b>	<b>9</b>	<b>170</b>	
SANDEFJORD(TORP)	RYANAIR	S	18	0	0	16.7	38.9	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	11	26	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>11</b>	<b>26</b>	
<b>TOTAL NORWAY</b>			<b>208</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>42.9</b>	<b>36.3</b>	<b>7.5</b>	<b>6.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>8</b>	<b>82.3</b>	<b>9</b>	<b>232</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	36	0	0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	98.1	13	53	
<b>TOTAL BYDGOSZCZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</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>0.0</b>	<b>0</b>	<b>98.1</b>	<b>13</b>	<b>53</b>	
GDANSK	RYANAIR	S	90	0	0	5.6	68.9	18.9	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	4	84.5	16	102	
<b>TOTAL GDANSK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>68.9</b>	<b>18.9</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.5</b>	<b>16</b>	<b>102</b>	
KATOWICE	RYANAIR	S	78	0	0	11.5	61.5	20.5	1.3	2.6	0.0	2.6	0.0	0.0	0.0	0.0	7	83.6	11	61	
<b>TOTAL KATOWICE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>61.5</b>	<b>20.5</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.6</b>	<b>11</b>	<b>61</b>	
KRAKOW	RYANAIR	S	163	0	1	5.5	47.0	33.5	7.3	1.2	1.2	1.8	1.8	0.0	0.0	0.6	13	65.0	27	163	
KRAKOW	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
<b>TOTAL KRAKOW</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>5.5</b>	<b>47.0</b>	<b>33.5</b>	<b>7.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>64.8</b>	<b>27</b>	<b>165</b>	
LODZ LUBLINEK	RYANAIR	S	44	0	0	27.3	54.5	13.6	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	82.7	11	52	
<b>TOTAL LODZ LUBLINEK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>54.5</b>	<b>13.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.7</b>	<b>11</b>	<b>52</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 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
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	94.1	7	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>94.1</b>	<b>7</b>	<b>34</b>
POZNAN	RYANAIR	S	78	0	0	28.2	46.2	20.5	1.3	2.6	1.3	0.0	0.0	0.0	0.0	0.0	3	77.6	10	76
<b>TOTAL POZNAN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>28.2</b>	<b>46.2</b>	<b>20.5</b>	<b>1.3</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>0.0</b>	<b>3</b>	<b>77.6</b>	<b>10</b>	<b>76</b>
RZESZOW	RYANAIR	S	43	1	0	11.4	43.2	29.5	11.4	2.3	0.0	0.0	0.0	0.0	2.3	0.0	6	83.3	7	42
<b>TOTAL RZESZOW</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>11.4</b>	<b>43.2</b>	<b>29.5</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>7</b>	<b>42</b>
SZCZECIN (GOLENOW)	RYANAIR	S	42	0	0	7.1	54.8	26.2	4.8	2.4	4.8	0.0	0.0	0.0	0.0	0.0	8	92.9	4	42
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>54.8</b>	<b>26.2</b>	<b>4.8</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.9</b>	<b>4</b>	<b>42</b>
SZYMANY (MAZURY)	RYANAIR	S	18	0	0	5.6	22.2	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.0	7	25
<b>TOTAL SZYMANY (MAZURY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.0</b>	<b>7</b>	<b>25</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	180	0	0	21.1	48.3	23.3	6.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	15	199
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>48.3</b>	<b>23.3</b>	<b>6.1</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>0.0</b>	<b>3</b>	<b>76.9</b>	<b>15</b>	<b>199</b>
WROCLAW	RYANAIR	S	104	0	0	19.2	51.9	19.2	5.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	74.0	15	96
<b>TOTAL WROCLAW</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>51.9</b>	<b>19.2</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.0</b>	<b>15</b>	<b>96</b>
<b>TOTAL POLAND</b>			<b>876</b>	<b>1</b>	<b>1</b>	<b>14.8</b>	<b>52.4</b>	<b>23.9</b>	<b>5.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>6</b>	<b>79.1</b>	<b>15</b>	<b>947</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																				
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	0.0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	27	62.5	13	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>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>27</b>	<b>62.5</b>	<b>13</b>	<b>8</b>
FARO	JET2.COM LTD	S	38	0	0	18.4	36.8	36.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	3	40
FARO	RYANAIR	S	54	0	0	13.0	42.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	60
<b>TOTAL FARO</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>40.2</b>	<b>34.8</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>78.0</b>	<b>11</b>	<b>100</b>
LISBON	AIR PORTUGAL	C	0	0	0	0.0	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
LISBON	RYANAIR	S	220	0	0	4.1	33.6	44.5	13.6	2.7	0.9	0.5	0.0	0.0	0.0	0.0	8	58.6	21	181
<b>TOTAL LISBON</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>33.6</b>	<b>44.5</b>	<b>13.6</b>	<b>2.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>58.2</b>	<b>21</b>	<b>182</b>
OPORTO (PORTUGAL)	RYANAIR	S	160	0	0	3.1	31.3	37.5	14.4	9.4	3.8	0.0	0.6	0.0	0.0	0.0	15	63.9	16	155
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>37.5</b>	<b>14.4</b>	<b>9.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.9</b>	<b>16</b>	<b>155</b>
<b>TOTAL PORTUGAL</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>33.4</b>	<b>40.0</b>	<b>13.7</b>	<b>4.8</b>	<b>1.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>17</b>	<b>445</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	20	0	0	25.0	35.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	59	26
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.5</b>	<b>59</b>	<b>26</b>
<b>TOTAL PORTUGAL REPUBLIC OF MOLDOVA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.0</b>	<b>35.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.5</b>	<b>59</b>	<b>26</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	34	0	0	2.9	50.0	26.5	5.9	8.8	5.9	0.0	0.0	0.0	0.0	0.0	11	63.6	15	44
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.6</b>	<b>15</b>	<b>44</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.6</b>	<b>15</b>	<b>44</b>
PODGORICA	MONTENEGRO AIRLINES	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
PODGORICA	RYANAIR	S	18	0	0	0.0	33.3	38.9	11.1	5.6	5.6	0.0	5.6	0.0	0.0	0.0	26	44.4	34	18
<b>TOTAL PODGORICA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.4</b>	<b>34</b>	<b>18</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.4</b>	<b>34</b>	<b>18</b>
BELGRADE	JET2.COM 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	2	0.0	0	0
<b>TOTAL BELGRADE</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>
<b>TOTAL REPUBLIC OF ROMANIA</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>
BUCHAREST (OTOPENI)	RYANAIR	S	146	1	0	17.7	44.2	31.3	6.1	0.0	0.0	0.0	0.0	0.0	0.7	0.0	3	77.5	12	120
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>17.7</b>	<b>44.2</b>	<b>31.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>3</b>	<b>77.5</b>	<b>12</b>	<b>120</b>
<b>TOTAL ROMANIA</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>17.7</b>	<b>44.2</b>	<b>31.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>3</b>	<b>77.5</b>	<b>12</b>	<b>120</b>
<b>RUSSIA</b>																				
ST PETERSBURG	POBEDA AIRLINES LLC	S	0	0	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 ST PETERSBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.4</b>	<b>8</b>	<b>34</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>79.4</b>	<b>8</b>	<b>34</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	98	0	0	10.2	66.3	19.4	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	5	79.8	9	104
<b>TOTAL BRATISLAVA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>66.3</b>	<b>19.4</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.8</b>	<b>9</b>	<b>104</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>66.3</b>	<b>19.4</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.8</b>	<b>9</b>	<b>104</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET UK LTD	S	36	0	0	27.8	52.8	13.9	0.0	0.0	2.8	2.8	0.0	0.0	0.0	0.0	7	94.7	2	38
<b>TOTAL LJUBLJANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>52.8</b>	<b>13.9</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>0.0</b>	<b>7</b>	<b>94.7</b>	<b>2</b>	<b>38</b>
<b>TOTAL SLOVENIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>52.8</b>	<b>13.9</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>0.0</b>	<b>7</b>	<b>94.7</b>	<b>2</b>	<b>38</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	52	0	0	5.8	61.5	17.3	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	48
ALICANTE	RYANAIR	S	86	0	0	12.8	51.2	29.1	5.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	86.0	7	86
<b>TOTAL ALICANTE</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>55.1</b>	<b>24.6</b>	<b>8.0</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>4</b>	<b>91.0</b>	<b>5</b>	<b>134</b>
ALMERIA	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
ALMERIA	RYANAIR	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												NOV 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
<b>TOTAL ALMERIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BARCELONA	RYANAIR	S	280	0	0	6.8	48.6	29.6	10.0	3.2	1.1	0.4	0.4	0.0	0.0	0.0	8	59.0	20	256	
<b>TOTAL BARCELONA</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>48.6</b>	<b>29.6</b>	<b>10.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>59.0</b>	<b>20</b>	<b>256</b>	
BILBAO	EASYJET UK LTD	S	20	0	0	15.0	55.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	11	26		
BILBAO	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3		
<b>TOTAL BILBAO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>55.0</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>1</b>	<b>72.4</b>	<b>11</b>	<b>29</b>		
CASTELLON COSTA AZAHAR	RYANAIR	S	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	22		
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>22</b>		
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	6	0	0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4		
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
GIRONA	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
GIRONA	RYANAIR	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
<b>TOTAL GIRONA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
IBIZA	BA CITYFLYER LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
IBIZA	EASYJET UK LTD	S	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
IBIZA	JET2.COM LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
IBIZA	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
<b>TOTAL IBIZA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
JEREZ	RYANAIR	S	18	0	0	0.0	72.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	4	88.9	7	18		
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</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>4</b>	<b>88.9</b>	<b>7</b>	<b>18</b>		
MADRID	RYANAIR	S	250	0	0	5.2	35.2	34.8	10.4	13.2	1.2	0.0	0.0	0.0	0.0	11	74.2	11	240		
<b>TOTAL MADRID</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>35.2</b>	<b>34.8</b>	<b>10.4</b>	<b>13.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.2</b>	<b>11</b>	<b>240</b>		
MAHON	JET2.COM LTD	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2		
<b>TOTAL MAHON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
MALAGA	EASYJET UK LTD	S	20	0	0	15.0	60.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	3	28		
MALAGA	JET2.COM LTD	S	34	0	0	14.7	32.4	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	6	88.9	5	36		
MALAGA	RYANAIR	S	116	0	0	10.3	34.5	37.1	10.3	6.0	0.9	0.9	0.0	0.0	0.0	9	78.3	10	120		
<b>TOTAL MALAGA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>37.1</b>	<b>35.3</b>	<b>9.4</b>	<b>5.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.6</b>	<b>8</b>	<b>184</b>		
MURCIA INTERNATIONAL	RYANAIR	S	30	0	0	20.0	43.3	26.7	3.3	0.0	3.3	3.3	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>43.3</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</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	88.1	12	42			
<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</b>	<b>88.1</b>	<b>12</b>	<b>42</b>			
PALMA DE MALLORCA	EASYJET UK LTD	S	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.0	11	20		
PALMA DE MALLORCA	JET2.COM LTD	S	20	0	0	10.0	70.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12		

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PALMA DE MALLORCA	RYANAIR	S	40	0	0	5.0	62.5	30.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.1	8	42
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>65.3</b>	<b>26.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.9</b>	<b>7</b>	<b>74</b>
REUS	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
REUS	RYANAIR	S	12	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	16
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
SANTANDER	RYANAIR	S	42	0	0	4.8	45.2	45.2	2.4	0.0	0.0	0.0	0.0	2.4	0.0	0.0	12	84.1	5	44
<b>TOTAL SANTANDER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>45.2</b>	<b>45.2</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.1</b>	<b>5</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	32	0	0	3.1	43.8	50.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	9	26
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>43.8</b>	<b>50.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.9</b>	<b>9</b>	<b>26</b>
SEVILLE	EUROPE AIRPOST	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
SEVILLE	RYANAIR	S	66	0	0	3.0	30.3	45.5	12.1	4.5	3.0	0.0	0.0	1.5	0.0	0.0	17	79.5	9	78
<b>TOTAL SEVILLE</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>31.3</b>	<b>44.8</b>	<b>11.9</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.5</b>	<b>9</b>	<b>78</b>
VALENCIA	RYANAIR	S	64	0	0	10.9	53.1	32.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.7	5	78
<b>TOTAL VALENCIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>53.1</b>	<b>32.8</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>0.0</b>	<b>2</b>	<b>89.7</b>	<b>5</b>	<b>78</b>
ZARAGOZA	RYANAIR	S	42	0	0	7.1	66.7	21.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	12	42
<b>TOTAL ZARAGOZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>66.7</b>	<b>21.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.5</b>	<b>12</b>	<b>42</b>
<b>TOTAL SPAIN</b>			<b>1285</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.9</b>	<b>32.0</b>	<b>8.1</b>	<b>4.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.8</b>	<b>10</b>	<b>1289</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	60	0	0	16.7	43.3	31.7	3.3	0.0	5.0	0.0	0.0	0.0	0.0	0.0	7	78.0	11	50
ARRECIFE	RYANAIR	S	36	0	0	2.8	44.4	30.6	16.7	2.8	2.8	0.0	0.0	0.0	0.0	0.0	9	72.7	18	44
ARRECIFE	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	29	10
<b>TOTAL ARRECIFE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>44.3</b>	<b>30.9</b>	<b>8.2</b>	<b>1.0</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>7</b>	<b>74.0</b>	<b>16</b>	<b>104</b>
FUERTEVENTURA	JET2.COM LTD	S	36	0	0	25.0	36.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	1	26
FUERTEVENTURA	RYANAIR	S	32	0	0	0.0	21.9	50.0	25.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	17	33
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	2	8
<b>TOTAL FUERTEVENTURA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>29.4</b>	<b>41.2</b>	<b>11.8</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>0.0</b>	<b>6</b>	<b>83.8</b>	<b>9</b>	<b>67</b>
LAS PALMAS	JET2.COM LTD	S	36	0	0	2.8	55.6	30.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	13	28
LAS PALMAS	RYANAIR	S	42	0	0	4.8	28.6	31.0	19.0	7.1	9.5	0.0	0.0	0.0	0.0	0.0	16	82.7	8	52
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	8
<b>TOTAL LAS PALMAS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>40.7</b>	<b>31.4</b>	<b>12.8</b>	<b>5.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.0</b>	<b>10</b>	<b>88</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	85	0	0	23.5	37.6	31.8	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	64
TENERIFE (SURREINA SOFIA)	RYANAIR	S	76	0	0	5.3	31.6	40.8	14.5	6.6	1.3	0.0	0.0	0.0	0.0	0.0	9	77.9	10	86

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	12	0	0	0.0	33.3	33.3	16.7	8.3	0.0	0.0	0.0	8.3	0.0	0.0	125	66.7	45	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>34.7</b>	<b>35.8</b>	<b>9.2</b>	<b>5.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.4</b>	<b>12</b>	<b>168</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>424</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>37.3</b>	<b>34.7</b>	<b>10.1</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.9</b>	<b>12</b>	<b>427</b>
GOTEBORG (LANDVETTER)	RYANAIR	S	80	0	0	12.5	41.3	27.5	13.8	3.8	0.0	0.0	1.3	0.0	0.0	0.0	10	66.7	16	78
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.3</b>	<b>27.5</b>	<b>13.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>16</b>	<b>78</b>
HALMSTAD	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	15	2
<b>TOTAL HALMSTAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>
NORRKOPING	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	16	1
<b>TOTAL NORRKOPING</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
STOCKHOLM (SKAVSTA)	RYANAIR	S	92	0	0	17.4	47.8	26.1	4.3	2.2	0.0	1.1	1.1	0.0	0.0	0.0	8	78.7	13	127
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>47.8</b>	<b>26.1</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.7</b>	<b>13</b>	<b>127</b>
VASTERAS	RYANAIR	S	28	0	0	0.0	46.4	21.4	25.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	7	34
<b>TOTAL VASTERAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>21.4</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.5</b>	<b>7</b>	<b>34</b>
<b>TOTAL SWEDEN</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>45.0</b>	<b>26.0</b>	<b>11.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.0</b>	<b>13</b>	<b>242</b>
<b>SWITZERLAND</b>																				
ZURICH	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	46	1
ZURICH	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	C	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
ANTALYA	JET2.COM LTD	S	37	0	0	10.8	40.5	45.9	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	6	20
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	100.0	4	1
<b>TOTAL ANTALYA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>36.6</b>	<b>48.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.7</b>	<b>6</b>	<b>21</b>
BODRUM (MILAS)	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
BODRUM (MILAS)	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL BODRUM (MILAS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
DALAMAN	EASYJET UK LTD	S	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
DALAMAN	JET2.COM LTD	S	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	2
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
DALAMAN	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DALAMAN	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

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											NOV 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 DALAMAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	51	0	3	33.3	33.3	20.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	5.6	3	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>33.3</b>	<b>33.3</b>	<b>20.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	237	0	0	12.7	47.3	29.1	6.3	4.2	0.4	0.0	0.0	0.0	0.0	0.0	5	80.0	9	184	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>47.3</b>	<b>29.1</b>	<b>6.3</b>	<b>4.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>9</b>	<b>184</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	81.7	7	60	
<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>81.7</b>	<b>7</b>	<b>60</b>	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	20	0	0	5.0	20.0	35.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	69.2	9	26	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>35.0</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>18</b>	<b>69.2</b>	<b>9</b>	<b>26</b>	
<b>TOTAL TURKEY</b>			<b>370</b>	<b>0</b>	<b>3</b>	<b>15.0</b>	<b>43.2</b>	<b>30.3</b>	<b>5.9</b>	<b>4.0</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>5</b>	<b>80.2</b>	<b>8</b>	<b>297</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	38	0	0	0.0	52.6	31.6	13.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	6	76.2	18	42	
<b>TOTAL KIEV (BORISPOL)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.6</b>	<b>31.6</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.2</b>	<b>18</b>	<b>42</b>	
LVOV	RYANAIR	S	18	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	8	26	
<b>TOTAL LVOV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.8</b>	<b>8</b>	<b>26</b>	
<b>TOTAL UKRAINE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.7</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.9</b>	<b>14</b>	<b>68</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	120	0	0	12.5	44.2	31.7	9.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	98.3	2	60	
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>44.2</b>	<b>31.7</b>	<b>9.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>98.3</b>	<b>2</b>	<b>60</b>	
<b>TOTAL UNITED ARAB</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>44.2</b>	<b>31.7</b>	<b>9.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>98.3</b>	<b>2</b>	<b>60</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	134	1	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	268	0	0	6.3	61.9	22.4	6.0	2.6	0.7	0.0	0.0	0.0	0.0	0.0	5	83.7	8	295	
BELFAST INTERNATIONAL	RYANAIR	S	18	0	0	0.0	27.8	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	91.1	5	180	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>59.8</b>	<b>22.7</b>	<b>7.0</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.3</b>	<b>7</b>	<b>476</b>	
BIRMINGHAM	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>1</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	76.6	16	107	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.6</b>	<b>16</b>	<b>107</b>	
DUNDEE	LOGANAIR LTD	S	90	0	1	9.9	58.2	13.2	12.1	2.2	3.3	0.0	0.0	0.0	0.0	1.1	7	79.6	11	92	
<b>TOTAL DUNDEE</b>			<b>90</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>58.2</b>	<b>13.2</b>	<b>12.1</b>	<b>2.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>79.6</b>	<b>11</b>	<b>92</b>	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	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>56</b>	<b>1</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR NOVEMBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													NOV 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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
EDINBURGH	EASYJET UK LTD	S	228	0	0	5.7	54.4	25.9	9.6	3.5	0.9	0.0	0.0	0.0	0.0	0.0	5	74.2	13	236
EDINBURGH	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	81.7	8	284
<b>TOTAL EDINBURGH</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>54.6</b>	<b>25.8</b>	<b>9.6</b>	<b>3.5</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>5</b>	<b>78.3</b>	<b>10</b>	<b>520</b>
GLASGOW	EASYJET UK LTD	S	160	0	2	5.6	61.1	24.7	4.3	1.9	1.2	0.0	0.0	0.0	0.0	1.2	4	81.7	9	164
<b>TOTAL GLASGOW</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>61.1</b>	<b>24.7</b>	<b>4.3</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>4</b>	<b>81.7</b>	<b>9</b>	<b>164</b>
GUERNSEY	AURIGNY AIR SERVICES	S	34	0	0	5.9	55.9	26.5	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	13	73.7	14	36
<b>TOTAL GUERNSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>55.9</b>	<b>26.5</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.7</b>	<b>14</b>	<b>36</b>
ISLE OF MAN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
MANCHESTER	JET2.COM LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
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	0.0	22	1
<b>TOTAL MANCHESTER</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>22</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>800</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>58.3</b>	<b>23.0</b>	<b>7.5</b>	<b>3.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>1399</b>
<b>USA</b>																				
COLUMBUS	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 COLUMBUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL STANSTED</b>			<b>11541</b>	<b>2</b>	<b>17</b>	<b>9.6</b>	<b>47.2</b>	<b>30.3</b>	<b>7.3</b>	<b>3.8</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>78.5</b>	<b>11</b>	<b>12458</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
A CORUNA																							
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	13.3	36.7	36.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	21	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	0.0	53.3	36.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	53.3	23	29	
<b>TOTAL A CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>45.0</b>	<b>36.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>56.7</b>	<b>22</b>	<b>59</b>	
AALBORG																							
	STANSTED	RYANAIR	S	A	12	0	0	0.0	50.0	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	4	17	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	17	
<b>TOTAL AALBORG</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>97.1</b>	<b>3</b>	<b>34</b>	
AARHUS (TIRSTRUP)																							
	CARDIFF WALES	KLASJET UAB	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9	
	STANSTED	RYANAIR	S	A	22	0	0	18.2	40.9	27.3	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.0	5	23	
	STANSTED	RYANAIR	S	D	22	0	0	4.5	36.4	36.4	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.0	9	23	
	MANCHESTER	SAS	S	A	9	0	0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	SAS	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 AARHUS (TIRSTRUP)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>41.3</b>	<b>28.8</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.2</b>	<b>6</b>	<b>65</b>	
ABERDEEN																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	18	0	0	11.1	55.6	27.8	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	14	87.0	4	23	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	17	0	0	0.0	29.4	58.8	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	16	81.8	6	22	
	BIRMINGHAM	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	0.0	70	1	
	BIRMINGHAM	FLYBE LTD	S	A	75	0	0	52.0	36.0	5.3	2.7	2.7	0.0	1.3	0.0	0.0	0.0	0.0	3	87.5	7	79	
	BIRMINGHAM	FLYBE LTD	S	D	74	0	0	0.0	33.8	54.1	6.8	2.7	1.4	1.4	0.0	0.0	0.0	0.0	7	79.5	13	77	
	BRISTOL	LOGANAIR LTD	S	A	25	0	0	16.0	40.0	28.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	LOGANAIR LTD	S	D	25	0	0	0.0	48.0	40.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	CARDIFF WALES	AVANTI AIR BEDARFSFLUGGES	C	D	0	0	0	0.0	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	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	8	3	0	0.0	27.3	45.5	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	3	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1	
	EDINBURGH	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	105	0.0	0	0	
	LEEDS BRADFORD	JET2.COM 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	29	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	79.2	10	48	
	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	85.4	7	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	204	0	0	26.0	42.2	16.2	5.9	8.3	1.0	0.0	0.5	0.0	0.0	0.0	8	80.9	9	192	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	205	0	0	0.0	54.6	32.7	6.8	4.9	1.0	0.0	0.0	0.0	0.0	0.0	6	81.4	8	192			
	HEATHROW	FLYBE LTD	S	A	79	0	1	15.0	50.0	20.0	5.0	5.0	3.8	0.0	0.0	0.0	0.0	1.3	8	62.2	16	82			
	HEATHROW	FLYBE LTD	S	D	79	0	1	0.0	53.8	31.3	7.5	3.8	2.5	0.0	0.0	0.0	0.0	1.3	7	70.7	17	82			
	LUTON	EASYJET UK LTD	S	A	18	0	0	16.7	33.3	27.8	11.1	0.0	5.6	0.0	5.6	0.0	0.0	0.0	26	84.6	7	13			
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	13			
	MANCHESTER	FLYBE LTD	S	A	130	0	1	17.6	62.6	16.0	1.5	0.0	0.8	0.0	0.8	0.0	0.0	0.8	4	86.7	8	134			
	MANCHESTER	FLYBE LTD	S	D	130	0	1	0.0	42.0	55.0	0.8	1.5	0.0	0.0	0.0	0.0	0.0	0.8	3	82.2	13	135			
	NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2			
	NEWCASTLE	FLYBE LTD	S	A	57	0	11	11.8	25.0	14.7	13.2	8.8	7.4	0.0	2.9	0.0	0.0	16.2	23	32.1	49	36			
	NEWCASTLE	FLYBE LTD	S	D	61	0	8	0.0	8.7	49.3	10.1	5.8	11.6	1.4	1.4	0.0	0.0	11.6	25	40.0	20	40			
	NEWCASTLE	LOGANAIR LTD	S	A	62	0	0	4.8	48.4	41.9	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
	NEWCASTLE	LOGANAIR LTD	S	D	62	0	0	0.0	51.6	37.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	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	60.0	17	5			
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4			
	SOUTHEND	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	9	1			
	SOUTHEND	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	45	1			
	SOUTHEND	LOGANAIR LTD	S	A	50	0	0	12.0	46.0	30.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
	SOUTHEND	LOGANAIR LTD	S	D	50	0	0	0.0	52.0	34.0	6.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
	DURHAM TEES VALLEY	FLYBE LTD	S	A	56	0	3	11.9	44.1	13.6	3.4	10.2	6.8	3.4	1.7	0.0	0.0	5.1	21	67.8	17	55			
	DURHAM TEES VALLEY	FLYBE LTD	S	D	57	0	1	1.7	37.9	32.8	1.7	6.9	13.8	3.4	0.0	0.0	0.0	1.7	21	82.8	12	55			
<b>TOTAL ABERDEEN</b>					<b>1561</b>	<b>3</b>	<b>27</b>	<b>10.1</b>	<b>44.4</b>	<b>30.0</b>	<b>5.3</b>	<b>4.5</b>	<b>2.6</b>	<b>0.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>1.7</b>	<b>9</b>	<b>68.7</b>	<b>12</b>	<b>1342</b>			
ABU DHABI INTERNATIONAL																									
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	66.7	13.3	10.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	16	96.7	2	30			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	66.7	10.0	3.3	3.3	0.0	0.0	3.3	0.0	0.0	24	73.3	11	29			
	HEATHROW	ETIHAD AIRWAYS	S	A	120	0	0	44.2	28.3	12.5	8.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	6	95.6	2	90			
	HEATHROW	ETIHAD AIRWAYS	S	D	120	0	0	0.0	51.7	35.8	7.5	3.3	0.8	0.8	0.0	0.0	0.0	0.0	7	95.6	3	90			
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	65.0	23.3	6.7	3.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	2	98.3	1	60			
	MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	1.7	46.7	36.7	6.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	7	85.0	6	60			
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>38.6</b>	<b>25.7</b>	<b>7.4</b>	<b>3.6</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.5</b>	<b>4</b>	<b>359</b>			
ABUJA																									
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	23.3	46.7	16.7	6.7	0.0	0.0	0.0	3.3	0.0	0.0	3.3	12	90.0	6	29			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: A										NOV 2018																																																						
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE																																																											
										More than 15 m early					15 m to 30 m late					30 m to 60 m late					60 m to 120 m late					120 m to 180 m late					180 m to 360 m late					More than 360 m late					Unmat					Can					Avg Delay (mins)					% Early to 15 m					Avg Delay (mins)					Mat				
		HEATHROW		BRITISH AIRWAYS PLC		S D		30 0		0 0.0 20.0 66.7 6.7 3.3 0.0 0.0 0.0					3.3 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					55 80.0 7					29																																		
<b>TOTAL ABUJA</b>								<b>59 0</b>		<b>1 11.7 33.3 41.7 6.7 1.7 0.0 0.0 1.7 1.7 0.0 1.7</b>															<b>34 85.0 7</b>					<b>58</b>																																												
		ACCRA																																																																								
		GATWICK		EVELOP		C A		0 0		0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0 0.0 39					1																																												
		HEATHROW		BRITISH AIRWAYS PLC		S A		30 0		0 23.3 26.7 36.7 3.3 3.3 3.3 3.3 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					11 80.0 7					30																																												
		HEATHROW		BRITISH AIRWAYS PLC		S D		30 0		0 0.0 0.0 13.3 33.3 36.7 13.3 3.3 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					39 33.3 31					30																																												
<b>TOTAL ACCRA</b>								<b>60 0</b>		<b>0 11.7 13.3 25.0 18.3 20.0 8.3 3.3 0.0 0.0 0.0 0.0 0.0</b>															<b>25 55.7 19</b>					<b>61</b>																																												
		ADDIS ABABA																																																																								
		HEATHROW		ETHIOPIAN AIRLINES		S A		30 0		0 33.3 23.3 26.7 6.7 6.7 3.3 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					9 96.7 3					30																																												
		HEATHROW		ETHIOPIAN AIRLINES		S D		30 0		0 0.0 20.0 56.7 6.7 13.3 3.3 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					15 53.3 18					30																																												
		MANCHESTER		ETHIOPIAN AIRLINES		S A		17 0		0 5.9 11.8 52.9 11.8 17.6 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					14 0.0 0					0																																												
		MANCHESTER		ETHIOPIAN AIRLINES		S D		17 0		0 0.0 23.5 52.9 23.5 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					8 0.0 0					0																																												
<b>TOTAL ADDIS ABABA</b>								<b>94 0</b>		<b>0 11.7 20.2 45.7 10.6 9.6 2.1 0.0 0.0 0.0 0.0 0.0 0.0</b>															<b>11 75.0 11</b>					<b>60</b>																																												
		AGADIR (AL MASSIRA)																																																																								
		BIRMINGHAM		AIR ARABIA MAROC		S A		0 0		0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0 100.0 1					9																																												
		BIRMINGHAM		AIR ARABIA MAROC		S D		0 0		0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0 100.0 2					9																																												
		BIRMINGHAM		TUI AIRWAYS 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 0.0					0.0 0.0 0.0					4 0.0 0					0																																												
		BIRMINGHAM		TUI AIRWAYS LTD		S D		4 0		0 0.0 0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					12 0.0 0					0																																												
		GATWICK		EASYJET UK LTD		S A		15 0		0 40.0 46.7 13.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					1 92.3 4					13																																												
		GATWICK		EASYJET UK LTD		S D		15 0		0 0.0 13.3 73.3 13.3 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					8 76.9 9					13																																												
		GATWICK		TUI AIRWAYS LTD		S A		5 0		0 40.0 20.0 20.0 20.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					5 88.9 6					9																																												
		GATWICK		TUI AIRWAYS LTD		S D		4 0		0 0.0 0.0 75.0 25.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					9 88.9 7					9																																												
		STANSTED		RYANAIR		S A		6 0		0 0.0 16.7 66.7 16.7 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					9 62.5 14					8																																												
		STANSTED		RYANAIR		S D		6 0		0 0.0 66.7 33.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					2 87.5 6					8																																												
		MANCHESTER		AIR ARABIA MAROC		S A		0 0		0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0 88.9 7					9																																												
		MANCHESTER		AIR ARABIA MAROC		S D		0 0		0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					0 100.0 1					9																																												
		MANCHESTER		EASYJET UK LTD		S A		9 0		0 22.2 44.4 22.2 11.1 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					4 87.5 3					8																																												
		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 0.0 0.0					0.0 0.0 0.0					10 100.0 2					8																																												
		MANCHESTER		RYANAIR		S A		9 0		0 0.0 11.1 77.8 0.0 11.1 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					11 50.0 24					8																																												
		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 0.0 0.0					0.0 0.0 0.0					5 62.5 30					8																																												
		MANCHESTER		TUI AIRWAYS LTD		S A		8 0		0 37.5 50.0 12.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0					0.0 0.0 0.0					2 88.9 43					9																																												



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	16	0	0	0.0	68.8	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16			
BELFAST INTERNATIONAL	JET2.COM LTD	S A	14	0	0	21.4	28.6	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	11			
BELFAST INTERNATIONAL	JET2.COM LTD	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	4	100.0	2	11			
BELFAST INTERNATIONAL	RYANAIR	S A	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	13	13			
BELFAST INTERNATIONAL	RYANAIR	S D	7	0	0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	15	13			
BIRMINGHAM	JET2.COM LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S A	37	0	0	29.7	35.1	29.7	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	36			
BIRMINGHAM	JET2.COM LTD	S D	37	0	0	0.0	24.3	67.6	5.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0	7	97.1	4	35			
BIRMINGHAM	RYANAIR	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
BIRMINGHAM	RYANAIR	S A	31	0	0	35.5	41.9	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	1	30			
BIRMINGHAM	RYANAIR	S D	31	0	0	0.0	54.8	22.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	93.3	4	30			
BIRMINGHAM	TUI AIRWAYS LTD	C A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	7			
BIRMINGHAM	TUI AIRWAYS LTD	C D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	6			
BOURNEMOUTH	RYANAIR	S A	12	0	0	33.3	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	3	12			
BOURNEMOUTH	RYANAIR	S D	12	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12			
BRISTOL	EASYJET UK LTD	S A	41	0	0	12.2	39.0	29.3	14.6	2.4	2.4	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	41	0	0	0.0	43.9	43.9	2.4	9.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
BRISTOL	RYANAIR	S A	31	0	0	19.4	48.4	19.4	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
BRISTOL	RYANAIR	S D	31	0	0	0.0	41.9	45.2	6.5	3.2	0.0	0.0	0.0	3.2	0.0	0.0	18	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	87.5	5	8			
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8			
CARDIFF WALES	VUELING AIRLINES	S A	13	0	0	7.7	38.5	15.4	7.7	7.7	15.4	0.0	7.7	0.0	0.0	0.0	32	69.2	10	13			
CARDIFF WALES	VUELING AIRLINES	S D	13	0	0	0.0	23.1	30.8	7.7	15.4	15.4	0.0	7.7	0.0	0.0	0.0	40	69.2	15	13			
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	33	8			
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	41	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	28	0	0	32.1	50.0	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	4	27			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	28	0	0	0.0	57.1	39.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	2	27	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	30	0	0	16.7	60.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.3	4	30	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	30	0	0	0.0	50.0	40.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	6	30	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	7	0	0	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	85.7	3	7	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	6	0	0	0.0	33.3	50.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	23	100.0	0	6	
EDINBURGH	EASYJET UK LTD	S A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
EDINBURGH	JET2.COM LTD	S A	16	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	15	
EDINBURGH	JET2.COM LTD	S D	16	0	0	0.0	68.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15	
EDINBURGH	RYANAIR	S A	22	0	0	27.3	27.3	31.8	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	11	81.8	7	22	
EDINBURGH	RYANAIR	S D	22	0	0	0.0	63.6	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	6	22	
EXETER	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	14	13	
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	0.0	0	76.9	29	13	
EXETER	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	0.0	3	0.0	0	0	
EXETER	RYANAIR	S D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GLASGOW	EASYJET UK LTD	S A	26	0	0	23.1	61.5	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	84.0	6	25	
GLASGOW	EASYJET UK LTD	S D	26	0	0	0.0	50.0	30.8	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	92.0	5	25	
GLASGOW	JET2.COM LTD	S A	21	0	0	28.6	52.4	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	14	20	
GLASGOW	JET2.COM LTD	S D	21	0	0	0.0	61.9	33.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	7	20	
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	0.0	30	2	
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	100.0	0	1	
GLASGOW	TUI AIRWAYS LTD	C A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	6	
GLASGOW	TUI AIRWAYS LTD	C D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	6	
LEEDS BRADFORD	JET2.COM LTD	S A	36	0	0	25.0	41.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.2	4	37	
LEEDS BRADFORD	JET2.COM LTD	S D	36	0	0	0.0	47.2	50.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.6	4	37	
LEEDS BRADFORD	RYANAIR	S A	27	0	0	29.6	33.3	18.5	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	95.5	1	21	
LEEDS BRADFORD	RYANAIR	S D	27	0	0	0.0	59.3	25.9	0.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	10	90.9	27	22	
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	10	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	0	94.1	1	17	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	29	0	0	24.1	44.8	20.7	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	27		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	29	0	0	0.0	65.5	27.6	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	96.3	5	27		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	27	0	0	22.2	25.9	37.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.5	5	22		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	27	0	0	0.0	40.7	51.9	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.2	1	21		
GATWICK	BRITISH AIRWAYS PLC	S A	21	0	0	23.8	42.9	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	88.0	5	25		
GATWICK	BRITISH AIRWAYS PLC	S D	21	0	0	0.0	52.4	28.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	7	25		
GATWICK	EASYJET UK LTD	S A	72	0	0	38.9	36.1	15.3	5.6	2.8	0.0	1.4	0.0	0.0	0.0	0.0	0.0	5	88.6	6	70		
GATWICK	EASYJET UK LTD	S D	72	0	0	0.0	36.1	52.8	4.2	5.6	0.0	1.4	0.0	0.0	0.0	0.0	0.0	7	88.6	7	70		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	17	0	0	11.8	41.2	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	15	19		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	17	0	0	0.0	70.6	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	9	19		
GATWICK	RYANAIR	S A	26	0	0	26.9	53.8	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	9	26		
GATWICK	RYANAIR	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	0.0	0.0	5	76.9	16	26		
GATWICK	TUI AIRWAYS LTD	C A	7	0	0	0.0	0.0	57.1	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	30	57.1	43	7		
GATWICK	TUI AIRWAYS LTD	C D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	52	6		
GATWICK	VUELING AIRLINES	S A	18	0	0	22.2	50.0	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	VUELING AIRLINES	S D	18	0	0	5.6	66.7	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LUTON	EASYJET UK LTD	S A	41	0	0	22.0	36.6	29.3	4.9	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.4	8	41		
LUTON	EASYJET UK LTD	S D	41	0	0	0.0	39.0	48.8	9.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	97.6	4	41		
LUTON	RYANAIR	S A	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	0.0	3	100.0	0	13		
LUTON	RYANAIR	S D	16	0	0	0.0	56.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13		
STANSTED	JET2.COM LTD	S A	26	0	0	11.5	57.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	24		
STANSTED	JET2.COM LTD	S D	26	0	0	0.0	65.4	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	24		
STANSTED	RYANAIR	S A	43	0	0	25.6	44.2	20.9	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.4	8	43		
STANSTED	RYANAIR	S D	43	0	0	0.0	58.1	37.2	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.7	5	43		
MANCHESTER	EASYJET UK LTD	S A	34	0	0	41.2	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.7	7	30		
MANCHESTER	EASYJET UK LTD	S D	34	0	0	0.0	67.6	29.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	4	30		
MANCHESTER	JET2.COM LTD	S A	39	0	0	7.7	25.6	33.3	12.8	15.4	0.0	2.6	2.6	0.0	0.0	0.0	0.0	22	82.1	9	39		
MANCHESTER	JET2.COM LTD	S D	38	0	0	0.0	21.1	60.5	7.9	5.3	0.0	2.6	2.6	0.0	0.0	0.0	0.0	16	92.3	5	39		
MANCHESTER	RYANAIR	S A	52	0	0	19.2	42.3	25.0	3.8	3.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	9	93.0	3	43		
MANCHESTER	RYANAIR	S D	52	0	0	0.0	42.3	48.1	7.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	6	97.7	4	43		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	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							
	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	77.8	12	9		
	MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6	88.9	7	18		
	MANCHESTER	TUI AIRWAYS LTD	C	D	11	0	0	0.0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	5	17		
	NEWCASTLE	EASYJET UK LTD	S	A	29	0	0	31.0	34.5	20.7	6.9	6.9	0.0	0.0	0.0	0.0	0.0	5	89.7	5	29		
	NEWCASTLE	EASYJET UK LTD	S	D	29	0	0	0.0	20.7	72.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	89.7	7	29		
	NEWCASTLE	JET2.COM LTD	S	A	29	0	0	24.1	34.5	37.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	91.3	21	23		
	NEWCASTLE	JET2.COM LTD	S	D	28	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	100.0	2	22		
	NEWCASTLE	RYANAIR	S	A	18	0	0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	17		
	NEWCASTLE	RYANAIR	S	D	18	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	4	17		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	7		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	6	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	6		
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8		
	SOUTHEND	EASYJET UK LTD	S	A	22	0	0	18.2	54.5	9.1	4.5	4.5	9.1	0.0	0.0	0.0	0.0	12	100.0	2	23		
	SOUTHEND	EASYJET UK LTD	S	D	22	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.3	2	23		
	SOUTHEND	RYANAIR	S	A	22	0	0	0.0	0.0	54.5	31.8	13.6	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	22	0	0	0.0	68.2	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL ALICANTE</b>					<b>2160</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>44.4</b>	<b>32.6</b>	<b>6.5</b>	<b>3.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.6</b>	<b>6</b>	<b>1960</b>		
ALMERIA																							
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	15	0	0	46.7	26.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	14		
	GATWICK	EASYJET UK LTD	S	D	15	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	14		
	STANSTED	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	STANSTED	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	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	10	0.0	0	0		
<b>TOTAL ALMERIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>36.4</b>	<b>34.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.9</b>	<b>4</b>	<b>28</b>		
AMMAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	73.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	6	25		

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

		Origin/Destinations: A																	NOV 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
								25.9	27.7	36.6	4.5	1.8	2.7	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	26.9	53.8	7.7	3.8	3.8	3.8	0.0	0.0	0.0	0.0	16	76.9	14	26
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	33.3	33.3	23.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	83.3	19	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	0.0	30.0	60.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	60.0	28	30
<b>TOTAL AMMAN</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>27.7</b>	<b>36.6</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.5</b>	<b>17</b>	<b>111</b>
AMRITSAR																						
	BIRMINGHAM	AIR INDIA	S	A	13	0	0	7.7	23.1	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	84.6	6	13
	BIRMINGHAM	AIR INDIA	S	D	12	0	0	0.0	41.7	16.7	0.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	27	100.0	1	12
	STANSTED	AIR INDIA	S	A	11	0	1	25.0	41.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	5	0.0	0	0
	STANSTED	AIR INDIA	S	D	11	0	1	0.0	16.7	58.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	13	0.0	0	0
<b>TOTAL AMRITSAR</b>					<b>47</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>30.6</b>	<b>26.5</b>	<b>12.2</b>	<b>16.3</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>92.0</b>	<b>4</b>	<b>25</b>
AMSTERDAM																						
	ABERDEEN	KLM	S	A	64	0	0	9.4	62.5	20.3	6.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	93.9	3	82
	ABERDEEN	KLM	S	D	64	0	0	1.6	43.8	39.1	10.9	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	95.1	3	82
	ABERDEEN	KLM CITYHOPPER	S	A	68	1	0	5.8	66.7	18.8	4.3	1.4	1.4	0.0	0.0	0.0	1.4	0.0	3	93.5	2	31
	ABERDEEN	KLM CITYHOPPER	S	D	68	0	0	2.9	47.1	41.2	1.5	4.4	2.9	0.0	0.0	0.0	0.0	0.0	7	90.0	4	30
	BELFAST CITY (GEORGE BEST)	ARKEFLY	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
	BELFAST CITY (GEORGE BEST)	ARKEFLY	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	27	0	0	0.0	22.2	74.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BELFAST CITY (GEORGE BEST)	JETAIRFLY	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BELFAST CITY (GEORGE BEST)	KLM	S	A	25	0	0	4.0	76.0	12.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.0	5	25
	BELFAST CITY (GEORGE BEST)	KLM	S	D	25	0	0	0.0	52.0	40.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	6	88.5	12	26
	BELFAST CITY (GEORGE BEST)	TRANSAVIA	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
	BELFAST CITY (GEORGE BEST)	TRANSAVIA	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BELFAST CITY (GEORGE BEST)	TRANSAVIA	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BELFAST INTERNATIONAL	AER LINGUS	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
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	20	0	0	0.0	50.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	11	30
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	20	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.7	11	30
	BELFAST INTERNATIONAL	KLM	C	A	0	0	0	0.0	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
	BELFAST INTERNATIONAL	KLM	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	100.0	0	1		
BIRMINGHAM	FLYBE LTD	S A	183	0	1	16.3	45.1	25.5	7.1	2.7	1.6	0.5	0.5	0.0	0.0	0.5	8	69.5	15	186			
BIRMINGHAM	FLYBE LTD	S D	182	0	0	0.0	17.6	61.0	13.2	6.0	1.6	0.5	0.0	0.0	0.0	0.0	11	63.8	20	186			
BIRMINGHAM	KLM	S A	120	0	0	4.2	52.5	33.3	4.2	5.0	0.8	0.0	0.0	0.0	0.0	0.0	5	87.5	7	119			
BIRMINGHAM	KLM	S D	120	0	1	0.0	20.7	52.9	17.4	5.8	1.7	0.8	0.0	0.0	0.0	0.8	12	76.7	11	119			
BOURNEMOUTH	FLYBE LTD	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	51	0	0	0.0	21.6	39.2	19.6	13.7	5.9	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	51	0	0	2.0	33.3	51.0	3.9	3.9	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
BRISTOL	KLM	S A	116	0	0	3.4	56.0	30.2	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
BRISTOL	KLM	S D	116	0	0	0.0	31.9	46.6	12.9	6.0	1.7	0.9	0.0	0.0	0.0	0.0	10	0.0	0	0			
CARDIFF WALES	KLM	S A	85	0	0	1.2	58.8	31.8	4.7	3.5	0.0	0.0	0.0	0.0	0.0	0.0	4	95.4	3	86			
CARDIFF WALES	KLM	S D	86	0	0	0.0	33.7	54.7	7.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	87.2	6	86			
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.7	3	30			
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	30			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	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	3	90.0	7	30			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	28	0	0	0.0	10.7	67.9	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	73.3	12	30			
EAST MIDLANDS INTERNATIONAL	KLM	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			
EDINBURGH	EASYJET EUROPE	S A	22	0	0	40.9	40.9	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	22	0	0	0.0	45.5	36.4	9.1	4.5	0.0	0.0	4.5	0.0	0.0	0.0	15	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	38	0	0	0.0	21.1	47.4	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	14	73.8	14	61			
EDINBURGH	EASYJET UK LTD	S D	38	0	0	0.0	42.1	39.5	10.5	7.9	0.0	0.0	0.0	0.0	0.0	0.0	8	70.5	16	61			
EDINBURGH	KLM	S A	120	0	0	4.2	53.3	40.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2	94.2	3	119			
EDINBURGH	KLM	S D	119	0	1	0.8	33.3	55.8	5.0	4.2	0.0	0.0	0.0	0.0	0.0	0.8	6	91.7	7	119			
EDINBURGH	UNITED AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1			
EXETER	FLYBE LTD	S A	47	1	0	12.5	45.8	22.9	6.3	4.2	6.3	0.0	0.0	0.0	2.1	0.0	9	85.4	14	47			
EXETER	FLYBE LTD	S D	67	0	0	0.0	37.3	49.3	9.0	3.0	1.5	0.0	0.0	0.0	0.0	0.0	6	91.7	4	48			
GLASGOW	EASYJET UK LTD	S A	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	15	61.1	12	18			
GLASGOW	EASYJET UK LTD	S D	17	0	0	0.0	29.4	47.1	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	11	66.7	18	18			
GLASGOW	KLM	S A	65	0	0	7.7	35.4	44.6	4.6	6.2	1.5	0.0	0.0	0.0	0.0	0.0	8	93.8	3	64			
GLASGOW	KLM	S D	65	0	0	1.5	40.0	41.5	9.2	6.2	1.5	0.0	0.0	0.0	0.0	0.0	9	96.9	3	64			
GLASGOW	KLM CITYHOPPER	S A	50	0	0	0.0	66.0	32.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.2	2	52			
GLASGOW	KLM CITYHOPPER	S D	50	0	0	2.0	38.0	54.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.2	4	51			
LEEDS BRADFORD	JET2.COM LTD	S A	33	0	1	0.0	55.9	29.4	5.9	2.9	0.0	0.0	2.9	0.0	0.0	2.9	11	88.6	8	35			
LEEDS BRADFORD	JET2.COM LTD	S D	34	0	0	0.0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	4	35			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 2018		
												More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
												15 m early	to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	A	86	0	0	1.2	66.3	25.6	5.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	93.0	4	86		
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	D	85	0	1	1.2	41.9	41.9	8.1	3.5	0.0	1.2	1.2	0.0	0.0	1.2	10	83.7	8	86		
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	64	0	0	9.4	31.3	50.0	3.1	3.1	3.1	0.0	0.0	0.0	0.0	0.0	8	84.3	6	69		
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	64	0	0	0.0	79.7	15.6	3.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3	97.1	1	69		
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	TRANSAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	TRANSAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	GATWICK	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	10.8	38.2	31.4	12.7	3.9	2.9	0.0	0.0	0.0	0.0	0.0	9	82.2	9	101		
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	0	0.0	52.9	39.2	4.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	5	92.0	3	100		
GATWICK	GATWICK	EASYJET UK LTD	S	A	207	0	0	20.3	39.6	24.2	7.7	5.8	1.9	0.5	0.0	0.0	0.0	0.0	8	80.2	10	212		
GATWICK	GATWICK	EASYJET UK LTD	S	D	207	0	0	0.0	48.8	37.2	8.7	4.3	0.5	0.5	0.0	0.0	0.0	0.0	7	86.3	8	212		
GATWICK	GATWICK	KLM	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		
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	259	0	0	12.4	40.2	26.6	10.4	7.7	2.3	0.4	0.0	0.0	0.0	0.0	10	68.2	16	258		
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	259	0	0	0.0	39.0	40.9	10.8	6.9	2.3	0.0	0.0	0.0	0.0	0.0	9	78.9	12	259		
HEATHROW	HEATHROW	KLM	S	A	307	0	0	16.0	47.6	23.8	5.2	4.2	2.9	0.3	0.0	0.0	0.0	0.0	7	76.1	11	310		
HEATHROW	HEATHROW	KLM	S	D	307	0	0	0.7	51.1	37.1	4.9	3.9	2.3	0.0	0.0	0.0	0.0	0.0	6	79.7	9	310		
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	0	153	0	0.0	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	LONDON CITY	BA CITYFLYER LTD	S	D	0	153	0	0.0	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	LONDON CITY	FLYBE LTD	S	A	0	35	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.6	5.4	0	0.0	0	0		
LONDON CITY	LONDON CITY	FLYBE LTD	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	0.0	0	0		
LONDON CITY	LONDON CITY	KLM	S	A	0	213	0	0.0	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	LONDON CITY	KLM	S	D	0	213	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.9	0	0.0	0	0		
LUTON	LUTON	AIR NIGERIA	S	A	60	0	0	0.0	35.0	43.3	5.0	3.3	10.0	1.7	1.7	0.0	0.0	0.0	20	0.0	0	0		
LUTON	LUTON	AIR NIGERIA	S	D	60	0	0	0.0	23.3	51.7	5.0	5.0	11.7	1.7	1.7	0.0	0.0	0.0	23	0.0	0	0		
LUTON	LUTON	EASYJET EUROPE	S	A	26	0	0	11.5	46.2	26.9	7.7	0.0	3.8	0.0	3.8	0.0	0.0	0.0	15	0.0	0	0		
LUTON	LUTON	EASYJET EUROPE	S	D	27	0	0	0.0	40.7	33.3	22.2	0.0	0.0	0.0	3.7	0.0	0.0	0.0	14	0.0	0	0		
LUTON	LUTON	EASYJET UK LTD	S	A	159	0	0	7.5	38.4	26.4	13.2	10.7	3.1	0.6	0.0	0.0	0.0	0.0	12	82.3	7	186		
LUTON	LUTON	EASYJET UK LTD	S	D	158	0	0	0.0	44.3	46.2	3.8	4.4	1.3	0.0	0.0	0.0	0.0	0.0	6	94.1	5	186		
LUTON	LUTON	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	80.6	14	31		
LUTON	LUTON	IBERIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	13	29		
LUTON	LUTON	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	19	24		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	25	26	
	STANSTED	EASYJET UK LTD	S	A	111	0	0	9.9	55.9	24.3	5.4	2.7	0.9	0.9	0.0	0.0	0.0	0.0	6	83.3	9	114	
	STANSTED	EASYJET UK LTD	S	D	110	0	0	0.9	80.9	14.5	1.8	0.0	0.9	0.9	0.0	0.0	0.0	0.0	3	92.9	6	112	
	MANCHESTER	EASYJET UK LTD	S	A	89	0	0	2.2	50.6	31.5	10.1	3.4	1.1	1.1	0.0	0.0	0.0	0.0	8	79.1	9	91	
	MANCHESTER	EASYJET UK LTD	S	D	89	0	0	0.0	75.3	16.9	6.7	0.0	0.0	1.1	0.0	0.0	0.0	0.0	3	89.0	5	91	
	MANCHESTER	FLYBE LTD	S	A	117	0	0	10.3	37.6	37.6	6.0	5.1	3.4	0.0	0.0	0.0	0.0	0.0	9	87.1	8	116	
	MANCHESTER	FLYBE LTD	S	D	117	0	0	0.0	23.1	61.5	6.8	4.3	3.4	0.9	0.0	0.0	0.0	0.0	10	85.3	9	116	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	KLM	S	A	145	0	0	5.5	60.0	27.6	4.1	2.1	0.7	0.0	0.0	0.0	0.0	0.0	4	89.0	5	146	
	MANCHESTER	KLM	S	D	145	0	0	0.0	39.3	47.6	6.9	4.8	1.4	0.0	0.0	0.0	0.0	0.0	8	89.7	8	146	
	NEWCASTLE	KLM	S	A	120	0	0	3.3	41.7	48.3	3.3	1.7	0.8	0.8	0.0	0.0	0.0	0.0	5	92.5	4	120	
	NEWCASTLE	KLM	S	D	119	0	1	0.0	45.0	45.0	5.0	3.3	0.0	0.8	0.0	0.0	0.0	0.8	6	93.3	4	120	
	SOUTHAMPTON	FLYBE LTD	S	A	138	0	3	9.2	48.9	25.5	9.9	2.1	2.1	0.0	0.0	0.0	0.0	2.1	6	75.7	18	103	
	SOUTHAMPTON	FLYBE LTD	S	D	139	0	2	0.0	26.2	61.7	3.5	4.3	2.1	0.7	0.0	0.0	0.0	1.4	7	89.4	11	104	
	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	95.6	3	45	
	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	88.4	7	43	
	SOUTHEND	EASYJET UK LTD	S	A	63	0	1	6.3	39.1	34.4	6.3	10.9	1.6	0.0	0.0	0.0	0.0	1.6	10	86.2	6	62	
	SOUTHEND	EASYJET UK LTD	S	D	64	0	0	1.6	70.3	17.2	6.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	87.7	6	64	
	SOUTHEND	FLYBE LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	KLM	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	
	DURHAM TEES VALLEY	KLM	S	A	76	0	0	3.9	55.3	34.2	1.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	94.9	4	78	
	DURHAM TEES VALLEY	KLM	S	D	77	0	0	1.3	39.0	46.8	6.5	5.2	1.3	0.0	0.0	0.0	0.0	0.0	7	92.3	7	78	
<b>TOTAL AMSTERDAM</b>					<b>6624</b>	<b>804</b>	<b>20</b>	<b>4.1</b>	<b>39.7</b>	<b>33.0</b>	<b>6.4</b>	<b>3.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>10.8</b>	<b>0.3</b>	<b>8</b>	<b>71.3</b>	<b>9</b>	<b>6340</b>	
ANCONA																							
	GATWICK	EASYJET UK LTD	S	A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	11.8	52.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	18	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	58.8	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	8	17	
<b>TOTAL ANCONA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>55.8</b>	<b>23.1</b>	<b>9.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.4</b>	<b>7</b>	<b>35</b>	
ANDENES																							
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL ANDENES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
ANGLESEY (VALLEY)																							
	CARDIFF WALES	EASTERN AIRWAYS	S	A	40	0	1	24.4	36.6	24.4	4.9	2.4	2.4	2.4	0.0	0.0	0.0	2.4	10	72.1	16	41	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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
		CARDIFF WALES	EASTERN AIRWAYS	S	D	41	0	1	2.4	47.6	35.7	7.1	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.4	6	81.8	11	42				
<b>TOTAL ANGLESEY (VALLEY)</b>						<b>81</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>42.2</b>	<b>30.1</b>	<b>6.0</b>	<b>1.2</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>8</b>	<b>77.0</b>	<b>13</b>	<b>83</b>				
ANKARA (ESENBOGA)																												
		GATWICK	THY TURKISH AIRLINES	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	0.0	0	0					
		GATWICK	THY TURKISH AIRLINES	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	8	0.0	0	0					
<b>TOTAL ANKARA (ESENBOGA)</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</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>0.0</b>	<b>0</b>	<b>0</b>					
ANTALYA																												
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0					
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3						
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3						
		BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1						
		BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1						
		BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	42.9	23.8	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	6	100.0	8	8						
		BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	21.1	78.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	7						
		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	66.7	24	9						
		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	77.8	30	9						
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2						
		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	100.0	0	2						
		CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0						
		EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3						
		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	3	100.0	0	3						
		EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		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	57.1	33	7						
		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	66.7	37	6						
		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	3	50.0	14	2						

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	2		
GLASGOW	JET2.COM LTD	S A	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	0.0	1	100.0	0	4		
GLASGOW	JET2.COM LTD	S D	10	0	0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	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	100.0	2	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	6		
LEEDS BRADFORD	JET2.COM LTD	S A	7	0	0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	7		
LEEDS BRADFORD	JET2.COM LTD	S D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	7		
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	0.0	0	50.0	9	2		
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	0.0	0	50.0	12	2		
GATWICK	EASYJET UK LTD	S A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1		
GATWICK	EASYJET UK LTD	S D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	1		
GATWICK	FREEBIRD AIRLINES	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	40	4		
GATWICK	FREEBIRD AIRLINES	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	50.0	41	4		
GATWICK	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.0	18	20		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	18		
LUTON	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	100.0	0	1		
LUTON	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	1		
LUTON	SUNEXPRESS	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LUTON	SUNEXPRESS	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM 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	0.0	3	0.0	0	0		
STANSTED	JET2.COM LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
STANSTED	JET2.COM LTD	S A	20	0	0	20.0	55.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	10	10		
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	23.5	70.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	10		
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	100.0	4	1		
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	0.0	0	100.0	0	1		
MANCHESTER	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
MANCHESTER	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	40	4		
MANCHESTER	JET2.COM LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	JET2.COM LTD	S	A	26	0	0	0.0	53.8	26.9	3.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	75.0	10	12
	MANCHESTER	JET2.COM LTD	S	D	24	0	0	0.0	4.2	79.2	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	12	91.7	6	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	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	63	16
	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	80.0	10	15
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	NEWCASTLE	JET2.COM LTD	S	A	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	0	83.3	6	6
	NEWCASTLE	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	83.3	9	6
	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	2
	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	0	1
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL ANTALYA</b>					<b>249</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>32.5</b>	<b>43.4</b>	<b>7.6</b>	<b>3.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.6</b>	<b>16</b>	<b>262</b>
ANTIGUA																						
	GATWICK	BRITISH AIRWAYS PLC	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	75.0	8	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	21	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	10	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0.0	50.0	11.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	72.2	27	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	0.0	30	1
<b>TOTAL ANTIGUA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>43.2</b>	<b>18.2</b>	<b>11.4</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>18</b>	<b>44</b>
ANTWERP																						
	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	83.3	7	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	88.0	5	24
<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>85.7</b>	<b>6</b>	<b>47</b>
AQABA																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	30	1
	GATWICK	EASYJET UK LTD	S	A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	33	3
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	31	33.3	30	3
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	2	1



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	41	1	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	66	1	
<b>TOTAL AQABA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>43.5</b>	<b>21.7</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>33.3</b>	<b>30</b>	<b>12</b>	
ARRECIFE																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	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	8	62.5	20	8	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8	
	BELFAST INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	4	9	
	BELFAST INTERNATIONAL	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	22	33.3	20	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	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	77.8	9	9	
	BIRMINGHAM	JET2.COM LTD	S	A	35	0	0	45.7	17.1	25.7	8.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	14	20	
	BIRMINGHAM	JET2.COM LTD	S	D	33	0	0	0.0	21.2	69.7	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	8	70.0	14	20	
	BIRMINGHAM	RYANAIR	S	A	15	0	0	26.7	33.3	26.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	4	13	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	53.3	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	9	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	11	19	
	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	82.4	10	17	
	BIRMINGHAM	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	0.0	1	69.2	10	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	12	0	0	0.0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	8	13	
	BOURNEMOUTH	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	5	75.0	22	8	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	RYANAIR	S	A	13	0	0	23.1	23.1	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	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	25	1	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	31	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	14	9	

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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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	21	0	0	33.3	33.3	19.0	4.8	0.0	9.5	0.0	0.0	0.0	0.0	0.0	9	93.8	3	16			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	21	0	0	0.0	52.4	38.1	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	75.0	7	16			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	16.7	33.3	16.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	76.5	12	17			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	18	0	0	5.6	61.1	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	76.5	12	17			
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	55.6	29	9			
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	77.8	18	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	20.0	27	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	13	5			
EDINBURGH	JET2.COM LTD	S A	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	3	30.8	37	13			
EDINBURGH	JET2.COM LTD	S D	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	5	13			
EDINBURGH	RYANAIR	S A	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	9	55.6	16	9			
EDINBURGH	RYANAIR	S D	8	0	0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	9			
EDINBURGH	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	5	5			
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	5			
EXETER	TUI AIRWAYS LTD	C A	8	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	28	9			
EXETER	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	9			
GLASGOW	JET2.COM LTD	S A	20	0	0	40.0	35.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	4	15			
GLASGOW	JET2.COM LTD	S D	22	0	0	0.0	63.6	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	5	15			
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	30.0	34	10			
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	88.9	9	9			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	78	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	1	60.0	25	5			
LEEDS BRADFORD	JET2.COM LTD	S A	24	0	0	29.2	37.5	20.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	78	17			
LEEDS BRADFORD	JET2.COM LTD	S D	22	0	0	0.0	40.9	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	58.8	18	17			
LEEDS BRADFORD	RYANAIR	S A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	69.2	16	13			
LEEDS BRADFORD	RYANAIR	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	19	61.5	15	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	11.1	44.4	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	17	90.0	24	10			

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	90.0	3	10			
LIVERPOOL (JOHN LENNON)	RYANAIR	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	12	88.9	7	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	3	77.8	12	9			
GATWICK	BRITISH AIRWAYS PLC	S A	17	0	0	47.1	35.3	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	2	24			
GATWICK	BRITISH AIRWAYS PLC	S D	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	24			
GATWICK	EASYJET UK LTD	S A	35	0	0	37.1	31.4	20.0	2.9	2.9	5.7	0.0	0.0	0.0	0.0	0.0	7	76.5	15	34			
GATWICK	EASYJET UK LTD	S D	35	0	0	0.0	22.9	65.7	5.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	87.5	7	32			
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.9	23	19			
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	21	17			
GATWICK	TUI AIRWAYS LTD	C A	12	0	0	16.7	16.7	41.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16	70.6	19	17			
GATWICK	TUI AIRWAYS LTD	C D	12	0	0	0.0	16.7	66.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	15	82.4	9	17			
LUTON	EASYJET UK LTD	S A	12	0	0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	5	12			
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	11	13			
LUTON	RYANAIR	S A	6	0	0	16.7	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	11	8			
LUTON	RYANAIR	S D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	8			
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	45	100.0	3	4			
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	60	100.0	3	4			
STANSTED	JET2.COM LTD	S A	30	0	0	33.3	33.3	23.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	7	60.0	20	25			
STANSTED	JET2.COM LTD	S D	30	0	0	0.0	53.3	40.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6	96.0	2	25			
STANSTED	RYANAIR	S A	18	0	0	5.6	33.3	27.8	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	68.2	21	22			
STANSTED	RYANAIR	S D	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	4	77.3	16	22			
STANSTED	TUI AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	53	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	0.0	0	100.0	5	5			
MANCHESTER	EASYJET UK 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	6	100.0	2	7			
MANCHESTER	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	5	100.0	3	7			
MANCHESTER	JET2.COM LTD	S A	38	0	0	39.5	31.6	18.4	7.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	49	28			
MANCHESTER	JET2.COM LTD	S D	39	0	0	0.0	15.4	66.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	60.7	22	28			
MANCHESTER	RYANAIR	S A	27	0	0	29.6	22.2	40.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	11	26			
MANCHESTER	RYANAIR	S D	27	0	0	0.0	37.0	44.4	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	6	26			
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	61.8	25	34			
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	61.8	18	34			
MANCHESTER	TUI AIRWAYS LTD	C A	19	0	0	21.1	26.3	15.8	21.1	15.8	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	18	17			
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	88.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	64.7	12	17			

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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							
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	40.9	40.9	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	6	14	
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	0.0	27.3	68.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	13	14	
	NEWCASTLE	RYANAIR	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	75.0	9	8	
	NEWCASTLE	RYANAIR	S	D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	35	62.5	15	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	20	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	66.7	14	9	
	NEWCASTLE	TUI AIRWAYS 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	6	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	0.0	6	80.0	12	5	
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	77.8	2	7	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9	
<b>TOTAL ARRECIFE</b>					<b>1104</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>34.4</b>	<b>36.7</b>	<b>8.5</b>	<b>4.2</b>	<b>2.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.8</b>	<b>15</b>	<b>1221</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	61.9	18	21	
	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	66.7	16	21	
	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	50.0	23	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	31	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>60.0</b>	<b>19</b>	<b>50</b>	
ASTANA																							
	HEATHROW	AIR ASTANA	S	A	17	0	0	11.8	23.5	41.2	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	17	76.5	9	17	
	HEATHROW	AIR ASTANA	S	D	17	0	0	0.0	29.4	41.2	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	18	70.6	12	17	
	MANCHESTER	AEROFLOT	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	AEROFLOT	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 ASTANA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>41.7</b>	<b>13.9</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>17</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
ASTURIAS																							
	GATWICK	VUELING AIRLINES	S	A	13	0	0	7.7	38.5	23.1	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	D	13	0	0	0.0	38.5	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ATHENS																							
	BRISTOL	EASYJET UK LTD	S	A	12	0	0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	12	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	
	EDINBURGH	AEGEAN AIRLINES	S	A	8	0	0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	7	
	EDINBURGH	AEGEAN AIRLINES	S	D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	42.9	14	7	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	12	8	
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	100.0	5	8	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	AEGEAN AIRLINES	S A	13	0	0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	21	14
GATWICK	AEGEAN AIRLINES	S D	13	0	0	0.0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	28.6	30	14
GATWICK	EASYJET UK LTD	S A	30	0	0	16.7	43.3	30.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	76.7	13	30	
GATWICK	EASYJET UK LTD	S D	30	0	0	0.0	6.7	83.3	0.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	13	76.7	12	30	
HEATHROW	AEGEAN AIRLINES	S A	77	0	0	32.5	42.9	18.2	3.9	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	81.6	6	76	
HEATHROW	AEGEAN AIRLINES	S D	77	0	0	0.0	35.1	57.1	5.2	0.0	2.6	0.0	0.0	0.0	0.0	0.0	7	72.4	11	76	
HEATHROW	BRITISH AIRWAYS PLC	S A	85	0	0	30.6	41.2	14.1	8.2	3.5	2.4	0.0	0.0	0.0	0.0	0.0	7	76.7	13	86	
HEATHROW	BRITISH AIRWAYS PLC	S D	85	0	0	0.0	22.4	54.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	71.8	12	85	
LUTON	RYANAIR	S A	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	15.4	32	13	
LUTON	RYANAIR	S D	13	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	13	
LUTON	WIZZ AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.1	22	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	0.0	0	89.5	5	19	
LUTON	WIZZ AIR UK LTD	S A	21	0	0	19.0	38.1	28.6	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	7	9.1	29	11	
LUTON	WIZZ AIR UK LTD	S D	21	0	0	0.0	23.8	71.4	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	6	11	
STANSTED	AEGEAN AIRLINES	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
STANSTED	AEGEAN 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	57	0.0	0	0	
STANSTED	MALETH AERO	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	136	0.0	0	0	
STANSTED	RYANAIR	S A	34	0	0	35.3	35.3	26.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	4	48	
STANSTED	RYANAIR	S D	34	0	0	0.0	41.2	44.1	5.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	7	56.3	15	48	
MANCHESTER	AEGEAN AIRLINES	S A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	8	
MANCHESTER	AEGEAN AIRLINES	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	62.5	19	8	
MANCHESTER	EASYJET UK LTD	S A	13	0	0	15.4	38.5	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	7	13	
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	4	13	
<b>TOTAL ATHENS</b>			<b>651</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>34.3</b>	<b>39.5</b>	<b>6.8</b>	<b>3.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.5</b>	<b>12</b>	<b>665</b>	
ATLANTA																					
HEATHROW	BRITISH AIRWAYS PLC	S A	30	0	0	23.3	30.0	36.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	9	76.7	17	30	
HEATHROW	BRITISH AIRWAYS PLC	S D	30	0	0	0.0	20.0	46.7	13.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	70.0	15	30	
HEATHROW	DELTA AIRLINES	S A	67	0	0	43.3	32.8	10.4	1.5	7.5	4.5	0.0	0.0	0.0	0.0	0.0	8	87.5	5	40	
HEATHROW	DELTA AIRLINES	S D	67	0	0	0.0	58.2	35.8	1.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	85.4	5	41	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	18	0	4	36.4	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	18.2	2	86.7	36	29	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	18	0	4	0.0	36.4	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	76.7	12	30	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S A	13	0	0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	18	13	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	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	0.0	1	69.2	7	12		
<b>TOTAL ATLANTA</b>					<b>257</b>	<b>0</b>	<b>8</b>	<b>19.2</b>	<b>40.4</b>	<b>26.0</b>	<b>3.8</b>	<b>6.0</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>7</b>	<b>79.7</b>	<b>14</b>	<b>225</b>		
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	40.0	20.0	16.7	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	50.0	18	30			
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	0.0	33.3	50.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	10	30			
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.7</b>	<b>33.3</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.3</b>	<b>14</b>	<b>60</b>			
AUSTIN (BERGSTROM)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	30.0	20.0	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	9	83.3	6	29			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	46.7	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	12	90.0	11	29			
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>26.7</b>	<b>33.3</b>	<b>15.0</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>0.0</b>	<b>10</b>	<b>86.7</b>	<b>8</b>	<b>58</b>			
AZORES PONTA DELGADA	STANSTED	RYANAIR	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	100.0	2	4			
	STANSTED	RYANAIR	S	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	38	25.0	24	4			
<b>TOTAL AZORES PONTA DELGADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>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>27</b>	<b>62.5</b>	<b>13</b>	<b>8</b>			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 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		
BACAU																						
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	100.0	0	8
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	21	0	0	23.8	28.6	42.9	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	81.0	8	21
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	0.0	19.0	66.7	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	81.0	12	21
<b>TOTAL BACAU</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>30.0</b>	<b>48.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.2</b>	<b>8</b>	<b>58</b>
BAGHDAD (GECA)																						
	GATWICK	IRAQI AIRWAYS	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	66.7	7	8
	GATWICK	IRAQI AIRWAYS	S	D	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	80.0	1	4
	MANCHESTER	IRAQI AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5
	MANCHESTER	IRAQI AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	5
<b>TOTAL BAGHDAD (GECA)</b>					<b>0</b>	<b>0</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>0.0</b>	<b>100.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>22</b>
BAHRAIN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	46.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	20.0	50.0	20.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	83.3	13	30
	HEATHROW	GULF AIR	S	A	60	0	0	6.7	43.3	41.7	5.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	78.7	9	47
	HEATHROW	GULF AIR	S	D	60	0	0	0.0	43.3	51.7	3.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	5	74.5	8	46
<b>TOTAL BAHRAIN</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>40.0</b>	<b>41.7</b>	<b>6.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.5</b>	<b>8</b>	<b>153</b>
BAKU (HEYDER ALIYEV INT'L)																						
	CARDIFF WALES	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	CARDIFF WALES	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
	CARDIFF WALES	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	EVELOP	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	7	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	9	13
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>26.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>9</b>	<b>27</b>
BALE MULHOUSE																						
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EASYJET SWITZERLAND	S	A	17	0	0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	17	0	0	0.0	52.9	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EDINBURGH	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	77.8	13	18	
	EDINBURGH	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	13	72.2	12	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	68	0	0	20.6	51.5	17.6	4.4	1.5	2.9	0.0	1.5	0.0	0.0	0.0	8	81.9	9	71	
	GATWICK	EASYJET UK LTD	S	D	68	0	0	0.0	36.8	51.5	5.9	4.4	1.5	0.0	0.0	0.0	0.0	0.0	7	84.5	10	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	20.8	54.2	13.3	4.2	5.8	0.8	0.0	0.0	0.0	0.0	0.8	4	85.7	8	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	0.0	49.2	36.7	6.7	3.3	4.2	0.0	0.0	0.0	0.0	0.0	8	83.2	7	119	
	LUTON	EASYJET UK LTD	S	A	13	0	0	15.4	23.1	46.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	83.3	8	18	
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	35.7	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	7	18	
	MANCHESTER	EASYJET UK LTD	S	A	20	0	0	5.0	50.0	35.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.4	14	19	
	MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	60.0	30.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.5	7	19	
<b>TOTAL BALE MULHOUSE</b>					<b>504</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>49.2</b>	<b>29.1</b>	<b>5.3</b>	<b>3.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>80.2</b>	<b>9</b>	<b>490</b>	
BALI INTERNATIONAL																							
	HEATHROW	GARUDA INDONESIA	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
	HEATHROW	GARUDA INDONESIA	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
<b>TOTAL BALI 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>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>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BALTIMORE																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	0.0	10.3	44.8	13.8	17.2	10.3	3.4	0.0	0.0	0.0	0.0	26	79.3	12	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	6.9	51.7	27.6	6.9	6.9	0.0	0.0	0.0	0.0	0.0	18	69.0	15	29	
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>48.3</b>	<b>20.7</b>	<b>12.1</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.1</b>	<b>13</b>	<b>58</b>	
BANDAR SERI BEGAWAN																							
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	10.0	10.0	36.7	26.7	13.3	0.0	0.0	3.3	0.0	0.0	0.0	24	6.7	43	29	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	10.0	63.3	20.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3	80.0	17	29	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>28.3</b>	<b>15.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>43.3</b>	<b>30</b>	<b>58</b>	
BANGALORE (BENGALURU)																							
	HEATHROW	AIR INDIA	S	A	13	0	0	15.4	30.8	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	83.3	4	6	
	HEATHROW	AIR INDIA	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	13	100.0	4	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	30.0	16.7	13.3	6.7	10.0	13.3	6.7	3.3	0.0	0.0	0.0	36	73.3	28	30	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										NOV 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	30	0	0	0.0	20.0	46.7	6.7	3.3	10.0	6.7	6.7	0.0	0.0	0.0	41	56.7	20	30				
<b>TOTAL BANGALORE (BENGALURU)</b>								<b>86</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>17.4</b>	<b>37.2</b>	<b>8.1</b>	<b>7.0</b>	<b>9.3</b>	<b>4.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>69.9</b>	<b>20</b>	<b>73</b>				
BANGKOK SUVARNABHUMI																													
		GATWICK		NORWEGIAN AIR UK LTD		S	A	0	0	4	0.0	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	30	0	0	20.0	20.0	13.3	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20	63.3	29	30				
		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	6.7	56.7	20.0	16.7	0.0	0.0	0.0	0.0	0.0	16	66.7	22	30					
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	A	60	0	0	38.3	21.7	23.3	11.7	3.3	1.7	0.0	0.0	0.0	0.0	7	90.0	4	60					
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	D	60	0	0	1.7	38.3	50.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	5	86.7	9	60					
<b>TOTAL BANGKOK SUVARNABHUMI</b>								<b>180</b>	<b>0</b>	<b>4</b>	<b>16.3</b>	<b>23.9</b>	<b>35.3</b>	<b>13.6</b>	<b>7.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>80.6</b>	<b>13</b>	<b>180</b>				
BANJUL																													
		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	42.9	49	7					
		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	25.0	23	8					
		GATWICK		THOMAS COOK AIRLINES LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	85	10					
		GATWICK		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.1	32	13					
		GATWICK		TITAN AIRWAYS LTD		C	A	12	0	0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8					
		GATWICK		TITAN AIRWAYS LTD		C	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	19	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	69.2	30	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	43.8	23	16					
<b>TOTAL BANJUL</b>								<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>29.2</b>	<b>45.8</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>0.0</b>	<b>2</b>	<b>45.2</b>	<b>34</b>	<b>84</b>					
BARCELONA																													
		BIRMINGHAM		RYANAIR		S	A	30	0	0	6.7	56.7	13.3	20.0	3.3	0.0	0.0	0.0	0.0	0.0	7	90.0	3	30					
		BIRMINGHAM		RYANAIR		S	D	30	0	0	0.0	20.0	40.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	16	76.7	12	30					
		BIRMINGHAM		VUELING AIRLINES		S	A	22	0	0	4.5	50.0	13.6	22.7	9.1	0.0	0.0	0.0	0.0	0.0	9	60.0	16	15					
		BIRMINGHAM		VUELING AIRLINES		S	D	22	0	0	0.0	4.5	40.9	27.3	27.3	0.0	0.0	0.0	0.0	0.0	19	66.7	30	15					
		BRISTOL		EASYJET UK LTD		S	A	42	0	0	14.3	50.0	31.0	2.4	0.0	2.4	0.0	0.0	0.0	0.0	5	0.0	0	0					
		BRISTOL		EASYJET UK LTD		S	D	42	0	0	0.0	59.5	31.0	7.1	2.4	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
		EDINBURGH		RYANAIR		S	A	26	0	0	3.8	50.0	26.9	11.5	3.8	3.8	0.0	0.0	0.0	0.0	8	73.9	10	23					

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	26	0	0	0.0	46.2	46.2	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	95.7	3	23		
EDINBURGH	VUELING AIRLINES	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	0.0	8	55.6	13	9		
EDINBURGH	VUELING AIRLINES	S D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	19	9		
GLASGOW	JET2.COM LTD	S A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	6		
GLASGOW	JET2.COM LTD	S D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	6		
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	7	15		
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	35.7	57.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	6	15		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	21	0	0	9.5	57.1	14.3	0.0	4.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	23	86.4	6	22		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	21	0	0	0.0	66.7	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	22		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	10	17		
LIVERPOOL (JOHN LENNON)	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	0.0	4	88.2	5	17		
GATWICK	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	9	29		
GATWICK	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	29		
GATWICK	EASYJET UK LTD	S A	130	0	0	26.2	45.4	13.8	7.7	4.6	1.5	0.0	0.8	0.0	0.0	0.0	0.0	7	80.4	16	138		
GATWICK	EASYJET UK LTD	S D	131	0	0	0.0	46.6	35.1	8.4	3.8	6.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.4	13	137		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	60	0	0	10.0	45.0	31.7	6.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	67.3	14	49		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	60	0	0	0.0	41.7	41.7	11.7	1.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	53.1	24	49		
GATWICK	VUELING AIRLINES	S A	160	0	0	26.9	41.3	16.3	5.6	6.9	1.9	1.3	0.0	0.0	0.0	0.0	0.0	8	75.9	13	112		
GATWICK	VUELING AIRLINES	S D	159	0	1	0.6	36.9	38.1	10.0	9.4	2.5	1.3	0.6	0.0	0.0	0.6	0.0	13	58.0	20	112		
HEATHROW	BRITISH AIRWAYS PLC	S A	253	0	0	12.6	37.9	26.1	11.9	8.7	2.8	0.0	0.0	0.0	0.0	0.0	0.0	10	61.7	19	208		
HEATHROW	BRITISH AIRWAYS PLC	S D	253	0	0	0.0	39.1	43.1	13.0	4.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	8	79.9	9	208		
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	0.0	0	56.7	25	30		
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	0.0	0	40.0	36	30		
LUTON	EASYJET EUROPE	S A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
LUTON	EASYJET EUROPE	S D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
LUTON	EASYJET UK LTD	S A	78	0	0	24.4	42.3	24.4	5.1	2.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	5	76.4	13	89		
LUTON	EASYJET UK LTD	S D	78	0	0	0.0	46.2	43.6	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.8	6	89		
LUTON	RYANAIR	S A	30	0	0	13.3	56.7	23.3	3.3	3.3	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 NOVEMBER 2019

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	RYANAIR	S	D	30	0	0	0.0	50.0	46.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	S	A	140	0	0	13.6	56.4	20.7	7.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	5	75.0	13	128	
	STANSTED	RYANAIR	S	D	140	0	0	0.0	40.7	38.6	12.9	5.7	1.4	0.0	0.7	0.0	0.0	0.0	10	43.0	26	128	
	MANCHESTER	EASYJET UK LTD	S	A	19	0	0	31.6	47.4	10.5	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	73.7	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	30.8	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	4	13	
	MANCHESTER	RYANAIR	S	A	41	0	0	9.8	31.7	48.8	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	13	30	
	MANCHESTER	RYANAIR	S	D	41	0	0	0.0	51.2	39.0	7.3	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	7	30	
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1	
	MANCHESTER	VUELING AIRLINES	S	A	30	0	0	20.0	53.3	16.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	76.7	12	30	
	MANCHESTER	VUELING AIRLINES	S	D	30	0	0	0.0	30.0	56.7	0.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	56.7	19	30	
	NEWCASTLE	EASYJET UK LTD	S	A	17	0	0	5.9	58.8	17.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6	82.4	15	17	
	NEWCASTLE	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	47.1	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	70.6	21	17	
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	1	8	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9	
<b>TOTAL BARCELONA</b>					<b>2336</b>	<b>0</b>	<b>1</b>	<b>8.4</b>	<b>43.2</b>	<b>31.8</b>	<b>9.4</b>	<b>5.0</b>	<b>1.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.8</b>	<b>14</b>	<b>2037</b>	
BARI (PALESE)																							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK 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	100.0	2	8	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	2	8	
	LUTON	WIZZ 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	87.5	6	8	
	LUTON	WIZZ 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	8	
	STANSTED	RYANAIR	S	A	24	0	0	0.0	20.8	45.8	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	18	30	
	STANSTED	RYANAIR	S	D	24	0	0	0.0	50.0	45.8	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	14	30	
<b>TOTAL BARI (PALESE)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>35.3</b>	<b>47.1</b>	<b>10.3</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.9</b>	<b>11</b>	<b>92</b>	
BARRA																							
	GLASGOW	LOGANAIR LTD	S	A	46	0	3	10.2	40.8	22.4	4.1	10.2	6.1	0.0	0.0	0.0	0.0	6.1	13	72.5	11	49	
	GLASGOW	LOGANAIR LTD	S	D	48	0	2	0.0	42.0	32.0	2.0	12.0	6.0	2.0	0.0	0.0	0.0	4.0	15	76.5	8	49	
<b>TOTAL BARRA</b>					<b>94</b>	<b>0</b>	<b>5</b>	<b>5.1</b>	<b>41.4</b>	<b>27.3</b>	<b>3.0</b>	<b>11.1</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>14</b>	<b>74.5</b>	<b>10</b>	<b>98</b>	
BASTIA																							
	EDINBURGH	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	EDINBURGH	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	12	0.0	0	0	
	EDINBURGH	VOLOTEA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	AIR CORSICA	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	AIR CORSICA	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	100.0	3	2
<b>TOTAL BASTIA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
BEIJING																						
	EDINBURGH	HAINAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
	EDINBURGH	HAINAN AIRLINES	S	D	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	
	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	100.0	8	1	
	HEATHROW	AIR CHINA	S	A	73	0	0	20.5	9.6	32.9	16.4	12.3	6.8	1.4	0.0	0.0	0.0	19	83.6	7	73	
	HEATHROW	AIR CHINA	S	D	73	0	0	0.0	63.0	28.8	2.7	1.4	2.7	1.4	0.0	0.0	0.0	7	86.3	6	73	
	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	73.3	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	18	30	
	MANCHESTER	HAINAN AIRLINES	S	A	10	0	0	10.0	50.0	10.0	10.0	0.0	0.0	10.0	10.0	0.0	0.0	49	92.3	3	13	
	MANCHESTER	HAINAN AIRLINES	S	D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	13	
<b>TOTAL BEIJING</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>37.3</b>	<b>30.7</b>	<b>9.0</b>	<b>6.6</b>	<b>4.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.5</b>	<b>9</b>	<b>249</b>
BEIJING DAXING INTERNATIONAL AIRPORT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	16.7	20.0	13.3	13.3	6.7	3.3	0.0	3.3	0.0	0.0	60	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	40.0	13.3	6.7	3.3	6.7	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>23.3</b>	<b>30.0</b>	<b>13.3</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BEIRUT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	1	60.0	20.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	4	87.5	11	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	19.2	73.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	70.8	12	24	
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	60	0	0	38.3	35.0	11.7	3.3	6.7	5.0	0.0	0.0	0.0	0.0	8	78.3	10	60	
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	60	0	0	26.7	38.3	21.7	6.7	5.0	1.7	0.0	0.0	0.0	0.0	6	80.0	24	60	
<b>TOTAL BEIRUT</b>					<b>170</b>	<b>0</b>	<b>1</b>	<b>31.6</b>	<b>31.6</b>	<b>23.4</b>	<b>4.7</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>79.2</b>	<b>16</b>	<b>168</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	18	0	0	0.0	55.6	33.3	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	16	82.6	8	23
	ABERDEEN	FLYBE LTD	S	D	17	0	0	0.0	58.8	29.4	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	16	86.4	5	22
	BELFAST INTERNATIONAL	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	100.0	12	1	
	BIRMINGHAM	FLYBE LTD	S	A	164	0	0	14.6	63.4	15.9	2.4	2.4	1.2	0.0	0.0	0.0	0.0	3	79.9	12	178	
	BIRMINGHAM	FLYBE LTD	S	D	166	0	0	1.2	40.4	47.0	6.6	3.0	1.2	0.6	0.0	0.0	0.0	7	72.1	17	178	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CARDIFF WALES	FLYBE LTD	S A	30	0	0	0	3.3	40.0	46.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.1	12	44		
CARDIFF WALES	FLYBE LTD	S D	30	0	0	0	0.0	90.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.2	6	44		
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	13	18		
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	80	0	0	0	3.8	60.0	28.8	1.3	3.8	2.5	0.0	0.0	0.0	0.0	0.0	6	92.3	6	91		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	79	0	2	2.5	66.7	24.7	0.0	1.2	2.5	0.0	0.0	0.0	0.0	0.0	2.5	4	89.0	8	91		
EDINBURGH	FLYBE LTD	S A	102	0	0	0	19.6	63.7	11.8	0.0	3.9	0.0	1.0	0.0	0.0	0.0	0.0	3	84.6	10	103		
EDINBURGH	FLYBE LTD	S D	102	0	0	0	0.0	58.8	34.3	2.9	2.9	0.0	1.0	0.0	0.0	0.0	0.0	5	89.4	9	104		
EXETER	FLYBE LTD	S A	17	0	0	0	29.4	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	7	22		
EXETER	FLYBE LTD	S D	17	0	0	0	5.9	52.9	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	10	22		
GLASGOW	FLYBE LTD	S A	94	0	0	0	21.3	58.5	14.9	3.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	84.3	10	107		
GLASGOW	FLYBE LTD	S D	94	0	0	0	0.0	58.5	30.9	5.3	4.3	1.1	0.0	0.0	0.0	0.0	0.0	5	82.2	14	106		
LEEDS BRADFORD	FLYBE LTD	S A	105	0	0	0	4.8	61.9	24.8	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	80.3	13	112		
LEEDS BRADFORD	FLYBE LTD	S D	104	0	1	2.9	71.4	16.2	2.9	5.7	0.0	0.0	0.0	0.0	0.0	1.0	4	76.9	17	111			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	94.7	4	19		
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	0	88.9	5	18		
HEATHROW	AER LINGUS	S A	89	0	1	18.9	48.9	12.2	11.1	6.7	1.1	0.0	0.0	0.0	0.0	1.1	7	67.8	12	89			
HEATHROW	AER LINGUS	S D	89	0	1	0.0	51.1	30.0	8.9	6.7	2.2	0.0	0.0	0.0	0.0	1.1	9	68.9	14	89			
HEATHROW	BRITISH AIRWAYS PLC	S A	113	0	1	22.8	43.0	17.5	7.9	6.1	1.8	0.0	0.0	0.0	0.0	0.9	7	85.3	7	115			
HEATHROW	BRITISH AIRWAYS PLC	S D	114	0	0	0.0	46.5	37.7	7.0	7.0	1.8	0.0	0.0	0.0	0.0	0.0	9	80.2	9	115			
LONDON CITY	FLYBE LTD	S A	0	141	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
LONDON CITY	FLYBE LTD	S D	0	140	2	0.0	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	FLYBE LTD	S A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
LUTON	FLYBE LTD	S D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
MANCHESTER	FLYBE LTD	S A	192	0	0	6.8	65.1	16.1	5.7	3.6	2.1	0.0	0.5	0.0	0.0	0.0	7	88.7	7	175			
MANCHESTER	FLYBE LTD	S D	192	0	0	0.0	42.2	45.8	5.2	3.1	3.1	0.0	0.5	0.0	0.0	0.0	8	85.2	8	173			
SOUTHAMPTON	FLYBE LTD	S A	64	0	1	15.4	41.5	20.0	7.7	6.2	3.1	4.6	0.0	0.0	0.0	1.5	14	85.0	10	78			
SOUTHAMPTON	FLYBE LTD	S D	64	0	0	0.0	32.8	46.9	3.1	6.3	7.8	3.1	0.0	0.0	0.0	0.0	16	87.2	9	77			
SOUTHEND	FLYBE LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
SOUTHEND	FLYBE LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>2141</b>	<b>281</b>	<b>9</b>	<b>6.3</b>	<b>48.1</b>	<b>24.0</b>	<b>4.3</b>	<b>3.4</b>	<b>1.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>11.6</b>	<b>0.4</b>	<b>6</b>	<b>73.6</b>	<b>10</b>	<b>2343</b>			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	EASYJET 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	100.0	10	1		
	BIRMINGHAM	EASYJET UK LTD	S	A	72	0	0	6.9	62.5	15.3	8.3	4.2	2.8	0.0	0.0	0.0	0.0	6	86.7	8	75		
	BIRMINGHAM	EASYJET UK LTD	S	D	72	0	0	1.4	44.4	34.7	8.3	8.3	2.8	0.0	0.0	0.0	0.0	9	78.4	14	74		
	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	15	1		
	BRISTOL	EASYJET UK LTD	S	A	82	0	0	6.1	53.7	28.0	8.5	3.7	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	82	0	0	0.0	57.3	34.1	4.9	2.4	1.2	0.0	0.0	0.0	0.0	5	0.0	0	0		
	BRISTOL	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	CARDIFF WALES	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	105	1		
	EDINBURGH	EASYJET UK LTD	S	A	90	0	0	17.8	54.4	21.1	3.3	2.2	1.1	0.0	0.0	0.0	0.0	4	80.2	12	91		
	EDINBURGH	EASYJET UK LTD	S	D	90	0	0	3.3	65.6	22.2	5.6	3.3	0.0	0.0	0.0	0.0	0.0	4	76.9	13	91		
	GLASGOW	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	100.0	7	1		
	GLASGOW	EASYJET UK LTD	S	A	103	0	0	15.5	58.3	18.4	3.9	2.9	0.0	0.0	1.0	0.0	0.0	5	88.5	5	104		
	GLASGOW	EASYJET UK LTD	S	D	103	0	0	0.0	73.8	19.4	5.8	1.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	104		
	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	136	1		
	ISLE OF MAN	EASYJET UK LTD	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9		
	ISLE OF MAN	EASYJET UK LTD	S	D	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	158	0	0	22.8	55.1	15.8	1.9	1.3	1.9	1.3	0.0	0.0	0.0	5	93.8	3	177		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	158	0	0	2.5	78.5	13.9	1.9	0.0	2.5	0.0	0.6	0.0	0.0	6	97.2	1	177		
	GATWICK	EASYJET UK LTD	S	A	177	0	0	16.4	54.8	21.5	5.1	2.3	0.0	0.0	0.0	0.0	0.0	3	74.7	12	182		
	GATWICK	EASYJET UK LTD	S	D	177	0	0	0.6	48.6	37.3	10.7	2.8	0.0	0.0	0.0	0.0	0.0	6	70.3	14	182		
	GATWICK	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	GATWICK	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	2		
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	EASYJET UK LTD	S	A	104	0	0	13.5	46.2	26.0	8.7	2.9	2.9	0.0	0.0	0.0	0.0	7	89.4	5	104		
	LUTON	EASYJET UK LTD	S	D	104	0	0	0.0	49.0	41.3	6.7	1.9	1.0	0.0	0.0	0.0	0.0	5	96.2	3	104		
	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	134	1		
	STANSTED	EASYJET UK LTD	S	A	134	0	0	12.7	59.0	18.7	6.0	3.0	0.7	0.0	0.0	0.0	0.0	4	82.4	9	148		
	STANSTED	EASYJET UK LTD	S	D	134	0	0	0.0	64.9	26.1	6.0	2.2	0.7	0.0	0.0	0.0	0.0	5	85.0	8	147		
	STANSTED	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	14	96.7	2	90		
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	16	85.6	8	90		
	MANCHESTER	EASYJET UK LTD	S	A	113	0	0	11.5	60.2	21.2	0.9	4.4	0.9	0.9	0.0	0.0	0.0	5	88.0	6	108		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	D	113	0	0	0.0	69.0	25.7	3.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	80.6	10	108
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	60
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	96.7	2	60
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	NEWCASTLE	EASYJET UK LTD	S	A	73	0	0	2.7	63.0	21.9	4.1	6.8	1.4	0.0	0.0	0.0	0.0	0.0	6	89.3	8	75
	NEWCASTLE	EASYJET UK LTD	S	D	73	0	0	0.0	49.3	41.1	4.1	4.1	1.4	0.0	0.0	0.0	0.0	0.0	5	93.3	4	75
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2254</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>58.4</b>	<b>24.5</b>	<b>5.5</b>	<b>2.8</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>7</b>	<b>2459</b>
BELGRADE																						
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	HEATHROW	AIR SERBIA	S	A	30	0	0	30.0	26.7	30.0	3.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	13	30
	HEATHROW	AIR SERBIA	S	D	30	0	0	0.0	30.0	46.7	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	12	70.0	14	30
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	7	13
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	15.4	46.2	15.4	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	23.1	53.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	STANSTED	JET2.COM 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
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	AIR MALTA	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
	MANCHESTER	AIR MALTA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0
	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	30	2
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL BELGRADE</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>28.9</b>	<b>36.7</b>	<b>6.7</b>	<b>8.9</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>12</b>	<b>75.0</b>	<b>11</b>	<b>92</b>
BENAZIR BHUTTO INTERNATIONAL AIRPORT																						
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	13	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	26	13
<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>61.5</b>	<b>20</b>	<b>26</b>
BENBECULA																						
	GLASGOW	LOGANAIR LTD	S	A	38	0	0	7.9	52.6	15.8	10.5	7.9	2.6	0.0	2.6	0.0	0.0	0.0	14	87.8	8	40
	GLASGOW	LOGANAIR LTD	S	D	38	0	0	0.0	39.5	34.2	13.2	5.3	5.3	0.0	2.6	0.0	0.0	0.0	17	90.0	6	40
<b>TOTAL BENBECULA</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>46.1</b>	<b>25.0</b>	<b>11.8</b>	<b>6.6</b>	<b>3.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>7</b>	<b>80</b>

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERGAMO	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	BRISTOL	RYANAIR	S	A	13	0	0	15.4	53.8	7.7	0.0	15.4	0.0	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	53.8	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	10	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	53.8	15	13
	EDINBURGH	RYANAIR	S	A	33	0	0	21.2	36.4	30.3	6.1	3.0	3.0	0.0	0.0	0.0	0.0	0.0	7	71.4	10	21
	EDINBURGH	RYANAIR	S	D	33	0	0	0.0	42.4	45.5	3.0	6.1	3.0	0.0	0.0	0.0	0.0	0.0	8	71.4	9	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	88.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	68.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	STANSTED	RYANAIR	S	A	131	0	0	35.1	41.2	15.3	7.6	0.0	0.0	0.0	0.8	0.0	0.0	0.0	5	89.2	5	120
	STANSTED	RYANAIR	S	D	131	0	0	0.0	49.6	35.1	7.6	6.9	0.8	0.0	0.0	0.0	0.0	0.0	7	66.7	16	120
	MANCHESTER	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	RYANAIR	S	A	41	0	0	2.4	31.7	36.6	14.6	12.2	2.4	0.0	0.0	0.0	0.0	0.0	13	76.7	8	30
	MANCHESTER	RYANAIR	S	D	41	0	1	0.0	33.3	45.2	11.9	7.1	0.0	0.0	0.0	0.0	2.4	0.0	11	83.3	9	30
	SOUTHEND	RYANAIR	S	A	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	SOUTHEND	RYANAIR	S	D	13	0	0	0.0	69.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BERGAMO</b>					<b>540</b>	<b>0</b>	<b>1</b>	<b>14.6</b>	<b>41.0</b>	<b>28.5</b>	<b>8.9</b>	<b>5.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>72.2</b>	<b>10</b>	<b>384</b>
BERGEN	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	45	0	2	0.0	48.9	27.7	10.6	8.5	0.0	0.0	0.0	0.0	0.0	4.3	8	91.7	4	47
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	45	0	2	2.1	44.7	25.5	12.8	4.3	6.4	0.0	0.0	0.0	0.0	4.3	11	91.7	4	47
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	BOURNEMOUTH	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	BOURNEMOUTH	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	100.0	0	1
	BRISTOL	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	
	EDINBURGH	LOGANAIR LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	A	9	0	1	0.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	5	66.7	19	8	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	8	77.8	12	8	
	GATWICK	ENTER AIR	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	55	0	0	9.1	43.6	40.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	56	0	0	0.0	62.5	28.6	1.8	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	82.1	10	56	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	15.4	30.8	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	LUTON	WIZZ AIR 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	7	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10	
	MANCHESTER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	3	11	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	0.0	0	0	
	MANCHESTER	SAS	S	A	13	0	0	0.0	46.2	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	12	9	
	MANCHESTER	SAS	S	D	13	0	0	15.4	38.5	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	9	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1	
<b>TOTAL BERGEN</b>					<b>313</b>	<b>0</b>	<b>5</b>	<b>3.1</b>	<b>46.9</b>	<b>32.1</b>	<b>7.2</b>	<b>6.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>86.2</b>	<b>7</b>	<b>263</b>	
BERGERAC																							
	STANSTED	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	3	69.2	14	13	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	53.8	17	13	
	SOUTHAMPTON	FLYBE 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	82.4	17	17	
	SOUTHAMPTON	FLYBE LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	5	17	
<b>TOTAL BERGERAC</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>50.0</b>	<b>28.6</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>13</b>	<b>60</b>	
BERLIN (SCHONEFELD)																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	31	1	
	BRISTOL	EASYJET UK LTD	S	A	24	0	0	8.3	25.0	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	24	0	0	0.0	29.2	45.8	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	12	9	
	EAST MIDLANDS INTERNATIONAL	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	5	66.7	8	9	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	RYANAIR	S	A	19	0	0	0.0	31.6	36.8	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	42.3	27	26	
	EDINBURGH	RYANAIR	S	D	19	0	0	0.0	68.4	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.5	7	26		
	GLASGOW	EASYJET UK LTD	S	A	22	0	0	27.3	72.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26		
	GLASGOW	EASYJET UK 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	1	88.5	5	26		
	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	100.0	0	9		
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	LEEDS BRADFORD	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	25	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	EASYJET UK 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	1	94.1	4	17		
	LIVERPOOL (JOHN LENNON)	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	3	100.0	1	17		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
	GATWICK	EASYJET UK LTD	S	A	47	0	0	42.6	38.3	8.5	8.5	2.1	0.0	0.0	0.0	0.0	0.0	3	83.3	12	48		
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	34.0	34.0	14.9	14.9	2.1	0.0	0.0	0.0	0.0	14	66.7	16	48		
	LUTON	EASYJET UK LTD	S	A	42	0	0	14.3	45.2	28.6	4.8	7.1	0.0	0.0	0.0	0.0	0.0	5	93.5	5	46		
	LUTON	EASYJET UK LTD	S	D	42	0	0	0.0	47.6	42.9	7.1	2.4	0.0	0.0	0.0	0.0	0.0	6	95.6	6	45		
	STANSTED	RYANAIR	S	A	103	0	0	22.3	48.5	16.5	8.7	1.9	1.0	0.0	1.0	0.0	0.0	6	83.6	8	115		
	STANSTED	RYANAIR	S	D	103	0	0	0.0	43.7	41.7	7.8	4.9	1.0	0.0	1.0	0.0	0.0	9	58.6	16	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	85.7	5	56		
	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	89.3	6	56		
	MANCHESTER	RYANAIR	S	A	39	0	1	17.5	40.0	27.5	5.0	7.5	0.0	0.0	0.0	0.0	2.5	6	83.3	9	30		
	MANCHESTER	RYANAIR	S	D	39	0	0	0.0	38.5	38.5	15.4	5.1	0.0	2.6	0.0	0.0	0.0	12	50.0	16	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	100.0	0	8		
	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	87.5	5	8		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>631</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>43.8</b>	<b>30.9</b>	<b>9.3</b>	<b>4.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>75.5</b>	<b>9</b>	<b>800</b>	
BERLIN (TEGEL)																							
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	9	30		
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	11	30		
	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	88.9	3	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	88.9	6	9		
	EDINBURGH	EASYJET UK LTD	S	A	20	0	0	15.0	15.0	35.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	14	61.5	20	13		
	EDINBURGH	EASYJET UK LTD	S	D	20	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	11	69.2	14	13		
	GATWICK	EASYJET UK LTD	S	A	77	0	0	42.9	42.9	9.1	2.6	1.3	1.3	0.0	0.0	0.0	0.0	3	73.1	10	78		
	GATWICK	EASYJET UK LTD	S	D	77	0	0	0.0	46.8	48.1	3.9	1.3	0.0	0.0	0.0	0.0	0.0	3	85.9	6	78		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	192	0	1	20.7	39.4	25.4	6.7	6.2	1.0	0.0	0.0	0.0	0.5	7	69.1	14	220		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	192	0	1	0.0	36.3	50.8	7.3	4.1	1.0	0.0	0.0	0.0	0.0	0.0	0.5	7	81.6	7	222
	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	85.4	9	82	
	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	76.8	11	80	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	101	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	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	100	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	
	MANCHESTER	EASYJET UK LTD	S	A	50	0	1	29.4	35.3	23.5	5.9	3.9	0.0	0.0	0.0	0.0	2.0	4	0.0	0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	51	0	0	0.0	56.9	31.4	7.8	2.0	2.0	0.0	0.0	0.0	0.0	6	0.0	0	0	0	
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	0	1	
<b>TOTAL BERLIN (TEGEL)</b>					<b>679</b>	<b>201</b>	<b>3</b>	<b>10.3</b>	<b>30.7</b>	<b>26.5</b>	<b>5.3</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.8</b>	<b>0.3</b>	<b>6</b>	<b>65.5</b>	<b>10</b>	<b>865</b>	
BERMUDA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	40.9	27.3	0.0	4.5	0.0	4.5	0.0	0.0	0.0	10	86.4	14	22	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	38.1	47.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	16	22	22	
<b>TOTAL BERMUDA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>39.5</b>	<b>37.2</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.4</b>	<b>15</b>	<b>44</b>		
BERNE																							
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	95	1	1	
	MANCHESTER	HELVETIC 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	2	2	2	
	MANCHESTER	HELVETIC 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	5	2	2	
	MANCHESTER	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
	MANCHESTER	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1	1	
<b>TOTAL BERNE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>25</b>	<b>7</b>		
BEZIERS																							
	LUTON	RYANAIR	S	A	10	0	0	10.0	60.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	13	87.5	4	8	8	
	LUTON	RYANAIR	S	D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8	8	
<b>TOTAL BEZIERS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</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>11</b>	<b>93.8</b>	<b>3</b>	<b>16</b>		
BIARRITZ																							
	STANSTED	RYANAIR	S	A	11	0	0	27.3	36.4	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	8	84.6	8	13	13	
	STANSTED	RYANAIR	S	D	11	0	0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13	13	
<b>TOTAL BIARRITZ</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>40.9</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>6</b>	<b>26</b>		
BIGGIN HILL																							
	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	0.0	9	0.0	0	0	0	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BIGGIN HILL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILBAO																						
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	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	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	3	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	53.3	26.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	63.3	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	VUELING AIRLINES	S	A	29	0	0	3.4	51.7	31.0	10.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	5	30
	GATWICK	VUELING AIRLINES	S	D	29	0	0	0.0	41.4	37.9	13.8	6.9	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	10	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	0.0	0.0	0	93.3	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	3	30
	STANSTED	EASYJET UK LTD	S	A	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	69.2	12	13
	STANSTED	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	11	13
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	12	9
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	17	9
	SOUTHEND	RYANAIR	S	A	12	0	0	0.0	8.3	58.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	SOUTHEND	RYANAIR	S	D	12	0	0	0.0	58.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL BILBAO</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>47.5</b>	<b>31.9</b>	<b>6.4</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.8</b>	<b>7</b>	<b>184</b>
BILLUND																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	56.7	30.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	81.0	9	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	36.7	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	88.1	5	42
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	46	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	SUN AIR OF SCANDINAVIA	S	D	0	46	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	
	STANSTED	JET TIME	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	JET TIME	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	53	0	0	24.5	52.8	15.1	1.9	1.9	3.8	0.0	0.0	0.0	0.0	0.0	5	80.0	8	60	
	STANSTED	RYANAIR	S	D	53	0	0	0.0	66.0	24.5	1.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	71.7	11	60	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	46	0	0	6.5	65.2	23.9	0.0	0.0	2.2	2.2	0.0	0.0	0.0	0.0	7	97.9	2	48	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	45	0	1	4.3	60.9	26.1	2.2	0.0	0.0	2.2	2.2	0.0	0.0	2.2	8	97.9	2	47	
	MANCHESTER	RYANAIR	S	A	9	0	0	66.7	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	100.0	0	1	
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	1	
	SOUTHEND	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	1	
<b>TOTAL BILLUND</b>					<b>276</b>	<b>92</b>	<b>3</b>	<b>11.1</b>	<b>39.1</b>	<b>17.0</b>	<b>3.0</b>	<b>1.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>24.8</b>	<b>0.8</b>	<b>7</b>	<b>65.0</b>	<b>7</b>	<b>304</b>	
<b>BIRMINGHAM</b>																							
	ABERDEEN	AVANTI AIR BEDARFSFLUGGES	C	D	0	0	0	0.0	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	
	ABERDEEN	FLYBE LTD	S	A	73	0	0	20.5	63.0	11.0	1.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	4	83.5	10	78	
	ABERDEEN	FLYBE LTD	S	D	72	0	0	1.4	72.2	16.7	5.6	1.4	1.4	1.4	0.0	0.0	0.0	0.0	5	85.9	8	77	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	166	0	1	15.0	58.1	19.8	2.4	3.0	1.2	0.0	0.0	0.0	0.0	0.6	4	78.2	15	178	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	163	0	0	1.2	52.8	38.7	3.1	3.1	1.2	0.0	0.0	0.0	0.0	0.0	4	79.2	13	177	
	BELFAST CITY (GEORGE BEST)	NETJETS TRANSPORTES AEREOS	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	72	0	0	8.3	52.8	19.4	9.7	6.9	2.8	0.0	0.0	0.0	0.0	0.0	8	83.8	12	74	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	72	0	0	0.0	69.4	18.1	5.6	4.2	2.8	0.0	0.0	0.0	0.0	0.0	6	87.8	8	74	
	BOURNEMOUTH	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
	BRISTOL	BLUE ISLANDS LIMITED	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	BLUE ISLANDS LIMITED	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	171	0	1	30.2	49.4	15.1	2.9	1.2	0.6	0.0	0.0	0.0	0.0	0.6	2	75.9	16	194	
	EDINBURGH	FLYBE LTD	S	D	172	0	2	1.1	59.8	31.0	3.4	1.1	2.3	0.0	0.0	0.0	0.0	1.1	4	76.3	16	193	
	GLASGOW	FLYBE LTD	S	A	156	0	0	16.7	57.7	15.4	3.2	4.5	1.9	0.6	0.0	0.0	0.0	0.0	6	81.0	11	172	
	GLASGOW	FLYBE LTD	S	D	155	0	1	0.6	55.1	33.3	2.6	4.5	2.6	0.6	0.0	0.0	0.0	0.6	7	82.2	13	170	
	ISLE OF MAN	FLYBE LTD	S	A	29	0	1	0.0	36.7	53.3	0.0	0.0	3.3	0.0	3.3	0.0	0.0	3.3	12	56.7	28	29	
	ISLE OF MAN	FLYBE LTD	S	D	30	0	0	0.0	16.7	70.0	3.3	0.0	0.0	3.3	6.7	0.0	0.0	0.0	22	76.7	14	29	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	JERSEY	FLYBE LTD	S	A	52	0	0	7.7	40.4	48.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	35	24	
	JERSEY	FLYBE LTD	S	D	52	0	0	7.7	38.5	26.9	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	63.5	26	49	
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
	NEWCASTLE	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	15	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1442</b>	<b>0</b>	<b>6</b>	<b>9.7</b>	<b>54.6</b>	<b>26.0</b>	<b>4.1</b>	<b>2.9</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>78.0</b>	<b>14</b>	<b>1521</b>	
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS 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	2	88.9	3	8	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8	
	GATWICK	TUI AIRWAYS LTD	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	6	81.3	9	16	
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	16.7	44.4	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	82.4	10	17	
	LUTON	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	7	13	
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	11	13	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>33.8</b>	<b>38.2</b>	<b>14.7</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.9</b>	<b>8</b>	<b>77</b>	
BODRUM (MILAS)																							
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	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	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	100.0	0	1	
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	100.0	0	1	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	100.0	0	1	
	STANSTED	EASYJET UK LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	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	
	STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	100.0	2	1	
<b>TOTAL BODRUM (MILAS)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>35.7</b>	<b>21.4</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>6</b>	<b>92.3</b>	<b>2</b>	<b>13</b>	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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		
BOGOTA	HEATHROW	AVIANCA COLOMBIA	S	A	30	0	1	45.2	16.1	16.1	12.9	0.0	6.5	0.0	0.0	0.0	0.0	3.2	9	50.0	31	30
	HEATHROW	AVIANCA COLOMBIA	S	D	31	0	1	0.0	62.5	21.9	3.1	3.1	0.0	0.0	0.0	6.3	0.0	3.1	64	80.0	47	29
<b>TOTAL BOGOTA</b>					<b>61</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>39.7</b>	<b>19.0</b>	<b>7.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>37</b>	<b>65.0</b>	<b>39</b>	<b>59</b>
BOLOGNA	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	33.3	26	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	33.3	20	9
	GATWICK	EASYJET UK LTD	S	A	18	0	0	33.3	33.3	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	78.9	10	19
	GATWICK	EASYJET UK LTD	S	D	18	0	1	0.0	47.4	31.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	5.3	6	94.7	5	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	34.1	34.1	14.8	10.2	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	85.6	7	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	0.0	40.9	46.6	10.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	10	89
	LUTON	RYANAIR	S	A	30	0	0	26.7	53.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	76.7	11	30
	LUTON	RYANAIR	S	D	30	0	0	0.0	46.7	43.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	8	30
	STANSTED	RYANAIR	S	A	58	0	0	46.6	44.8	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.6	3	56
	STANSTED	RYANAIR	S	D	58	0	0	0.0	55.2	34.5	1.7	6.9	1.7	0.0	0.0	0.0	0.0	0.0	5	69.6	15	56
	MANCHESTER	RYANAIR	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	100.0	6	9
	MANCHESTER	RYANAIR	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	8	88.9	6	9
<b>TOTAL BOLOGNA</b>					<b>424</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>41.6</b>	<b>28.2</b>	<b>7.3</b>	<b>4.0</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>79.8</b>	<b>9</b>	<b>424</b>
BORDEAUX	BIRMINGHAM	JET2.COM 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	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	EDINBURGH	AERO4M	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	AERO4M	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	46.7	36.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	94.3	4	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	53.3	40.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	5	35
	GATWICK	EASYJET UK LTD	S	A	21	0	0	19.0	66.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.5	6	21
	GATWICK	EASYJET UK LTD	S	D	21	0	0	0.0	33.3	38.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	81.0	11	21
	LUTON	EASYJET UK LTD	S	A	15	0	0	13.3	6.7	26.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	22	66.7	13	12
	LUTON	EASYJET UK LTD	S	D	15	0	0	0.0	20.0	46.7	13.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	58.3	16	12
	STANSTED	RYANAIR	S	A	22	0	0	9.1	45.5	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	78.3	19	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	63.6	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	8	22
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9

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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							
	MANCHESTER	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	6	88.9	3	9	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	0.0	50.0	12.5	0.0	0.0	0.0	0.0	40	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	48	0.0	0	0		
<b>TOTAL BORDEAUX</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.4</b>	<b>26.7</b>	<b>8.6</b>	<b>9.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.5</b>	<b>8</b>	<b>199</b>	
BOSTON																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	30	0	0	46.7	23.3	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	5	86.7	8	30		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	30	0	0	0.0	70.0	26.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	7	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	102	0	1	38.8	29.1	17.5	4.9	2.9	1.9	1.9	0.0	0.0	1.0	11	79.0	8	99		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	101	0	1	0.0	23.5	43.1	13.7	12.7	3.9	1.0	0.0	1.0	0.0	21	70.7	18	99		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	40.0	36.7	16.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	4	81.5	12	27		
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	0.0	60.0	30.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	4	92.6	3	27		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	54	0	1	29.1	23.6	32.7	7.3	5.5	0.0	0.0	0.0	0.0	1.8	7	75.0	11	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	54	0	1	0.0	50.9	40.0	0.0	3.6	3.6	0.0	0.0	0.0	1.8	7	75.0	15	27		
	LUTON	EL AL	S	D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	13	0.0	0	0		
<b>TOTAL BOSTON</b>					<b>432</b>	<b>0</b>	<b>5</b>	<b>18.8</b>	<b>34.8</b>	<b>30.0</b>	<b>6.2</b>	<b>5.9</b>	<b>1.8</b>	<b>0.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>78.6</b>	<b>11</b>	<b>367</b>	
BOURNEMOUTH																							
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	NEWCASTLE	LOGANAIR 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	24	0.0	0	0		
	NEWCASTLE	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		
<b>TOTAL BOURNEMOUTH</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRATISLAVA																							
	BIRMINGHAM	JOTA AVIATION 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	16	0.0	0	0		
	BIRMINGHAM	JOTA AVIATION LTD	C	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	BIRMINGHAM	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	1	76.9	6	13		
	BIRMINGHAM	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	3	84.6	6	13		
	EAST MIDLANDS INTERNATIONAL	CARPATAIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	74	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	CARPATAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	85	0.0	0	0		
	EDINBURGH	RYANAIR	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	88.9	5	9		
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	9		
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9		
	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	2	100.0	0	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							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	23.5	52.9	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	5	21	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	95.2	5	21	
	STANSTED	RYANAIR	S	A	49	0	0	20.4	65.3	8.2	4.1	0.0	0.0	0.0	2.0	0.0	0.0	0.0	8	82.7	6	52	
	STANSTED	RYANAIR	S	D	49	0	0	0.0	67.3	30.6	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	12	52	
	MANCHESTER	RYANAIR	S	A	8	0	1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	100.0	2	13	
	MANCHESTER	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	76.9	5	13	
<b>TOTAL BRATISLAVA</b>					<b>219</b>	<b>0</b>	<b>1</b>	<b>13.2</b>	<b>55.9</b>	<b>24.1</b>	<b>3.6</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>85.5</b>	<b>7</b>	<b>234</b>	
BREMEN																							
	STANSTED	RYANAIR	S	A	44	0	0	9.1	54.5	27.3	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	12	44	
	STANSTED	RYANAIR	S	D	44	0	0	0.0	47.7	45.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	7	44	
<b>TOTAL BREMEN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>51.1</b>	<b>36.4</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.8</b>	<b>9</b>	<b>88</b>	
BREST																							
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	SOUTHEND	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	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BREST</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
BRIDGETOWN																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	38.5	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	25	63.6	28	11	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	7.1	42.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	46	12	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	10	3	
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	9	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	22.2	15.6	28.9	15.6	6.7	4.4	6.7	0.0	0.0	0.0	0.0	20	79.5	18	44	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	0.0	47.8	30.4	13.0	4.3	2.2	2.2	0.0	0.0	0.0	0.0	10	82.2	8	45	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	46	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	39	9	
	GATWICK	TUI AIRWAYS LTD	C	A	24	0	0	8.3	8.3	8.3	12.5	41.7	16.7	4.2	0.0	0.0	0.0	0.0	40	46.7	34	15	
	GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	3.8	53.8	23.1	15.4	0.0	3.8	0.0	0.0	0.0	0.0	19	81.3	28	16	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	30.0	30.0	13.3	6.7	3.3	10.0	0.0	6.7	0.0	0.0	0.0	27	63.3	40	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	16.7	43.3	10.0	13.3	6.7	6.7	3.3	0.0	0.0	0.0	37	63.3	43	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	4	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	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	50.0	26	10	
	MANCHESTER	TUI AIRWAYS LTD	C	A	19	0	0	26.3	10.5	15.8	10.5	26.3	5.3	5.3	0.0	0.0	0.0	26	50.0	22	14	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	19	53.8	16	13	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	23.1	23.1	30.8	0.0	0.0	23.1	0.0	0.0	0.0	0.0	19	77.8	12	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	57.1	28.6	0.0	7.1	7.1	0.0	0.0	0.0	0.0	9	88.9	6	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	16	1	
<b>TOTAL BRIDGETOWN</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>21.0</b>	<b>31.3</b>	<b>16.3</b>	<b>11.0</b>	<b>6.3</b>	<b>3.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.3</b>	<b>25</b>	<b>294</b>	
BRINDISI																						
	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	72	1	
	STANSTED	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	5	85.7	5	13	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	13	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</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>4</b>	<b>89.3</b>	<b>6</b>	<b>27</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	84.0	7	25	
	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	72.0	11	25	
	ABERDEEN	LOGANAIR LTD	S	A	25	0	0	16.0	48.0	24.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	25	0	0	4.0	52.0	24.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	82	0	0	9.8	52.4	31.7	2.4	3.7	0.0	0.0	0.0	0.0	0.0	4	81.4	11	85	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	82	0	0	0.0	58.5	29.3	9.8	2.4	0.0	0.0	0.0	0.0	0.0	4	72.1	12	85	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	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	100.0	2	4	
	BIRMINGHAM	RYANAIR	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	65	0.0	128	3	
	BIRMINGHAM	STOBART AIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2	
	BOURNEMOUTH	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	26	1	
	CARDIFF WALES	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	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	114	0	0	12.3	54.4	23.7	6.1	2.6	0.0	0.9	0.0	0.0	0.0	5	80.5	11	117	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	114	0	0	4.4	47.4	36.8	7.0	3.5	0.0	0.9	0.0	0.0	0.0	0.0	7	67.5	16	117	
	GLASGOW	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	0.0	70	1	
	GLASGOW	EASYJET UK LTD	S	A	93	0	0	4.3	53.8	32.3	4.3	3.2	2.2	0.0	0.0	0.0	0.0	0.0	6	90.7	4	96	
	GLASGOW	EASYJET UK LTD	S	D	93	0	0	0.0	45.2	37.6	7.5	4.3	5.4	0.0	0.0	0.0	0.0	0.0	10	86.6	11	96	
	ISLE OF MAN	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	161	80.0	158	9	
	ISLE OF MAN	EASYJET UK LTD	S	D	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	162	70.0	169	9	
	JERSEY	BLUE ISLANDS LIMITED	S	A	25	0	0	20.0	64.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	15	26	
	JERSEY	BLUE ISLANDS LIMITED	S	D	25	0	0	0.0	52.0	36.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	13	26	
	GATWICK	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	NEWCASTLE	EASYJET UK LTD	S	A	51	0	0	13.7	56.9	19.6	5.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	5	90.6	22	53	
	NEWCASTLE	EASYJET UK LTD	S	D	51	0	0	0.0	51.0	39.2	7.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0	5	94.3	6	53	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
<b>TOTAL BRISTOL</b>					<b>806</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>52.0</b>	<b>30.4</b>	<b>6.3</b>	<b>3.3</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>15</b>	<b>838</b>	
BRIVE-LA-GAILLARDE																							
	BRISTOL	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BRISTOL	BLUE ISLANDS LIMITED	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 BRIVE-LA-GAILLARDE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRIZE NORTON																							
	MANCHESTER	AIRTANKER SERVICES LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL BRIZE NORTON</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRNO (TURANY)																							
	STANSTED	RYANAIR	S	A	23	0	0	4.3	56.5	30.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	15	22	
	STANSTED	RYANAIR	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	3	81.8	16	22	
<b>TOTAL BRNO (TURANY)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>47.8</b>	<b>43.5</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>0.0</b>	<b>4</b>	<b>81.8</b>	<b>15</b>	<b>44</b>	
BRUSSELS																							
	BELFAST CITY (GEORGE BEST)	JETAIRFLY	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	87	0	1	5.7	59.1	26.1	2.3	3.4	2.3	0.0	0.0	0.0	0.0	1.1	5	89.2	6	73	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	88	0	1	0.0	28.1	57.3	9.0	1.1	3.4	0.0	0.0	0.0	0.0	1.1	9	73.0	12	73	
	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	81	1	

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BRUSSELS AIRLINES	S	A	49	0	0	2.0	59.2	28.6	8.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BRISTOL	BRUSSELS AIRLINES	S	D	50	0	0	0.0	38.0	56.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	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	83.7	13	42
	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	81.4	15	42
	EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	39	0	0	0.0	43.6	30.8	17.9	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	39	0	0	0.0	56.4	25.6	7.7	2.6	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	EDINBURGH	BRUSSELS AIRLINES	S	A	49	0	1	14.0	60.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3	90.4	5	52
	EDINBURGH	BRUSSELS AIRLINES	S	D	50	0	1	0.0	25.5	54.9	13.7	3.9	0.0	0.0	0.0	0.0	0.0	2.0	8	63.5	14	52
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	22.3	44.0	16.3	11.4	4.8	1.2	0.0	0.0	0.0	0.0	0.0	6	73.5	13	160
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	0.0	51.2	38.6	5.4	3.6	1.2	0.0	0.0	0.0	0.0	0.0	6	79.0	12	160
	HEATHROW	BRUSSELS AIRLINES	S	A	85	0	0	3.5	40.0	38.8	4.7	9.4	3.5	0.0	0.0	0.0	0.0	0.0	11	72.1	13	86
	HEATHROW	BRUSSELS AIRLINES	S	D	85	0	0	0.0	9.4	68.2	10.6	8.2	2.4	1.2	0.0	0.0	0.0	0.0	13	59.3	16	86
	MANCHESTER	BRUSSELS AIRLINES	S	A	80	0	0	5.0	32.5	43.8	12.5	5.0	1.3	0.0	0.0	0.0	0.0	0.0	8	79.3	11	82
	MANCHESTER	BRUSSELS AIRLINES	S	D	81	0	0	1.2	32.1	44.4	19.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	68.3	13	82
	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	54.2	25	47
	NEWCASTLE	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.2	22	47
	NEWCASTLE	LOGANAIR LTD	S	A	41	0	0	9.8	24.4	43.9	17.1	2.4	0.0	0.0	2.4	0.0	0.0	0.0	12	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	41	0	0	0.0	22.0	63.4	12.2	0.0	0.0	0.0	2.4	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BRUSSELS</b>					<b>1197</b>	<b>0</b>	<b>4</b>	<b>5.2</b>	<b>39.8</b>	<b>39.5</b>	<b>9.6</b>	<b>3.7</b>	<b>1.7</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>64.9</b>	<b>13</b>	<b>1086</b>
BUCHAREST (OTOPENI)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	30.8	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	13
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	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	12	84.6	7	13
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	23.1	46.2	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	13	84.6	4	13
	BIRMINGHAM	WIZZ AIR	S	D	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	29	69.2	16	13
	BRISTOL	RYANAIR	S	A	8	0	0	12.5	37.5	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	0.0	0	0
	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	0	0.0	0	0

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	WIZZ AIR	S	A	17	0	0	41.2	23.5	11.8	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	14	92.3	2	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	17	0	0	0.0	11.8	52.9	17.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	18	84.6	5	13	
	EDINBURGH	RYANAIR	S	A	11	0	0	0.0	27.3	63.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	11	0	0	0.0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	8	0	0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	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	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	12	0	0	16.7	58.3	8.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	76.5	13	17	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	12	0	0	0.0	66.7	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	10	70.6	12	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	30.8	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	5	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	7	13	
	GATWICK	WIZZ AIR	S	A	25	0	0	4.0	8.0	44.0	24.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	19	80.0	10	30	
	GATWICK	WIZZ AIR	S	D	25	0	0	0.0	24.0	60.0	12.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	9	70.0	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	36.2	31.0	19.0	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	74.1	16	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	43.1	37.9	12.1	5.2	1.7	0.0	0.0	0.0	0.0	0.0	8	75.9	10	54	
	HEATHROW	TAROM	S	A	30	0	0	33.3	33.3	10.0	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	9	30	
	HEATHROW	TAROM	S	D	30	0	0	0.0	26.7	50.0	3.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	15	30	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	30	0	0	23.3	26.7	40.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	74.4	9	39	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	30	0	0	0.0	33.3	40.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.1	11	39	
	LUTON	WIZZ AIR	S	A	84	0	0	38.1	36.9	14.3	9.5	0.0	1.2	0.0	0.0	0.0	0.0	0.0	4	90.5	4	95	
	LUTON	WIZZ AIR	S	D	84	0	0	0.0	28.6	57.1	7.1	6.0	1.2	0.0	0.0	0.0	0.0	0.0	8	80.0	11	95	
	LUTON	WIZZ 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	36	1	
	STANSTED	RYANAIR	S	A	73	1	0	35.1	45.9	14.9	2.7	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1	91.7	5	60	
	STANSTED	RYANAIR	S	D	73	0	0	0.0	42.5	47.9	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	63.3	19	60	
	SOUTHEND	RYANAIR	S	A	20	0	1	0.0	14.3	42.9	23.8	4.8	4.8	0.0	0.0	4.8	0.0	4.8	52	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	21	0	0	0.0	42.9	28.6	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	A	6	0	0	33.3	16.7	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	WIZZ AIR	S	D	6	0	0	0.0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>843</b>	<b>1</b>	<b>1</b>	<b>15.0</b>	<b>34.4</b>	<b>33.3</b>	<b>10.2</b>	<b>4.5</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>9</b>	<b>78.2</b>	<b>10</b>	<b>773</b>	
BUDAPEST																							
	BIRMINGHAM	JET2.COM LTD	S	A	7	0	0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	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	100.0	1	8		
	BIRMINGHAM	WIZZ AIR	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	5	87.5	12	8		
	BRISTOL	RYANAIR	S	A	16	0	0	12.5	18.8	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BRISTOL	RYANAIR	S	D	16	0	0	0.0	25.0	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	CARDIFF WALES	WIZZ AIR	C	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	CARDIFF WALES	WIZZ AIR	C	D	3	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	8	100.0	1	9		
	DONCASTER SHEFFIELD	WIZZ AIR	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	9	100.0	3	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	40.0	30.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	14	100.0	4	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8		
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9		
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	6	9		
	EDINBURGH	RYANAIR	S	A	29	0	0	0.0	55.2	37.9	0.0	6.9	0.0	0.0	0.0	0.0	0.0	6	75.0	17	8		
	EDINBURGH	RYANAIR	S	D	29	0	0	0.0	13.8	65.5	13.8	6.9	0.0	0.0	0.0	0.0	0.0	10	77.8	10	9		
	GLASGOW	WIZZ AIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8		
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	7	8		
	LEEDS BRADFORD	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	1	88.9	2	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	2	100.0	3	9		
	LIVERPOOL (JOHN LENNON)	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	1	84.6	10	13		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	20	53.8	17	13		
	GATWICK	EASYJET UK LTD	S	A	47	0	0	14.9	34.0	36.2	2.1	10.6	0.0	2.1	0.0	0.0	0.0	10	66.7	14	48		
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	23.4	66.0	6.4	2.1	2.1	0.0	0.0	0.0	0.0	7	87.5	8	48		
	GATWICK	WIZZ AIR	S	A	26	0	0	0.0	26.9	34.6	19.2	11.5	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0		

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	WIZZ AIR	S	D	26	0	0	0.0	11.5	50.0	19.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	21.2	30.6	25.9	12.9	4.7	4.7	0.0	0.0	0.0	0.0	0.0	10	76.8	12	99
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	0.0	25.9	50.6	15.3	7.1	1.2	0.0	0.0	0.0	0.0	0.0	10	83.8	9	99
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	50	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	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	107	0	0	10.3	39.3	29.9	12.1	4.7	1.9	1.9	0.0	0.0	0.0	0.0	11	92.1	10	114
	LUTON	WIZZ AIR	S	D	107	0	0	0.0	42.1	37.4	10.3	4.7	3.7	1.9	0.0	0.0	0.0	0.0	13	84.8	10	112
	LUTON	WIZZ 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	29	1
	STANSTED	RYANAIR	S	A	101	0	0	23.8	45.5	18.8	5.9	5.0	0.0	0.0	1.0	0.0	0.0	0.0	6	85.4	9	103
	STANSTED	RYANAIR	S	D	101	0	0	0.0	38.6	50.5	6.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.7	11	103
	MANCHESTER	EASYJET UK LTD	S	A	13	0	1	35.7	42.9	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	6	75.0	13	8
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	87.5	4	8
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	41.2	23.5	11.8	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	94.4	8	18
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	23.5	58.8	0.0	11.8	0.0	5.9	0.0	0.0	0.0	0.0	16	94.4	3	18
	MANCHESTER	LOT-POLISH 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	3	0.0	0	0
	MANCHESTER	RYANAIR	S	A	22	0	0	31.8	50.0	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	21
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	36.4	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	21
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	88.9	15	9
	SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	100.0	1	9
	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	91.7	44	12
	SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12
<b>TOTAL BUDAPEST</b>					<b>1107</b>	<b>100</b>	<b>2</b>	<b>9.0</b>	<b>33.3</b>	<b>33.9</b>	<b>8.1</b>	<b>4.6</b>	<b>2.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>8.3</b>	<b>0.2</b>	<b>9</b>	<b>83.0</b>	<b>9</b>	<b>1026</b>
BUENOS AIRES																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	23	0	0	17.4	39.1	30.4	8.7	0.0	0.0	0.0	4.3	0.0	0.0	0.0	14	88.2	5	17
	GATWICK	NORWEGIAN AIR UK LTD	S	D	23	0	0	0.0	52.2	30.4	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	4	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	14.3	21.4	53.6	7.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	70.0	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	42.9	50.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	7	73.3	11	30
<b>TOTAL BUENOS AIRES</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>38.2</b>	<b>42.2</b>	<b>7.8</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.7</b>	<b>8</b>	<b>94</b>
BURGAS																						
	LUTON	WIZZ AIR UK 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	100.0	0	13
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13
<b>TOTAL BURGAS</b>					<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>96.2</b>	<b>1</b>	<b>26</b>

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BYDGOSZCZ	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	92.3	2	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	61.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	13
	LUTON	RYANAIR	S	A	13	0	0	7.7	46.2	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	46.2	22	13
	LUTON	RYANAIR	S	D	13	0	0	0.0	46.2	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	8	13
	STANSTED	RYANAIR	S	A	18	0	0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	25	27
	STANSTED	RYANAIR	S	D	18	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	26
<b>TOTAL BYDGOSZCZ</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>59.1</b>	<b>18.2</b>	<b>4.5</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.5</b>	<b>11</b>	<b>105</b>



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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		
CAEN																						
	SOUTHEND	STOBART AIR	S	A	17	0	0	0.0	64.7	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	35	18
	SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	58.8	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	32	18
<b>TOTAL CAEN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.8</b>	<b>29.4</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>0.0</b>	<b>4</b>	<b>78.4</b>	<b>34</b>	<b>36</b>
CAGLIARI (ELMAS)																						
	STANSTED	EASYJET UK 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	0.0	1	100.0	1	13
	STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13
	STANSTED	RYANAIR	S	A	13	0	0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	11	13
	STANSTED	RYANAIR	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	84.6	8	13
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	71.4	4	6
	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	85.7	3	6
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>56.5</b>	<b>34.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.8</b>	<b>5</b>	<b>64</b>
CAIRO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	30.0	33.3	30.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	10.0	53.3	20.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	15	60.0	20	30
	HEATHROW	EGYPT AIR	S	A	59	0	0	27.1	40.7	22.0	3.4	5.1	1.7	0.0	0.0	0.0	0.0	0.0	5	76.7	11	60
	HEATHROW	EGYPT AIR	S	D	59	0	0	6.8	40.7	25.4	15.3	8.5	1.7	1.7	0.0	0.0	0.0	0.0	12	70.0	34	60
<b>TOTAL CAIRO</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>34.3</b>	<b>29.8</b>	<b>10.1</b>	<b>7.3</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>70.6</b>	<b>23</b>	<b>180</b>
CALGARY																						
	GATWICK	WEST JET AIRLINES	S	A	17	0	0	11.8	29.4	35.3	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	41.7	34	12
	GATWICK	WEST JET AIRLINES	S	D	17	0	0	0.0	23.5	41.2	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	14	16.7	45	12
	HEATHROW	AIR CANADA	S	A	30	0	0	20.0	33.3	16.7	13.3	10.0	3.3	0.0	3.3	0.0	0.0	0.0	18	60.0	29	30
	HEATHROW	AIR CANADA	S	D	30	0	0	0.0	50.0	43.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	83.3	6	29
<b>TOTAL CALGARY</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>36.2</b>	<b>33.0</b>	<b>8.5</b>	<b>9.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.5</b>	<b>24</b>	<b>83</b>
CAMBRIDGE																						
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	11	0	0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
<b>TOTAL CAMBRIDGE</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>72.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	41	0	1	26.2	26.2	33.3	4.8	4.8	0.0	0.0	2.4	0.0	0.0	2.4	11	80.4	9	42
	GLASGOW	LOGANAIR LTD	S	D	42	0	1	2.3	60.5	20.9	4.7	7.0	2.3	0.0	0.0	0.0	0.0	2.3	7	81.4	6	41
<b>TOTAL CAMPBELTOWN</b>					<b>83</b>	<b>0</b>	<b>2</b>	<b>14.1</b>	<b>43.5</b>	<b>27.1</b>	<b>4.7</b>	<b>5.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>80.9</b>	<b>7</b>	<b>83</b>
CANCUN																						
	BIRMINGHAM	TUI AIRWAYS 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	87.5	11	8
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	62.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	20	9

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	S	A	5	0	0	20.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	BRISTOL	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	5	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	17.6	11.8	29.4	5.9	11.8	11.8	5.9	0.0	5.9	0.0	103	76.9	5	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	11.8	41.2	23.5	5.9	11.8	5.9	0.0	0.0	0.0	26	83.3	10	12		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	75	7		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	55	7		
	GATWICK	TUI AIRWAYS LTD	S	A	23	0	0	13.0	47.8	8.7	13.0	13.0	4.3	0.0	0.0	0.0	0.0	11	83.3	5	18		
	GATWICK	TUI AIRWAYS LTD	S	D	20	0	0	0.0	0.0	70.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	13	70.6	12	17		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	30	8		
	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	75.0	34	8		
	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	55.0	31	20		
	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	55.0	47	20		
	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	7	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	S	A	15	0	0	26.7	20.0	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	13	22		
	MANCHESTER	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	19	35.0	29	20		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
<b>TOTAL CANCUN</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>16.8</b>	<b>42.0</b>	<b>16.1</b>	<b>8.4</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>64.2</b>	<b>24</b>	<b>190</b>	
CAPE TOWN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	0.0	12.5	50.0	25.0	0.0	0.0	0.0	0.0	12.5	0.0	110	85.7	4	7		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	33.3	11.1	0.0	11.1	0.0	11.1	11.1	0.0	192	87.5	12	8		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	13.3	51.7	25.0	3.3	1.7	1.7	1.7	0.0	1.7	0.0	36	88.3	27	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	30.0	43.3	8.3	13.3	5.0	0.0	0.0	0.0	0.0	13	76.7	11	60		
<b>TOTAL CAPE TOWN</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>38.0</b>	<b>35.0</b>	<b>7.3</b>	<b>6.6</b>	<b>3.6</b>	<b>0.7</b>	<b>0.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>83.0</b>	<b>18</b>	<b>135</b>	
CARCASSONNE																							
	STANSTED	RYANAIR	S	A	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	84.6	10	13		
	STANSTED	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	1	84.6	7	13		
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	21	88.9	4	9		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	88.9	4	9
<b>TOTAL CARCASSONNE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</b>	<b>19.4</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>12</b>	<b>86.4</b>	<b>7</b>	<b>44</b>
CARDIFF HELIPORT	BOURNEMOUTH	BABCOCK MISSION CRITICAL SERVICES ONSHORE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CARDIFF HELIPORT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CARDIFF WALES	ABERDEEN	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	21	1	
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	2	
	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	33.3	22	3	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	30	0	0	43.3	43.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1	88.6	7	44	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	11	44	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	39	1	
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	EDINBURGH	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	43	1	
	EDINBURGH	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	EDINBURGH	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	100.0	0	1	
	EDINBURGH	FLYBE LTD	S	A	76	0	0	27.6	52.6	17.1	1.3	0.0	1.3	0.0	0.0	0.0	0.0	2	83.3	12	48	
	EDINBURGH	FLYBE LTD	S	D	71	0	0	0.0	33.8	57.7	7.0	1.4	0.0	0.0	0.0	0.0	0.0	4	83.7	15	49	
	GLASGOW	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	28	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	86.4	10	22	
	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	77.3	16	22	
	JERSEY	FLYBE LTD	S	A	13	0	0	7.7	69.2	0.0	0.0	7.7	0.0	15.4	0.0	0.0	0.0	25	77.8	9	8	
	JERSEY	FLYBE LTD	S	D	13	0	0	15.4	61.5	0.0	0.0	7.7	0.0	15.4	0.0	0.0	0.0	24	77.8	9	8	
	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	100.0	12	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	12	100.0	0	1	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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											
<b>TOTAL CARDIFF WALES</b>																						<b>255</b>	<b>0</b>	<b>11</b>	<b>17.3</b>	<b>38.3</b>	<b>29.7</b>	<b>4.1</b>	<b>2.6</b>	<b>1.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>4.1</b>	<b>10</b>	<b>69.5</b>	<b>14</b>	<b>314</b>		
CARLISLE																																									
BELFAST CITY (GEORGE BEST)		LOGANAIR LTD		S	A	15	0	2	11.8	58.8	17.6	0.0	0.0	0.0	0.0	0.0	11.8	1	0.0	0	0																				
BELFAST CITY (GEORGE BEST)		LOGANAIR LTD		S	D	15	0	2	0.0	76.5	11.8	0.0	0.0	0.0	0.0	0.0	11.8	0	0.0	0	0																				
SOUTHEND		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	4	0.0	0	0																				
SOUTHEND		LOGANAIR LTD		S	D	17	0	0	0.0	82.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	2	0.0	0	0																				
<b>TOTAL CARLISLE</b>																						<b>64</b>	<b>0</b>	<b>4</b>	<b>7.4</b>	<b>67.6</b>	<b>14.7</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CASABLANCA MOHAMED V																																									
BELFAST CITY (GEORGE BEST)		CHARTRIGHT AIR INC		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1																				
GATWICK		ROYAL AIR MAROC		S	A	21	0	0	9.5	42.9	28.6	14.3	4.8	0.0	0.0	0.0	0.0	8	77.8	10	18																				
GATWICK		ROYAL AIR MAROC		S	D	21	0	1	0.0	18.2	45.5	13.6	13.6	0.0	0.0	4.5	0.0	4.5	22	77.8	11	18																			
HEATHROW		ROYAL AIR MAROC		S	A	30	0	0	3.3	20.0	23.3	26.7	26.7	0.0	0.0	0.0	0.0	20	69.0	13	29																				
HEATHROW		ROYAL AIR MAROC		S	D	30	0	0	0.0	16.7	46.7	20.0	13.3	3.3	0.0	0.0	0.0	16	75.9	14	29																				
LUTON		AIR NOSTRUM		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	81	1																				
MANCHESTER		ROYAL AIR MAROC		S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	7	9																				
MANCHESTER		ROYAL AIR MAROC		S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	9																				
<b>TOTAL CASABLANCA MOHAMED V</b>																						<b>120</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>26.4</b>	<b>36.4</b>	<b>16.5</b>	<b>13.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>74.6</b>	<b>12</b>	<b>114</b>
CASTELLON COSTA AZAHAR																																									
GLASGOW		PRIVILEGE STYLE		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	106	1																				
GLASGOW		PRIVILEGE STYLE		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1																				
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	2	100.0	0	11																				
STANSTED		RYANAIR		S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	11																				
<b>TOTAL CASTELLON COSTA AZAHAR</b>																						<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>91.7</b>	<b>6</b>	<b>24</b>
CASTELLON DE LA PLANA AIRPORT																																									
STANSTED		RYANAIR		S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2																				
STANSTED		RYANAIR		S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	6	100.0	1	2																				
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>																						<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>4</b>

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CATANIA (FONTANAROSSA)																						
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	12	0	0	16.7	41.7	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	53.8	34	13
	GATWICK	EASYJET UK LTD	S	D	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	10	61.5	13	13
	LUTON	EASYJET UK LTD	S	A	9	0	0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	25	10
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	8	9
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	11	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	77.8	9	9
	SOUTHEND	AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	14	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>36.7</b>	<b>38.3</b>	<b>13.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>56.7</b>	<b>16</b>	<b>81</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	61.5	28	13
	HEATHROW	HAINAN AIRLINES	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	8	13
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</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>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>73.1</b>	<b>18</b>	<b>26</b>
CHANIA																						
	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	26	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BRISTOL	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	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	100.0	5	2
	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	100.0	8	2
	STANSTED	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	4	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0
	STANSTED	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CHANIA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>56.5</b>	<b>21.7</b>	<b>4.3</b>	<b>4.3</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>6</b>	<b>4</b>

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARLEROI																						
	EDINBURGH	RYANAIR	S	A	21	0	0	28.6	28.6	19.0	9.5	4.8	4.8	4.8	0.0	0.0	0.0	0.0	19	94.1	34	17
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	66.7	14.3	4.8	4.8	4.8	4.8	0.0	0.0	0.0	0.0	16	88.2	6	17
	MANCHESTER	RYANAIR	S	A	39	0	0	0.0	66.7	28.2	0.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	7	82.1	6	39
	MANCHESTER	RYANAIR	S	D	39	0	0	0.0	35.9	53.8	5.1	2.6	0.0	2.6	0.0	0.0	0.0	0.0	9	79.5	8	39
<b>TOTAL CHARLEROI</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>32.5</b>	<b>4.2</b>	<b>3.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.9</b>	<b>11</b>	<b>112</b>
CHARLOTTE																						
	HEATHROW	AMERICAN AIRLINES	S	A	52	0	0	57.7	21.2	9.6	3.8	1.9	3.8	0.0	1.9	0.0	0.0	0.0	9	92.3	3	52
	HEATHROW	AMERICAN AIRLINES	S	D	52	0	0	0.0	61.5	23.1	3.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	11	90.4	8	52
<b>TOTAL CHARLOTTE</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>28.8</b>	<b>41.3</b>	<b>16.3</b>	<b>3.8</b>	<b>2.9</b>	<b>5.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.3</b>	<b>6</b>	<b>104</b>
CHATEAUROUX DEOLS																						
	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	10	1
<b>TOTAL CHATEAUROUX DEOLS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</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	100.0	1	11
	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	90.9	4	11
	HEATHROW	AIR CHINA	S	A	11	0	2	7.7	23.1	23.1	23.1	7.7	0.0	0.0	0.0	0.0	15.4	9	0.0	0	0	
	HEATHROW	AIR CHINA	S	D	11	0	2	23.1	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15.4	2	0.0	0	0	
<b>TOTAL CHENGDU</b>					<b>22</b>	<b>0</b>	<b>4</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>6</b>	<b>95.5</b>	<b>3</b>	<b>22</b>	
CHENNAI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	40.0	16.7	20.0	6.7	3.3	6.7	0.0	3.3	0.0	0.0	3.3	21	83.3	13	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	3.3	36.7	33.3	16.7	0.0	3.3	3.3	3.3	0.0	0.0	85	66.7	63	30
<b>TOTAL CHENNAI</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>10.0</b>	<b>28.3</b>	<b>20.0</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>53</b>	<b>75.0</b>	<b>38</b>	<b>59</b>
CHICAGO (O'HARE)																						
	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	58.8	33	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	0.0	0	82.4	6	17
	HEATHROW	AMERICAN AIRLINES	S	A	81	0	0	32.1	29.6	14.8	8.6	6.2	6.2	2.5	0.0	0.0	0.0	0.0	14	81.8	14	75
	HEATHROW	AMERICAN AIRLINES	S	D	82	0	0	1.2	74.4	17.1	3.7	2.4	1.2	0.0	0.0	0.0	0.0	0.0	4	85.7	7	75
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	18.3	30.0	33.3	3.3	8.3	3.3	3.3	0.0	0.0	0.0	0.0	13	73.3	18	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	16.7	46.7	13.3	13.3	8.3	1.7	0.0	0.0	0.0	0.0	23	65.0	18	60
	HEATHROW	UNITED AIRLINES	S	A	82	0	0	43.9	24.4	18.3	2.4	3.7	3.7	2.4	0.0	1.2	0.0	0.0	19	71.4	32	83

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

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	UNITED AIRLINES	S	D	82	0	0	0.0	64.6	28.0	2.4	2.4	0.0	1.2	1.2	0.0	0.0	0.0	7	83.3	10	83	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>447</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>41.6</b>	<b>25.1</b>	<b>5.4</b>	<b>5.6</b>	<b>3.6</b>	<b>1.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>17</b>	<b>470</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	0.0	0	70.0	12	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	60.0	19	30	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	19.4	48.4	29.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	22.6	61.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	17	0	0	5.9	52.9	17.6	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	63.6	16	22	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	17	0	0	0.0	47.1	35.3	0.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	11	63.6	15	22	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>40.6</b>	<b>38.5</b>	<b>5.2</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>8</b>	<b>64.4</b>	<b>15</b>	<b>104</b>	
CITY OF DERRY (EGLINTON)																							
	BOURNEMOUTH	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	28	1	
	EDINBURGH	RYANAIR	S	A	22	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.3	10	22	
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	31.8	59.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	11	22	
	GLASGOW	LOGANAIR LTD	S	A	17	0	0	29.4	58.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	3	21	
	GLASGOW	LOGANAIR LTD	S	D	17	0	0	0.0	29.4	64.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	90.9	3	21	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	16	0	0	37.5	43.8	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5	88.9	11	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	16	0	0	0.0	43.8	43.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	94.4	2	18	
	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	78.2	14	53	
	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	75.0	18	54	
	MANCHESTER	LOGANAIR LTD	S	A	12	0	0	8.3	58.3	8.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	D	12	0	0	8.3	41.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	LOGANAIR LTD	S	A	54	0	1	1.8	52.7	40.0	1.8	1.8	0.0	0.0	0.0	0.0	1.8	2	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	54	0	1	0.0	45.5	47.3	1.8	1.8	1.8	0.0	0.0	0.0	0.0	1.8	4	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>242</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>48.4</b>	<b>38.1</b>	<b>2.9</b>	<b>1.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.2</b>	<b>11</b>	<b>230</b>	
CLERMONT FERRAND																							
	BELFAST INTERNATIONAL	PAN EUROPEAN AIR SERVICE	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	
	BELFAST INTERNATIONAL	PAN EUROPEAN AIR SERVICE	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CLUJ NAPOCA																							
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	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	19	0.0	0	0	

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	46	8	
	DONCASTER SHEFFIELD	WIZZ AIR	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	75.0	138	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	66.7	15	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	66.7	18	9	
	GATWICK	WIZZ AIR	S	A	21	0	0	23.8	61.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	21	0	0	0.0	28.6	61.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LUTON	WIZZ AIR	S	A	47	0	0	27.7	53.2	14.9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3	89.1	8	63	
	LUTON	WIZZ AIR	S	D	47	0	0	0.0	31.9	61.7	2.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	75.8	17	64	
	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>					<b>189</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>41.3</b>	<b>32.8</b>	<b>2.6</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.4</b>	<b>21</b>	<b>161</b>	
COCHIN																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	81	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL COCHIN</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COLOGNE BONN																							
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	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	23	1	
	BOURNEMOUTH	AERO DIENST	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	BRISTOL	RYANAIR	S	A	17	0	0	11.8	70.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BRISTOL	RYANAIR	S	D	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	0.0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	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	90.0	6	10	
	ISLE OF MAN	AIR CONTRACTORS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	26.7	53.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	15	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	73.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9	



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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EUROWINGS LUFTVERKEHRS	S	A	76	0	0	57.9	26.3	2.6	5.3	5.3	2.6	0.0	0.0	0.0	0.0	0.0	6	80.8	11	78	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	76	0	0	1.3	61.8	22.4	5.3	6.6	2.6	0.0	0.0	0.0	0.0	0.0	8	74.4	13	78	
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	187	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	0.0	158	1	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	64	
	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	82.8	8	64	
	STANSTED	RYANAIR	S	A	68	0	0	16.2	61.8	13.2	7.4	0.0	1.5	0.0	0.0	0.0	0.0	0.0	3	78.5	10	65	
	STANSTED	RYANAIR	S	D	68	0	0	0.0	47.1	42.6	4.4	4.4	1.5	0.0	0.0	0.0	0.0	0.0	5	70.8	16	65	
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	50	2	
	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	135	1	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	26	0	0	23.1	57.7	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	2	26	
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	50.0	34.6	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	7	26	
	SOUTHEND	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.4	35	21	
	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	81.0	21	21	
<b>TOTAL COLOGNE BONN</b>					<b>425</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>52.5</b>	<b>20.5</b>	<b>5.2</b>	<b>3.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.0</b>	<b>12</b>	<b>559</b>	
COLOMBO																							
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4	
	HEATHROW	SRILANKAN AIRLINES	S	A	39	0	0	23.1	30.8	28.2	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	89.5	6	38	
	HEATHROW	SRILANKAN AIRLINES	S	D	39	0	0	0.0	35.9	48.7	12.8	2.6	0.0	0.0	0.0	0.0	0.0	0.0	7	68.4	13	38	
<b>TOTAL COLOMBO</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.3</b>	<b>38.5</b>	<b>15.4</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>78.3</b>	<b>10</b>	<b>83</b>	
COLUMBUS																							
	EDINBURGH	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	24	0.0	0	0	
	STANSTED	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	
<b>TOTAL COLUMBUS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C			NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					NOV 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		
COLUMBUS RICKENBACKER AFB		EDINBURGH		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				
<b>TOTAL COLUMBUS RICKENBACKER AFB</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>				
CONSTANTA		LUTON		WIZZ AIR UK LTD	S	A	9	0	0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	11	13				
		LUTON		WIZZ AIR UK LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	19	76.9	11	13				
<b>TOTAL CONSTANTA</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>13</b>	<b>70.4</b>	<b>11</b>	<b>26</b>				
COPENHAGEN		ABERDEEN		SAS	S	A	25	0	0	16.0	68.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	23				
		ABERDEEN		SAS	S	D	25	0	0	0.0	84.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	23				
		BIRMINGHAM		SAS	S	A	50	0	0	6.0	46.0	40.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	5	88.2	5	51				
		BIRMINGHAM		SAS	S	D	50	0	0	0.0	34.0	58.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	6	80.4	7	51				
		BRISTOL		EASYJET UK LTD	S	A	13	0	0	7.7	76.9	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
		BRISTOL		EASYJET UK LTD	S	D	13	0	0	0.0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
		EDINBURGH		EASYJET UK LTD	S	A	17	0	0	5.9	29.4	35.3	23.5	0.0	5.9	0.0	0.0	0.0	0.0	11	86.4	10	22				
		EDINBURGH		EASYJET UK LTD	S	D	17	0	0	0.0	47.1	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	13	81.8	12	22				
		EDINBURGH		NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	61.5	13	13				
		EDINBURGH		NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	53.8	20	13				
		EDINBURGH		RYANAIR	S	A	13	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	11	76.5	7	17				
		EDINBURGH		RYANAIR	S	D	13	0	0	0.0	30.8	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	11	82.4	7	17				
		LEEDS BRADFORD		JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
		LIVERPOOL (JOHN LENNON)		RYANAIR	S	A	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0				
		LIVERPOOL (JOHN LENNON)		RYANAIR	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
		GATWICK		EASYJET UK LTD	S	A	77	0	0	28.6	42.9	19.5	5.2	1.3	2.6	0.0	0.0	0.0	0.0	5	84.6	9	78				
		GATWICK		EASYJET UK LTD	S	D	77	0	0	0.0	55.8	36.4	5.2	1.3	1.3	0.0	0.0	0.0	0.0	5	89.7	4	78				
		GATWICK		NORWEGIAN AIR INTERNATIONAL	S	A	132	0	0	4.5	41.7	34.8	9.8	7.6	0.0	0.8	0.0	0.8	0.0	11	69.7	19	153				
		GATWICK		NORWEGIAN AIR INTERNATIONAL	S	D	129	0	1	0.0	40.0	40.0	10.8	4.6	1.5	1.5	0.0	0.8	0.0	13	74.8	14	153				
		GATWICK		NORWEGIAN AIR 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		TAG AVIATION (UK) 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	67	0.0	0	0				
		HEATHROW		BRITISH AIRWAYS PLC	S	A	161	0	0	37.9	42.2	12.4	4.3	3.1	0.0	0.0	0.0	0.0	0.0	3	78.4	10	170				

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	161	0	0	0.0	46.6	40.4	6.8	5.0	1.2	0.0	0.0	0.0	0.0	0.0	7	79.5	8	170
	HEATHROW	SAS	S	A	80	0	0	11.3	47.5	22.5	11.3	5.0	2.5	0.0	0.0	0.0	0.0	0.0	9	61.6	17	98
	HEATHROW	SAS	S	D	80	0	0	0.0	43.8	48.8	2.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	6	76.5	14	97
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	50	0	0	0.0	54.0	30.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	9	65.2	18	69
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	51	0	0	0.0	62.7	23.5	5.9	5.9	2.0	0.0	0.0	0.0	0.0	0.0	6	73.9	12	69
	LUTON	RYANAIR	S	A	26	0	0	23.1	53.8	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	7	30
	LUTON	RYANAIR	S	D	26	0	0	0.0	57.7	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	7	30
	STANSTED	RYANAIR	S	A	76	0	0	3.9	44.7	36.8	9.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	89.7	5	78
	STANSTED	RYANAIR	S	D	76	0	0	0.0	50.0	27.6	13.2	9.2	0.0	0.0	0.0	0.0	0.0	0.0	9	67.9	15	78
	STANSTED	SAS	S	A	30	0	0	13.3	73.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	SAS	S	D	30	0	0	3.3	76.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	47	0	0	31.9	40.4	14.9	0.0	4.3	8.5	0.0	0.0	0.0	0.0	0.0	10	93.8	3	48
	MANCHESTER	EASYJET UK LTD	S	D	47	0	0	0.0	70.2	19.1	2.1	2.1	6.4	0.0	0.0	0.0	0.0	0.0	7	87.5	6	48
	MANCHESTER	SAS	S	A	55	0	0	0.0	45.5	40.0	10.9	1.8	1.8	0.0	0.0	0.0	0.0	0.0	7	82.1	9	56
	MANCHESTER	SAS	S	D	55	0	0	0.0	60.0	27.3	9.1	1.8	1.8	0.0	0.0	0.0	0.0	0.0	5	85.7	8	56
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL COPENHAGEN CORFU</b>					<b>1738</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>48.0</b>	<b>30.7</b>	<b>7.1</b>	<b>4.4</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>77.8</b>	<b>11</b>	<b>1813</b>
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	94	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GATWICK	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	11	100.0	0	4
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	100.0	2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	522	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	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	54	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	24	100.0	0	1
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	JET2.COM LTD	S	D	1	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	RYANAIR	S	A	3	0	0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	116	0.0	0	0
	SOUTHEND	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CORFU</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>32.3</b>	<b>29.0</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
CORK																						
	BIRMINGHAM	STOBART AIR	S	A	57	0	0	22.8	50.9	21.1	3.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	4	55
	BIRMINGHAM	STOBART AIR	S	D	57	0	0	3.5	45.6	36.8	8.8	3.5	1.8	0.0	0.0	0.0	0.0	0.0	6	83.9	10	55
	BRISTOL	STOBART AIR	S	A	26	0	0	30.8	50.0	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	STOBART AIR	S	D	26	0	0	0.0	50.0	46.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13
	CARDIFF WALES	FLYBE LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	7	13
	EDINBURGH	AER LINGUS	S	A	36	0	0	11.1	63.9	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.7	2	38
	EDINBURGH	AER LINGUS	S	D	36	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	2	38
	EDINBURGH	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
	EDINBURGH	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	2	0.0	0	0
	GLASGOW	AER LINGUS	S	A	17	0	0	0.0	35.3	58.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	88.9	14	18
	GLASGOW	AER LINGUS	S	D	17	0	0	0.0	29.4	58.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	61.1	18	18
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	14.3	66.7	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	4	21
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	21	0	0	0.0	42.9	52.4	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	6	21
	GATWICK	RYANAIR	S	A	30	0	0	20.0	70.0	3.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	9	30
	GATWICK	RYANAIR	S	D	30	0	0	0.0	26.7	63.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	76.7	12	30
	HEATHROW	AER LINGUS	S	A	119	0	1	25.8	48.3	14.2	4.2	5.8	0.8	0.0	0.0	0.0	0.0	0.8	5	75.0	11	119
	HEATHROW	AER LINGUS	S	D	119	0	1	2.5	66.7	19.2	4.2	5.8	0.8	0.0	0.0	0.0	0.0	0.8	6	78.3	11	119
	LUTON	RYANAIR	S	A	21	0	0	61.9	23.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	22
	LUTON	RYANAIR	S	D	21	0	0	0.0	81.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	22
	STANSTED	RYANAIR	S	A	86	0	0	18.6	50.0	25.6	2.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3	84.9	13	85
	STANSTED	RYANAIR	S	D	86	0	0	0.0	51.2	37.2	5.8	3.5	2.3	0.0	0.0	0.0	0.0	0.0	6	67.4	17	86
	MANCHESTER	AER LINGUS	S	A	77	0	0	22.1	59.7	15.6	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2	91.0	7	77
	MANCHESTER	AER LINGUS	S	D	77	0	0	0.0	41.6	49.4	3.9	1.3	2.6	0.0	1.3	0.0	0.0	0.0	10	88.5	8	77
	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	0.0	0	83.3	7	18
	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	0.0	0	83.3	9	18
<b>TOTAL CORK</b>					<b>998</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>52.1</b>	<b>28.6</b>	<b>3.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>5</b>	<b>78.8</b>	<b>9</b>	<b>993</b>
CRAIOVA																						
	LUTON	WIZZ AIR	S	A	30	0	0	33.3	43.3	16.7	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	10	92.3	6	26
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	30.0	53.3	10.0	0.0	3.3	0.0	3.3	0.0	0.0	0.0	15	73.1	15	26
<b>TOTAL CRAIOVA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>36.7</b>	<b>35.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.7</b>	<b>11</b>	<b>52</b>

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CUNAGUA (CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	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
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>9</b>

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
DALAMAN	BELFAST INTERNATIONAL	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	6	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BIRMINGHAM	JET2.COM LTD	S	D	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	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	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	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	7	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	31	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	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	50.0	10	2	
	EDINBURGH	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	100.0	0	1	
	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	100.0	0	1	
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	200	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	1	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	0.0	0	0	
	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	100.0	0	1	
	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	0.0	18	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	28.6	71.4	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 NOVEMBER 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	11	15	
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1	
	LUTON	EASYJET UK LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	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	100.0	0	1	
	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	100.0	8	1	
	STANSTED	EASYJET UK LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	1	
	STANSTED	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	0	1	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	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	100.0	0	2	
	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	3	100.0	0	2	
	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	63.6	101	11	
	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	85.7	8	7	
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	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	1	100.0	0	2	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	2	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DALAMAN</b>					<b>102</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>49.5</b>	<b>28.2</b>	<b>8.7</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>5</b>	<b>78.8</b>	<b>18</b>	<b>103</b>	
DALLAS/FORT WORTH																							
	HEATHROW	AMERICAN AIRLINES	S	A	98	0	0	56.1	20.4	13.3	4.1	2.0	3.1	1.0	0.0	0.0	0.0	0.0	7	77.7	12	94	
	HEATHROW	AMERICAN AIRLINES	S	D	98	0	1	0.0	52.5	28.3	6.1	7.1	4.0	0.0	1.0	0.0	0.0	1.0	11	74.5	13	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	40.0	10.0	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	7	73.1	10	26	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE										NOV 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)
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	6.7	43.3	23.3	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	23	57.7	15	26		
HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	27		
HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	13	26		
<b>TOTAL DALLAS/FORT WORTH</b>				<b>256</b>	<b>0</b>	<b>1</b>	<b>25.3</b>	<b>33.5</b>	<b>22.2</b>	<b>7.4</b>	<b>6.2</b>	<b>4.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>76.8</b>	<b>12</b>	<b>293</b>			
DEBRECEN																								
CARDIFF WALES	WIZZ 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	8	0.0	0	0		
CARDIFF WALES	WIZZ AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
LUTON	WIZZ AIR	S	A	30	0	0	43.3	26.7	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	4	27		
LUTON	WIZZ AIR	S	D	30	0	0	0.0	33.3	43.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	51	31		
<b>TOTAL DEBRECEN</b>				<b>78</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>29.5</b>	<b>33.3</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.4</b>	<b>29</b>	<b>58</b>			
DELHI																								
BIRMINGHAM	AIR INDIA	S	A	12	0	0	0.0	25.0	16.7	0.0	8.3	33.3	8.3	8.3	0.0	0.0	0.0	0.0	64	58.3	13	12		
BIRMINGHAM	AIR INDIA	S	D	13	0	0	0.0	0.0	15.4	38.5	38.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	239	30.8	30	13		
HEATHROW	AIR INDIA	S	A	60	0	0	21.7	15.0	23.3	25.0	8.3	3.3	1.7	1.7	0.0	0.0	0.0	0.0	21	90.0	9	60		
HEATHROW	AIR INDIA	S	D	60	0	1	1.6	37.7	39.3	4.9	3.3	4.9	1.6	4.9	0.0	0.0	1.6	0.0	23	86.7	10	60		
HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	31.7	46.7	15.0	5.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	6	60		
HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	18.3	56.7	10.0	10.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	15	68.3	14	60		
HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.7	4	30		
HEATHROW	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	30		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	6.7	30.0	50.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	8	30		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	40.0	36.7	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	30		
<b>TOTAL DELHI</b>				<b>325</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>29.1</b>	<b>34.0</b>	<b>11.7</b>	<b>7.4</b>	<b>3.7</b>	<b>1.2</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>25</b>	<b>83.6</b>	<b>9</b>	<b>385</b>			
DENVER INTERNATIONAL																								
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	23.1	53	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	0.0	0	46.2	21	13		
HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	35.7	14.3	7.1	14.3	17.9	3.6	0.0	3.6	0.0	0.0	3.6	0.0	23	69.0	17	28		
HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	1	0.0	7.1	50.0	28.6	3.6	7.1	0.0	0.0	0.0	0.0	3.6	0.0	17	82.8	13	28		
HEATHROW	UNITED AIRLINES	S	A	27	0	0	48.1	22.2	7.4	7.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	UNITED AIRLINES	S	D	27	0	0	3.7	48.1	29.6	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>					<b>108</b>	<b>0</b>	<b>2</b>	<b>21.8</b>	<b>22.7</b>	<b>23.6</b>	<b>15.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>63.1</b>	<b>22</b>	<b>82</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	55	0	0	38.2	32.7	16.4	5.5	3.6	1.8	1.8	0.0	0.0	0.0	0.0	8	73.3	14	45
	HEATHROW	DELTA AIRLINES	S	D	55	0	0	1.8	63.6	29.1	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.6	3	45
<b>TOTAL DETROIT</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>48.2</b>	<b>22.7</b>	<b>5.5</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>0.0</b>	<b>5</b>	<b>84.4</b>	<b>9</b>	<b>90</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	16.7	22.2	44.4	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	17	56.3	27	16
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	0.0	5.6	55.6	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	24	37.5	35	15
<b>TOTAL DHAKHA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>13.9</b>	<b>50.0</b>	<b>22.2</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>20</b>	<b>46.9</b>	<b>31</b>	<b>31</b>
DINARD	STANSTED	RYANAIR	S	A	10	0	0	10.0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	12
	STANSTED	RYANAIR	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	6	100.0	4	13
<b>TOTAL DINARD</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>35.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>3</b>	<b>25</b>
DOHA HAMAD	BIRMINGHAM	QATAR AIRWAYS	S	A	30	0	0	23.3	46.7	20.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	96.7	2	30
	BIRMINGHAM	QATAR AIRWAYS	S	D	30	0	0	0.0	63.3	33.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	6	30
	CARDIFF WALES	QATAR AIRWAYS	S	A	22	0	0	22.7	36.4	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	5	22
	CARDIFF WALES	QATAR AIRWAYS	S	D	22	0	0	4.5	45.5	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	22
	EDINBURGH	QATAR AIRWAYS	S	A	30	0	0	36.7	30.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	30
	EDINBURGH	QATAR AIRWAYS	S	D	30	0	0	3.3	70.0	20.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	12	30
	GATWICK	QATAR AIRWAYS	S	A	76	0	0	50.0	30.3	13.2	3.9	1.3	1.3	0.0	0.0	0.0	0.0	0.0	3	89.2	3	63
	GATWICK	QATAR AIRWAYS	S	D	76	0	0	1.3	55.3	32.9	5.3	3.9	1.3	0.0	0.0	0.0	0.0	0.0	6	96.9	1	63
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	5	17.9	21.4	14.3	7.1	14.3	7.1	0.0	0.0	0.0	0.0	17.9	17	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	2	0.0	23.1	38.5	11.5	3.8	15.4	0.0	0.0	0.0	0.0	7.7	20	0.0	0	0
	HEATHROW	QATAR AIRWAYS	S	A	180	0	0	27.8	36.1	22.2	8.3	3.3	1.1	0.6	0.6	0.0	0.0	0.0	8	86.1	5	180
	HEATHROW	QATAR AIRWAYS	S	D	180	0	0	1.1	51.1	37.2	5.0	2.8	1.7	0.6	0.6	0.0	0.0	0.0	7	92.8	4	180
	MANCHESTER	QATAR AIRWAYS	S	A	90	0	0	31.1	32.2	24.4	7.8	4.4	0.0	0.0	0.0	0.0	0.0	0.0	5	98.7	1	77
	MANCHESTER	QATAR AIRWAYS	S	D	90	0	0	3.3	63.3	30.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.4	1	77
<b>TOTAL DOHA HAMAD</b>					<b>903</b>	<b>0</b>	<b>7</b>	<b>16.7</b>	<b>44.1</b>	<b>27.5</b>	<b>6.0</b>	<b>3.1</b>	<b>1.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>92.5</b>	<b>4</b>	<b>804</b>
DONCASTER SHEFFIELD	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	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		
	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	20	2		
	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		
	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		
	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	1	8		
	JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
<b>TOTAL DONCASTER SHEFFIELD</b>					<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>92.6</b>	<b>4</b>	<b>54</b>		
DONEGAL																							
	GLASGOW	LOGANAIR LTD	S	A	13	0	1	14.3	42.9	14.3	14.3	7.1	0.0	0.0	0.0	0.0	7.1	8	76.9	10	13		
	GLASGOW	LOGANAIR LTD	S	D	13	0	1	0.0	28.6	35.7	14.3	14.3	0.0	0.0	0.0	0.0	7.1	9	85.7	12	14		
<b>TOTAL DONEGAL</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>8</b>	<b>81.5</b>	<b>11</b>	<b>27</b>		
DORTMUND																							
	LUTON	EASYJET UK LTD	S	A	35	0	0	11.4	51.4	31.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	3	63.2	21	38		
	LUTON	EASYJET UK LTD	S	D	35	0	0	2.9	62.9	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	68.4	20	38		
	STANSTED	RYANAIR	S	A	26	0	0	42.3	30.8	19.2	3.8	0.0	3.8	0.0	0.0	0.0	0.0	5	66.7	11	30		
	STANSTED	RYANAIR	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	5	53.3	15	30		
<b>TOTAL DORTMUND</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>50.8</b>	<b>30.3</b>	<b>4.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>63.2</b>	<b>17</b>	<b>136</b>		
DRESDEN																							
	STANSTED	RYANAIR	S	A	13	0	0	38.5	38.5	0.0	7.7	0.0	15.4	0.0	0.0	0.0	0.0	16	0.0	0	0		
	STANSTED	RYANAIR	S	D	13	0	0	0.0	53.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL DRESDEN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DUBAI																							
	BIRMINGHAM	EMIRATES	S	A	60	0	0	28.3	31.7	28.3	5.0	5.0	1.7	0.0	0.0	0.0	0.0	6	88.5	5	60		
	BIRMINGHAM	EMIRATES	S	D	60	0	0	0.0	46.7	35.0	11.7	5.0	1.7	0.0	0.0	0.0	0.0	8	95.0	22	60		
	EDINBURGH	EMIRATES	S	A	30	0	0	16.7	40.0	36.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	4	95.5	1	22		
	EDINBURGH	EMIRATES	S	D	30	0	0	0.0	36.7	43.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	8	83.3	7	22		
	GLASGOW	EMIRATES	S	A	60	0	0	36.7	31.7	25.0	1.7	5.0	0.0	0.0	0.0	0.0	0.0	4	96.7	2	60		
	GLASGOW	EMIRATES	S	D	60	0	0	1.7	31.7	46.7	10.0	8.3	0.0	1.7	0.0	0.0	0.0	12	91.7	9	60		
	GATWICK	EMIRATES	S	A	90	0	0	35.6	37.8	22.2	3.3	1.1	0.0	0.0	0.0	0.0	0.0	3	96.7	3	90		
	GATWICK	EMIRATES	S	D	90	0	0	0.0	55.6	31.1	10.0	2.2	1.1	0.0	0.0	0.0	0.0	6	92.2	3	89		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	27.8	40.0	18.9	2.2	5.6	3.3	2.2	0.0	0.0	0.0	10	82.2	14	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	20.0	48.9	14.4	12.2	3.3	1.1	0.0	0.0	0.0	15	68.9	18	90		
	HEATHROW	EMIRATES	S	A	180	0	0	32.2	31.1	25.6	5.0	5.0	1.1	0.0	0.0	0.0	0.0	5	88.3	7	180		
	HEATHROW	EMIRATES	S	D	179	0	1	0.0	47.8	40.6	6.7	4.4	0.0	0.0	0.0	0.0	0.6	5	90.0	6	180		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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
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	90.3	3	30					
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	90.3	5	30					
STANSTED		EMIRATES		S	A	60	0	0	25.0	33.3	33.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	30					
STANSTED		EMIRATES		S	D	60	0	0	0.0	55.0	30.0	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	96.7	3	30					
MANCHESTER		EMIRATES		S	A	90	0	0	37.8	31.1	16.7	10.0	3.3	1.1	0.0	0.0	0.0	0.0	0.0	5	91.1	8	90					
MANCHESTER		EMIRATES		S	D	89	0	4	0.0	18.3	48.4	14.0	10.8	4.3	0.0	0.0	0.0	4.3	13	75.6	15	90						
NEWCASTLE		EMIRATES		S	A	30	0	0	50.0	20.0	26.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3	93.3	2	30						
NEWCASTLE		EMIRATES		S	D	30	0	0	0.0	10.0	56.7	23.3	10.0	0.0	0.0	0.0	0.0	0.0	11	80.0	8	30						
<b>TOTAL DUBAI</b>						<b>1378</b>	<b>0</b>	<b>5</b>	<b>16.2</b>	<b>35.8</b>	<b>33.0</b>	<b>8.0</b>	<b>5.3</b>	<b>1.2</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>88.3</b>	<b>8</b>	<b>1363</b>					
DUBAI (WORLD CENTRAL)																												
BIRMINGHAM		TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0					
BIRMINGHAM		TUI AIRWAYS LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
CARDIFF WALES		WHITE 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	20	1						
GATWICK		TUI AIRWAYS LTD		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	268	0.0	0	0						
GATWICK		TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
MANCHESTER		TUI AIRWAYS LTD		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0						
MANCHESTER		TUI AIRWAYS LTD		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL DUBAI (WORLD CENTRAL)</b>						<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</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>54</b>	<b>0.0</b>	<b>20</b>	<b>1</b>					
DUBLIN																												
ABERDEEN		AER LINGUS		S	A	30	0	0	30.0	53.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.4	8	43						
ABERDEEN		AER LINGUS		S	D	30	0	0	3.3	70.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.0	9	43						
BELFAST INTERNATIONAL		AER LINGUS		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	8	0.0	0	0						
BELFAST INTERNATIONAL		WOW AIR		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1						
BIRMINGHAM		AER LINGUS		S	A	105	0	0	17.1	56.2	21.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	3	77.8	10	108						
BIRMINGHAM		AER LINGUS		S	D	105	0	0	0.0	46.7	37.1	11.4	4.8	0.0	0.0	0.0	0.0	0.0	6	74.1	12	108						
BIRMINGHAM		FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2						
BIRMINGHAM		JET2.COM LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
BIRMINGHAM		LUFTHANSA		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1						
BIRMINGHAM		RYANAIR		S	A	163	0	0	21.5	53.4	18.4	2.5	3.1	1.2	0.0	0.0	0.0	0.0	4	89.8	4	167						
BIRMINGHAM		RYANAIR		S	D	163	0	0	0.0	50.3	37.4	6.7	3.1	0.6	0.6	1.2	0.0	0.0	8	84.4	9	167						
BIRMINGHAM		STOBART AIR		S	A	36	0	0	19.4	58.3	5.6	13.9	2.8	0.0	0.0	0.0	0.0	0.0	4	84.6	9	39						
BIRMINGHAM		STOBART AIR		S	D	35	0	0	0.0	51.4	31.4	5.7	11.4	0.0	0.0	0.0	0.0	0.0	7	80.0	12	40						
BOURNEMOUTH		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	19	0.0	0	0						
BOURNEMOUTH		RYANAIR		S	A	18	0	0	0.0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
BOURNEMOUTH		RYANAIR		S	D	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	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	0	0
BRISTOL	RYANAIR	S A	81	0	0	9.9	53.1	22.2	3.7	8.6	2.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BRISTOL	RYANAIR	S D	80	0	0	0.0	43.8	40.0	7.5	7.5	1.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BRISTOL	STOBART AIR	S A	80	0	0	5.0	51.3	32.5	6.3	2.5	0.0	1.3	1.3	0.0	0.0	0.0	8	0.0	0	0	
BRISTOL	STOBART AIR	S D	80	0	0	0.0	45.0	43.8	5.0	3.8	0.0	1.3	1.3	0.0	0.0	0.0	9	0.0	0	0	
CARDIFF WALES	BMI REGIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
CARDIFF WALES	FLYBE LTD	S A	79	0	1	41.3	40.0	7.5	3.8	2.5	2.5	1.3	0.0	0.0	0.0	1.3	6	83.6	9	61	
CARDIFF WALES	FLYBE LTD	S D	79	2	0	1.2	44.4	43.2	4.9	1.2	2.5	0.0	0.0	0.0	2.5	0.0	5	91.8	5	61	
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	7	13	
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	48	0	0	18.8	50.0	20.8	6.3	2.1	2.1	0.0	0.0	0.0	0.0	0.0	5	79.2	9	48	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	47	0	0	0.0	55.3	25.5	10.6	6.4	2.1	0.0	0.0	0.0	0.0	0.0	8	68.8	13	48	
EDINBURGH	AER LINGUS	S A	131	0	0	11.5	42.0	41.2	3.8	1.5	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	9	134	
EDINBURGH	AER LINGUS	S D	131	0	0	4.6	43.5	40.5	7.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	79.1	11	134	
EDINBURGH	RYANAIR	S A	103	0	0	39.8	36.9	13.6	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4	91.3	4	103	
EDINBURGH	RYANAIR	S D	103	0	0	5.8	58.3	23.3	5.8	5.8	1.0	0.0	0.0	0.0	0.0	0.0	6	87.4	6	103	
EXETER	FLYBE LTD	S A	17	0	0	11.8	70.6	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6	84.2	4	17	
EXETER	FLYBE LTD	S D	17	0	0	0.0	52.9	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	100.0	2	18	
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	75.0	4	4	
GLASGOW	AER LINGUS	S A	125	0	0	23.2	53.6	17.6	3.2	1.6	0.8	0.0	0.0	0.0	0.0	0.0	3	87.7	6	130	
GLASGOW	AER LINGUS	S D	125	0	0	1.6	64.8	26.4	4.8	1.6	0.8	0.0	0.0	0.0	0.0	0.0	4	81.5	8	130	
GLASGOW	CITY JET	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
GLASGOW	RYANAIR	S A	86	0	0	44.2	43.0	10.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.4	5	86	
GLASGOW	RYANAIR	S D	86	0	0	0.0	64.0	29.1	4.7	1.2	1.2	0.0	0.0	0.0	0.0	0.0	3	81.4	10	86	
ISLE OF MAN	AER LINGUS	S A	46	0	0	63.0	26.1	6.5	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3	70.8	22	44	
ISLE OF MAN	AER LINGUS	S D	46	0	0	21.7	58.7	10.9	2.2	2.2	4.3	0.0	0.0	0.0	0.0	0.0	5	72.9	20	44	
LEEDS BRADFORD	AER LINGUS	S A	67	0	0	3.0	40.3	44.8	4.5	1.5	4.5	1.5	0.0	0.0	0.0	0.0	10	73.2	14	54	
LEEDS BRADFORD	AER LINGUS	S D	67	0	0	0.0	31.3	50.7	10.4	1.5	4.5	1.5	0.0	0.0	0.0	0.0	12	71.4	17	54	
LEEDS BRADFORD	RYANAIR	S A	56	0	0	28.6	42.9	19.6	0.0	3.6	3.6	1.8	0.0	0.0	0.0	0.0	8	90.4	5	52	
LEEDS BRADFORD	RYANAIR	S D	56	0	0	0.0	69.6	23.2	1.8	1.8	1.8	1.8	0.0	0.0	0.0	0.0	6	94.6	3	56	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	94	0	0	22.3	52.1	18.1	3.2	3.2	1.1	0.0	0.0	0.0	0.0	0.0	4	89.4	5	94	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	94	0	0	0.0	53.2	37.2	3.2	5.3	1.1	0.0	0.0	0.0	0.0	0.0	5	85.4	7	96	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AER LINGUS	S A	165	0	0	23.6	49.7	15.2	8.5	1.8	1.2	0.0	0.0	0.0	0.0	0.0	4	70.2	14	168			
GATWICK	AER LINGUS	S D	165	0	0	1.2	63.6	22.4	4.8	4.8	3.0	0.0	0.0	0.0	0.0	0.0	7	62.5	17	168			
GATWICK	RYANAIR	S A	198	0	0	34.3	40.4	16.7	4.0	2.5	1.5	0.5	0.0	0.0	0.0	0.0	5	83.8	9	240			
GATWICK	RYANAIR	S D	198	0	0	0.0	52.0	32.3	7.6	5.6	2.0	0.5	0.0	0.0	0.0	0.0	8	76.7	13	240			
HEATHROW	AER LINGUS	S A	325	0	1	8.9	46.0	30.1	9.2	3.4	2.1	0.0	0.0	0.0	0.0	0.3	7	62.2	17	325			
HEATHROW	AER LINGUS	S D	322	0	4	0.3	58.3	29.1	4.6	5.2	1.2	0.0	0.0	0.0	0.0	1.2	6	71.0	14	325			
HEATHROW	BRITISH AIRWAYS PLC	S A	217	0	0	16.6	42.4	18.4	9.7	8.8	4.1	0.0	0.0	0.0	0.0	0.0	11	57.5	21	211			
HEATHROW	BRITISH AIRWAYS PLC	S D	217	0	0	0.0	38.7	44.2	9.7	4.6	2.8	0.0	0.0	0.0	0.0	0.0	9	74.8	10	211			
LONDON CITY	AER LINGUS	S A	0	150	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
LONDON CITY	AER LINGUS	S D	0	150	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	1.3	0	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S A	0	159	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S D	0	160	0	0.0	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	85	0	0	27.1	52.9	14.1	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2	81.4	8	86			
LUTON	RYANAIR	S D	85	0	0	0.0	62.4	31.8	3.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	94.2	3	86			
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	10	0.0	0	0			
STANSTED	RYANAIR	S A	214	0	0	14.0	47.2	25.2	7.5	4.2	1.4	0.0	0.5	0.0	0.0	0.0	7	67.2	13	229			
STANSTED	RYANAIR	S D	214	0	0	0.0	52.8	34.6	5.6	6.1	0.9	0.0	0.0	0.0	0.0	0.0	6	67.2	14	229			
MANCHESTER	AER LINGUS	S A	168	0	0	8.9	63.1	18.5	4.8	3.0	1.8	0.0	0.0	0.0	0.0	0.0	5	70.6	14	163			
MANCHESTER	AER LINGUS	S D	168	0	0	0.0	44.6	40.5	6.5	5.4	3.0	0.0	0.0	0.0	0.0	0.0	8	68.1	15	163			
MANCHESTER	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	RYANAIR	S A	162	0	0	29.0	49.4	14.2	3.1	2.5	1.9	0.0	0.0	0.0	0.0	0.0	4	92.2	6	167			
MANCHESTER	RYANAIR	S D	162	0	0	3.7	52.5	34.6	4.3	3.1	1.9	0.0	0.0	0.0	0.0	0.0	5	86.2	7	167			
MANCHESTER	THY TURKISH 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	0	0			
NEWCASTLE	AER LINGUS	S A	30	0	0	0.0	80.0	16.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	8	31			
NEWCASTLE	AER LINGUS	S D	30	0	0	0.0	63.3	16.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	8	30			
NEWCASTLE	JET2.COM LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
NEWCASTLE	RYANAIR	S A	43	0	0	11.6	65.1	16.3	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	83.7	9	43			
NEWCASTLE	RYANAIR	S D	43	0	0	0.0	30.2	58.1	7.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7	70.5	14	44			
SOUTHAMPTON	FLYBE LTD	S A	96	0	2	16.3	45.9	19.4	5.1	6.1	4.1	1.0	0.0	0.0	0.0	2.0	9	77.6	12	104			
SOUTHAMPTON	FLYBE LTD	S D	96	0	2	0.0	30.6	46.9	9.2	5.1	5.1	1.0	0.0	0.0	0.0	2.0	12	86.1	8	106			
SOUTHEND	AER LINGUS	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
SOUTHEND	AER LINGUS	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	27	0.0	0	0			
SOUTHEND	CITY JET	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
SOUTHEND	CITY JET	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	125	0.0	0	0			

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	29	0	1	16.7	30.0	33.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	3.3	7	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	30	0	0	0.0	36.7	36.7	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	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	70.4	20	68	
	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	84.7	10	69	
<b>TOTAL DUBLIN</b>					<b>6198</b>	<b>621</b>	<b>13</b>	<b>9.7</b>	<b>45.1</b>	<b>25.3</b>	<b>5.4</b>	<b>3.5</b>	<b>1.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>9.1</b>	<b>0.2</b>	<b>6</b>	<b>66.9</b>	<b>11</b>	<b>6078</b>	
DUBROVNIK																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	BRITISH AIRWAYS PLC	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	11	100.0	0	3	
	GATWICK	BRITISH AIRWAYS PLC	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	100.0	1	3	
	GATWICK	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	100.0	0	1	
	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	100.0	0	1	
	STANSTED	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	
	STANSTED	JET2.COM LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL DUBROVNIK</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>59.4</b>	<b>15.6</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
DUNDEE																							
	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	100.0	0	1	
	STANSTED	LOGANAIR LTD	S	A	45	0	0	15.6	55.6	8.9	15.6	0.0	4.4	0.0	0.0	0.0	0.0	0.0	6	79.6	12	46	
	STANSTED	LOGANAIR LTD	S	D	45	0	1	4.3	60.9	17.4	8.7	4.3	2.2	0.0	0.0	0.0	0.0	2.2	7	79.6	11	46	
<b>TOTAL DUNDEE</b>					<b>90</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>58.2</b>	<b>13.2</b>	<b>12.1</b>	<b>2.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>79.8</b>	<b>11</b>	<b>93</b>	
DURBAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	2	50.0	8.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	16.7	12	100.0	1	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	2	0.0	0.0	50.0	16.7	0.0	8.3	8.3	0.0	0.0	0.0	16.7	31	76.9	10	13								
<b>TOTAL DURBAN</b>						<b>20</b>	<b>0</b>	<b>4</b>	<b>25.0</b>	<b>4.2</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>22</b>	<b>88.5</b>	<b>5</b>	<b>26</b>								
DURHAM TEES VALLEY																															
		ABERDEEN	FLYBE LTD	S	A	48	0	7	20.0	27.3	14.5	3.6	14.5	3.6	3.6	0.0	0.0	0.0	12.7	20	73.3	22	56								
		ABERDEEN	FLYBE LTD	S	D	50	0	4	3.7	37.0	24.1	1.9	11.1	9.3	3.7	1.9	0.0	0.0	7.4	25	70.0	16	56								
		LUTON	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	0	1									
<b>TOTAL DURHAM TEES VALLEY</b>						<b>98</b>	<b>0</b>	<b>11</b>	<b>11.9</b>	<b>32.1</b>	<b>19.3</b>	<b>2.8</b>	<b>12.8</b>	<b>6.4</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>22</b>	<b>71.9</b>	<b>19</b>	<b>113</b>								
DUSSELDORF																															
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	91	0	0	24.2	60.4	13.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1	80.9	9	92									
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	91	0	0	0.0	62.6	31.9	4.4	1.1	0.0	0.0	0.0	0.0	0.0	3	78.7	10	92									
		BIRMINGHAM	FLYBE LTD	S	A	76	0	0	15.8	59.2	19.7	2.6	0.0	1.3	1.3	0.0	0.0	0.0	4	91.2	5	100									
		BIRMINGHAM	FLYBE LTD	S	D	76	0	0	1.3	36.8	50.0	6.6	1.3	1.3	2.6	0.0	0.0	0.0	9	78.8	12	98									
		BOURNEMOUTH	AERO DIENST	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
		EDINBURGH	EUROWINGS LUFTVERKEHRS	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	100.0	0	9									
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9									
		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	93.3	7	30									
		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	96.7	7	30									
		GLASGOW	LOGANAIR LTD	S	A	15	0	0	0.0	26.7	40.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0									
		GLASGOW	LOGANAIR LTD	S	D	15	0	0	0.0	53.3	33.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0									
		LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	24									
		LEEDS BRADFORD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	24									
		GATWICK	EASYJET UK LTD	S	A	55	0	0	47.3	30.9	14.5	3.6	1.8	1.8	0.0	0.0	0.0	0.0	4	0.0	0	0									
		GATWICK	EASYJET UK LTD	S	D	55	0	0	1.8	52.7	38.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
		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	18	1									
		HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	0	26.0	46.7	15.4	4.7	4.1	2.4	0.6	0.0	0.0	0.0	6	79.8	9	177									
		HEATHROW	BRITISH AIRWAYS PLC	S	D	169	0	0	0.0	42.6	45.0	8.9	2.4	0.6	0.6	0.0	0.0	0.0	7	77.5	10	177									
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	115	0	0	35.7	42.6	20.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0	2	84.5	8	116									
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	115	0	0	0.0	49.6	47.0	1.7	0.9	0.9	0.0	0.0	0.0	0.0	4	77.6	12	116									
		LONDON CITY	BA CITYFLYER LTD	S	A	0	89	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.7	3.3	0	0.0	0	0									

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LONDON CITY	BA CITYFLYER LTD	S	D	0	90	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.8	3.2	0	0.0	0	0
	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	60	1
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	101	0	0	20.8	62.4	12.9	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	3	86.5	4	103
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	101	0	0	1.0	61.4	27.7	6.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	4	86.5	5	102
	MANCHESTER	FLYBE LTD	S	A	92	0	0	16.3	64.1	18.5	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1	87.8	6	73
	MANCHESTER	FLYBE LTD	S	D	92	0	0	0.0	47.8	44.6	5.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.6	8	73
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	16.0	76.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	5	25
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	0.0	64.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	25
	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	95.5	4	22
	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	81.8	8	22
	SOUTHEND	BA CITYFLYER LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1498</b>	<b>179</b>	<b>6</b>	<b>11.5</b>	<b>45.9</b>	<b>25.4</b>	<b>3.7</b>	<b>1.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.6</b>	<b>0.4</b>	<b>4</b>	<b>67.3</b>	<b>8</b>	<b>1542</b>



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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	79	0	2	17.3	61.7	14.8	0.0	1.2	2.5	0.0	0.0	0.0	0.0	2.5	4	92.3	6	91
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	54	0	0	0.0	48.1	46.3	0.0	1.9	3.7	0.0	0.0	0.0	0.0	0.0	6	91.2	7	91
	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	15	100.0	9	1
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	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	0	1
	EDINBURGH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.3	10	70
	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	12	70
	EDINBURGH	LOGANAIR LTD	S	A	99	0	3	28.4	38.2	19.6	1.0	2.9	2.0	2.9	1.0	1.0	0.0	2.9	20	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	99	0	2	12.9	30.7	36.6	8.9	4.0	4.0	1.0	0.0	0.0	0.0	2.0	11	0.0	0	0
	GLASGOW	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	10	76
	GLASGOW	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	12	76
	GLASGOW	LOGANAIR LTD	S	A	48	0	0	12.5	37.5	29.2	8.3	4.2	6.3	0.0	2.1	0.0	0.0	0.0	16	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	48	0	0	0.0	33.3	41.7	12.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	17	0	0	17.6	41.2	29.4	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	D	17	0	0	0.0	23.5	52.9	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	17
	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	72.2	9	18
	GATWICK	AURIGNY AIR SERVICES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1
	GATWICK	AURIGNY AIR SERVICES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
	GATWICK	TAG AVIATION (UK) LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
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	56	1	
NEWCASTLE	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	35	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>468</b>	<b>0</b>	<b>7</b>	<b>13.7</b>	<b>40.6</b>	<b>30.3</b>	<b>4.8</b>	<b>3.6</b>	<b>4.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>83.5</b>	<b>10</b>	<b>514</b>
EDINBURGH																						
	ABERDEEN	LOGANAIR 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	154	100.0	4	1
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	102	0	0	5.9	70.6	19.6	0.0	2.9	0.0	1.0	0.0	0.0	0.0	4	88.6	7	105	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	102	0	0	0.0	70.6	22.5	2.0	3.9	0.0	1.0	0.0	0.0	0.0	4	85.6	11	103	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	90	0	0	15.6	54.4	24.4	2.2	2.2	1.1	0.0	0.0	0.0	0.0	4	76.9	12	91	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	90	0	0	3.3	71.1	22.2	0.0	2.2	1.1	0.0	0.0	0.0	0.0	0.0	3	78.0	14	91		
BIRMINGHAM	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
BIRMINGHAM	FLYBE LTD	S	A	173	0	1	33.9	54.0	6.9	1.1	1.1	1.7	0.6	0.0	0.0	0.0	0.6	3	76.5	14	195		
BIRMINGHAM	FLYBE LTD	S	D	172	0	1	0.0	46.2	44.5	4.6	2.9	1.2	0.0	0.0	0.0	0.0	0.6	5	65.0	20	196		
BOURNEMOUTH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
BOURNEMOUTH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1		
BRISTOL	EASYJET UK LTD	S	A	115	0	0	7.8	48.7	30.4	7.8	4.3	0.0	0.9	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	115	0	0	1.7	61.7	27.0	7.0	1.7	0.0	0.9	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
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	0.0	40	1		
CARDIFF WALES	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	FLYBE LTD	S	A	76	0	0	0.0	43.4	47.4	7.9	0.0	0.0	1.3	0.0	0.0	0.0	0.0	5	77.6	15	49		
CARDIFF WALES	FLYBE LTD	S	D	76	0	0	2.6	57.9	35.5	2.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	3	83.7	13	49		
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	80.0	12	69		
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	77.1	13	70		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	98	0	1	3.0	48.5	28.3	11.1	2.0	5.1	1.0	0.0	0.0	0.0	1.0	11	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	98	0	1	3.0	41.4	34.3	12.1	3.0	1.0	3.0	1.0	0.0	0.0	1.0	15	0.0	0	0		
EXETER	FLYBE LTD	S	A	34	0	0	20.6	55.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	65.6	21	31		
EXETER	FLYBE LTD	S	D	34	0	0	0.0	38.2	44.1	8.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	70.0	21	30		
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	100.0	0	1		
ISLE OF MAN	LOGANAIR LTD	S	A	15	0	2	5.9	52.9	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	11.8	7	100.0	4	9		
ISLE OF MAN	LOGANAIR LTD	S	D	15	0	2	0.0	41.2	29.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	11.8	7	88.9	5	9		
JERSEY	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
JERSEY	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	24.7	49.4	16.9	3.4	4.5	1.1	0.0	0.0	0.0	0.0	0.0	4	87.8	7	90		
GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	0.0	69.7	22.5	3.4	3.4	1.1	0.0	0.0	0.0	0.0	0.0	4	94.4	3	90		
GATWICK	EASYJET UK LTD	S	A	108	0	0	27.8	45.4	19.4	5.6	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	69.2	14	117		
GATWICK	EASYJET UK LTD	S	D	107	0	0	0.0	52.3	36.4	9.3	0.9	0.9	0.0	0.0	0.0	0.0	0.0	6	76.1	11	117		
GATWICK	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
GATWICK	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	3		
HEATHROW	BRITISH AIRWAYS PLC	S	A	291	0	1	25.3	41.4	20.2	6.2	4.8	1.4	0.0	0.3	0.0	0.0	0.3	6	71.5	13	272		

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	292	0	1	0.0	48.8	37.2	7.2	5.1	1.0	0.0	0.3	0.0	0.0	0.3	7	78.5	11	272	
	HEATHROW	FLYBE LTD	S	A	175	0	0	26.3	45.1	18.3	5.7	2.9	1.7	0.0	0.0	0.0	0.0	0.0	5	72.4	15	116	
	HEATHROW	FLYBE LTD	S	D	175	0	0	0.0	49.7	39.4	6.3	4.0	0.6	0.0	0.0	0.0	0.0	0.0	5	75.9	14	115	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	242	0	0.0	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	242	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.8	0	0.0	0	0	
	LONDON CITY	FLYBE 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	0.0	0	0	
	LONDON CITY	FLYBE LTD	S	D	0	100	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	
	LUTON	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	89	0	0	21.3	41.6	24.7	5.6	5.6	1.1	0.0	0.0	0.0	0.0	0.0	6	69.2	22	91	
	LUTON	EASYJET UK LTD	S	D	89	0	0	1.1	64.0	20.2	9.0	4.5	1.1	0.0	0.0	0.0	0.0	0.0	6	64.8	19	91	
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	A	114	0	0	11.4	50.9	21.9	13.2	1.8	0.9	0.0	0.0	0.0	0.0	0.0	5	76.3	12	118	
	STANSTED	EASYJET UK LTD	S	D	114	0	0	0.0	57.9	29.8	6.1	5.3	0.9	0.0	0.0	0.0	0.0	0.0	5	72.0	14	118	
	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	89.4	5	142	
	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	73.9	12	142	
	MANCHESTER	FLYBE LTD	S	A	84	0	0	1.2	59.5	34.5	3.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	80.5	12	87	
	MANCHESTER	FLYBE LTD	S	D	85	0	0	1.2	32.9	61.2	3.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4	80.5	13	87	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	111	0	1	5.4	62.5	23.2	3.6	2.7	1.8	0.0	0.0	0.0	0.0	0.9	4	79.7	8	133	
	SOUTHAMPTON	FLYBE LTD	S	D	111	0	0	0.9	45.9	42.3	5.4	1.8	3.6	0.0	0.0	0.0	0.0	0.0	7	83.6	10	133	
	SOUTHAMPTON	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHAMPTON	TITAN 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	
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
	SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL EDINBURGH</b>					<b>3552</b>	<b>684</b>	<b>15</b>	<b>7.6</b>	<b>43.3</b>	<b>23.9</b>	<b>4.8</b>	<b>2.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>16.1</b>	<b>0.4</b>	<b>6</b>	<b>61.2</b>	<b>12</b>	<b>3446</b>	
EGILSSTADIR																							
	GLASGOW	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	145	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL EGILSSTADIR</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>48</b>	<b>3</b>	
EINDHOVEN																							
	BIRMINGHAM	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	RYANAIR	S	A	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	71.4	14	14	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	64.3	11	14	
	GLASGOW	ARKEFLY	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
	GLASGOW	CITY AIRLINE	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	JETAIRFLY	C	A	0	0	0	0.0	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	JETAIRFLY	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	TRANSAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	TRANSAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	STANSTED	RYANAIR	S	A	67	0	0	13.4	40.3	20.9	7.5	13.4	3.0	1.5	0.0	0.0	0.0	0.0	13	79.5	11	73	
	STANSTED	RYANAIR	S	D	67	0	0	0.0	47.8	35.8	6.0	9.0	1.5	0.0	0.0	0.0	0.0	0.0	8	74.0	12	73	
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.5	9	17	
	MANCHESTER	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	94.1	3	17	
	NEWCASTLE	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL EINDHOVEN</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>40.8</b>	<b>33.2</b>	<b>9.2</b>	<b>9.2</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>11</b>	<b>214</b>	
ENFIDHA - HAMMAMET INTL																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	BIRMINGHAM	TUI AIRWAYS LTD	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	8	100.0	4	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	6	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5	
	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	11	80.0	5	5	
	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	88.9	3	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	7	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	40.0	21	5	
	MANCHESTER	TUI AIRWAYS LTD	C	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	12	60.0	14	5	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>13.2</b>	<b>65.8</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.0</b>	<b>6</b>	<b>80</b>	
ENONTEKIO																							
	BRISTOL	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BRISTOL	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	

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

		Origin/Destinations: E																				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE											NOV 2018		
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								STANSTED	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
STANSTED	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
MANCHESTER	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ENONTEKIO</b>				<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ESBJERG																						
ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	20
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	0.0	0	77.3	8	20
ABERDEEN	DANISH AIR TRANSPORT	S	A	4	0	2	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	0.0	0	0	
ABERDEEN	DANISH AIR TRANSPORT	S	D	7	0	2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0	0.0	0	0	
ABERDEEN	LOGANAIR LTD	S	A	25	0	0	16.0	52.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ABERDEEN	LOGANAIR LTD	S	D	25	0	0	0.0	64.0	32.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL ESBJERG</b>				<b>61</b>	<b>0</b>	<b>4</b>	<b>9.2</b>	<b>56.9</b>	<b>20.0</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>6.2</b>	<b>3</b>	<b>79.5</b>	<b>8</b>	<b>40</b>
ESSAOUIRA																						
STANSTED	RYANAIR	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	0.0	12	0.0	0	0
STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL ESSAOUIRA</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EXETER																						
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	17	0	0	29.4	52.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	7	22
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.5	6	22
BIRMINGHAM	FLYBE LTD	S	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	0.0	77	0.0	134	5
BIRMINGHAM	FLYBE LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	28	8
EDINBURGH	FLYBE LTD	S	A	34	0	0	14.7	50.0	17.6	11.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	16	30
EDINBURGH	FLYBE LTD	S	D	34	0	0	0.0	55.9	38.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	20	30
GLASGOW	FLYBE LTD	S	A	17	0	0	17.6	52.9	23.5	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18
GLASGOW	FLYBE LTD	S	D	17	0	0	0.0	29.4	47.1	17.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	13	83.3	9	18
JERSEY	FLYBE LTD	S	A	26	0	0	3.8	61.5	30.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	15	25
JERSEY	FLYBE LTD	S	D	47	0	0	8.5	48.9	25.5	6.4	6.4	0.0	2.1	2.1	0.0	0.0	0.0	0.0	12	63.5	32	49
LONDON CITY	FLYBE LTD	S	A	0	20	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
LONDON CITY	FLYBE LTD	S	D	0	21	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	0	0
MANCHESTER	FLYBE LTD	S	A	76	0	0	19.7	53.9	21.1	1.3	2.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	77.2	15	91
MANCHESTER	FLYBE LTD	S	D	77	0	0	0.0	41.6	48.1	3.9	3.9	1.3	1.3	0.0	0.0	0.0	0.0	0.0	8	76.1	15	92
NEWCASTLE	FLYBE LTD	S	A	25	0	0	16.0	44.0	32.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	17	25
NEWCASTLE	FLYBE LTD	S	D	24	0	1	0.0	28.0	56.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	6	61.5	25	25
<b>TOTAL EXETER</b>				<b>418</b>	<b>41</b>	<b>1</b>	<b>8.0</b>	<b>43.0</b>	<b>30.0</b>	<b>4.8</b>	<b>2.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>8.9</b>	<b>0.2</b>	<b>7</b>	<b>66.0</b>	<b>18</b>	<b>460</b>	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	22	0.0	0	0
	DURHAM TEES VALLEY	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL FARNBOROUGH</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
FARO	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	21.4	64.3	0.0	14.3	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	14	0	0	0.0	78.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	13
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	2
	BIRMINGHAM	JET2.COM LTD	S	A	20	0	0	45.0	35.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	16
	BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	40.0	55.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	8	16
	BIRMINGHAM	RYANAIR	S	A	14	0	0	14.3	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	2	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	50.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	11	13
	BOURNEMOUTH	RYANAIR	S	A	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	100.0	0	8
	BOURNEMOUTH	RYANAIR	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	6	100.0	4	8
	BRISTOL	EASYJET UK LTD	S	A	30	0	0	20.0	50.0	13.3	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	30	0	0	0.0	36.7	50.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BRISTOL	RYANAIR	S	A	13	0	0	15.4	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	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	5	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	12	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	77.8	7	9
	CARDIFF WALES	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	104	0.0	0	0
	CARDIFF WALES	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	112	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	30.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	12
	EAST MIDLANDS INTERNATIONAL	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	8	100.0	3	12
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	6
	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	1	100.0	2	6
	EDINBURGH	RYANAIR	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	7
	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	5	50.0	25	8
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8
	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	87.5	18	8

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	EASYJET UK LTD	S	A	11	0	0	9.1	45.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	12		
GLASGOW	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	4	12		
GLASGOW	JET2.COM LTD	S	A	11	0	0	18.2	36.4	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	1	12		
GLASGOW	JET2.COM LTD	S	D	11	0	0	0.0	72.7	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	12		
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	100.0	0	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	15	0	0	13.3	53.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	16		
LEEDS BRADFORD	JET2.COM LTD	S	D	15	0	0	0.0	40.0	53.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	16		
LEEDS BRADFORD	RYANAIR	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9		
LEEDS BRADFORD	RYANAIR	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	14	0	0	14.3	64.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	14	0	0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	7	18		
LIVERPOOL (JOHN LENNON)	RYANAIR	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	3	100.0	1	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9		
GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	50.0	36.1	8.3	2.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3	94.9	2	39		
GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	63.9	27.8	5.6	0.0	2.8	0.0	0.0	0.0	0.0	0.0	4	97.4	2	38		
GATWICK	EASYJET UK LTD	S	A	56	0	0	33.9	41.1	12.5	10.7	0.0	1.8	0.0	0.0	0.0	0.0	0.0	4	91.1	5	56		
GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	38.2	50.9	9.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	6	83.6	10	55		
HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	22	0	0	9.1	54.5	22.7	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	95.0	2	20		
LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	22.7	72.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.0	2	20		
LUTON	RYANAIR	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LUTON	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
STANSTED	JET2.COM LTD	S	A	19	0	0	36.8	21.1	31.6	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.0	3	20		
STANSTED	JET2.COM LTD	S	D	19	0	0	0.0	52.6	42.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.0	3	20		
STANSTED	RYANAIR	S	A	27	0	0	25.9	48.1	22.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.3	14	30		
STANSTED	RYANAIR	S	D	27	0	0	0.0	37.0	44.4	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	18	30		
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	17		
MANCHESTER	EASYJET UK 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	3	100.0	3	17		
MANCHESTER	JET2.COM LTD	S	A	20	0	0	35.0	30.0	20.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	20		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 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
	MANCHESTER	JET2.COM LTD	S	D	20	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	2	20
	MANCHESTER	RYANAIR	S	A	24	0	0	16.7	33.3	33.3	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	10	96.7	3	30
	MANCHESTER	RYANAIR	S	D	24	0	0	0.0	29.2	50.0	4.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	80.0	5	30
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	2	8
	NEWCASTLE	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	87.5	8	8
	NEWCASTLE	JET2.COM LTD	S	A	7	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8
	NEWCASTLE	JET2.COM LTD	S	D	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	3	8
	NEWCASTLE	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	5	0.0	0	0
	NEWCASTLE	RYANAIR	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	SOUTHEND	EASYJET UK LTD	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	81.8	6	10
	SOUTHEND	EASYJET UK LTD	S	D	13	0	0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	2	11
	SOUTHEND	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	SOUTHEND	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	0.0	0	0
<b>TOTAL FARO</b>					<b>933</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>43.3</b>	<b>32.5</b>	<b>7.1</b>	<b>2.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.1</b>	<b>5</b>	<b>875</b>
FEZ																						
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
	GATWICK	AIR ARABIA MAROC	S	D	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	6	100.0	0	8
	STANSTED	RYANAIR	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	87.5	30	8
	STANSTED	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	37.5	58	8
<b>TOTAL FEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>38.9</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>22</b>	<b>32</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	100.0	0	1
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	GATWICK	VUELING AIRLINES	S	A	42	0	0	21.4	50.0	19.0	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	62.9	24	34
	GATWICK	VUELING AIRLINES	S	D	42	0	1	0.0	58.1	30.2	7.0	2.3	0.0	0.0	0.0	0.0	2.3	5	60.0	26	34	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	59	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	60	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	VUELING AIRLINES	S	A	8	0	1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	6	0.0	0	0	
	LUTON	VUELING AIRLINES	S	D	8	0	1	0.0	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	11.1	8	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL FLORENCE</b>					<b>100</b>	<b>119</b>	<b>4</b>	<b>5.8</b>	<b>22.9</b>	<b>11.7</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>53.4</b>	<b>1.8</b>	<b>5</b>	<b>30.5</b>	<b>24</b>	<b>72</b>



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FORT LAUDERDALE																						
	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	53.8	28	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	61.5	33	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	60.0	22	30	
	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	10	30	
<b>TOTAL FORT LAUDERDALE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>20</b>	<b>86</b>	
FRANKFURT MAIN																						
	BELFAST INTERNATIONAL	JET2.COM 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	49	0.0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	BIRMINGHAM	LUFTHANSA	S	A	117	0	3	2.5	53.3	34.2	5.8	1.7	0.0	0.0	0.0	0.0	2.5	3	84.2	7	120	
	BIRMINGHAM	LUFTHANSA	S	D	117	0	3	0.0	30.0	54.2	9.2	4.2	0.0	0.0	0.0	0.0	2.5	7	71.7	11	120	
	EDINBURGH	LUFTHANSA	S	A	48	0	3	0.0	37.3	33.3	19.6	3.9	0.0	0.0	0.0	0.0	5.9	8	88.5	6	52	
	EDINBURGH	LUFTHANSA	S	D	48	0	3	2.0	25.5	33.3	21.6	11.8	0.0	0.0	0.0	0.0	5.9	11	82.7	7	52	
	GLASGOW	LUFTHANSA	S	A	26	0	0	0.0	38.5	46.2	11.5	0.0	3.8	0.0	0.0	0.0	0.0	9	76.7	11	30	
	GLASGOW	LUFTHANSA	S	D	26	0	0	7.7	73.1	15.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	3	96.7	3	30	
	GATWICK	ELITAVIA MALTA 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	
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	19.6	34.8	34.2	5.7	4.4	1.3	0.0	0.0	0.0	0.0	6	64.2	15	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	0	0.0	47.5	39.9	10.1	1.3	1.3	0.0	0.0	0.0	0.0	6	76.7	11	176	
	HEATHROW	LUFTHANSA	S	A	345	0	9	14.1	46.0	23.4	6.2	5.6	2.0	0.0	0.0	0.0	2.5	7	76.0	10	351	
	HEATHROW	LUFTHANSA	S	D	344	0	10	0.3	42.4	39.0	8.5	4.5	2.5	0.0	0.0	0.0	2.8	8	74.3	12	351	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	99	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	99	0	0.0	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	LUFTHANSA	S	A	0	86	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	0.0	0	0
	LONDON CITY	LUFTHANSA	S	D	0	85	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	0.0	0	0
	LUTON	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	RYANAIR	S	A	73	0	0	0.0	57.5	32.9	5.5	1.4	2.7	0.0	0.0	0.0	0.0	6	94.2	4	52	
	STANSTED	RYANAIR	S	D	73	0	0	0.0	24.7	56.2	8.2	6.8	2.7	1.4	0.0	0.0	0.0	13	42.3	21	52	
	MANCHESTER	LUFTHANSA	S	A	141	0	4	6.2	46.9	29.7	12.4	2.1	0.0	0.0	0.0	0.0	2.8	6	87.7	6	146	
	MANCHESTER	LUFTHANSA	S	D	141	0	4	0.7	40.7	36.6	15.2	4.1	0.0	0.0	0.0	0.0	2.8	7	89.7	5	146	
	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	92.3	3	26	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	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
<b>TOTAL FRANKFURT MAIN</b>					<b>1818</b>	<b>369</b>	<b>43</b>	<b>4.4</b>	<b>35.5</b>	<b>29.4</b>	<b>7.6</b>	<b>3.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.5</b>	<b>1.9</b>	<b>7</b>	<b>60.4</b>	<b>10</b>	<b>1908</b>
FUERTEVENTURA																						
	BELFAST INTERNATIONAL	EASYJET UK 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	14	50.0	25	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	5	8
	BELFAST INTERNATIONAL	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	18	100.0	0	4
	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	3	100.0	2	4
	BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	5	9
	BIRMINGHAM	JET2.COM LTD	S	D	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	66.7	10	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9
	BIRMINGHAM	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	100.0	3	9
	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	83.3	6	12
	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	58.3	16	12
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	10	75.0	8	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	17	87.5	10	8
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	22.2	22.2	0.0	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BRISTOL	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	16	0.0	0	0
	BRISTOL	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	12	0.0	0	0
	BRISTOL	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	25	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	14	87.5	14	8
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	16	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	31	9
	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	3	100.0	2	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	62.5	12	8
	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	87.5	9	8
	EAST MIDLANDS 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	100.0	1	5
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	4
	EDINBURGH	JET2.COM LTD	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	75.0	11	8
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	8
	EDINBURGH	RYANAIR	S	A	6	0	0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	24	8

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 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	
EDINBURGH	RYANAIR	S D	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	37.5	31	8
GLASGOW	JET2.COM LTD	S A	12	0	0	50.0	8.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	8
GLASGOW	JET2.COM LTD	S D	12	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	11	8
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	62.5	12	8
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	19	8
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	87.5	7	8
LEEDS BRADFORD	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	0.0	5	62.5	17	8
LEEDS BRADFORD	RYANAIR	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
LEEDS BRADFORD	RYANAIR	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	3	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	20	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
LIVERPOOL (JOHN LENNON)	RYANAIR	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	8	50.0	17	4
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	28	4
GATWICK	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
GATWICK	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
GATWICK	EASYJET UK LTD	S A	30	0	0	33.3	30.0	26.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.3	7	28
GATWICK	EASYJET UK LTD	S D	30	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.4	6	28
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	10
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	10
GATWICK	TUI AIRWAYS LTD	C A	11	0	0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	58.3	27	12
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	23	12
LUTON	RYANAIR	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	75	75.0	8	8
LUTON	RYANAIR	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	75.0	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	0	0.0	30	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	33.3	19	3
STANSTED	JET2.COM LTD	S A	18	0	0	50.0	22.2	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	2	13
STANSTED	JET2.COM LTD	S D	18	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13
STANSTED	RYANAIR	S A	16	0	0	0.0	18.8	31.3	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	58.8	22	16
STANSTED	RYANAIR	S D	16	0	0	0.0	25.0	68.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	12	17
STANSTED	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	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			
	MANCHESTER	JET2.COM LTD	S	A	20	0	0	40.0	25.0	10.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	93.3	5	15			
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	31.6	47.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	9	15			
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	21.4	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	16	13			
	MANCHESTER	RYANAIR	S	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	84.6	5	13			
	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	68.0	11	25			
	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	80.0	11	25			
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	30.8	30.8	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	5	12			
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	6	12			
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	21	9			
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	10	9			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	2	4			
<b>TOTAL FUERTEVENTURA</b>					<b>535</b>	<b>0</b>	<b>1</b>	<b>14.6</b>	<b>31.0</b>	<b>37.5</b>	<b>10.6</b>	<b>4.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.7</b>	<b>11</b>	<b>633</b>			
FUNCHAL																									
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	307	4			
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	4			
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.4	195	7			
	BIRMINGHAM	JET2.COM LTD	S	D	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	7	75.0	8	8			
	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	25.0	367	4			
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4			
	BRISTOL	EASYJET UK LTD	S	A	17	0	0	41.2	35.3	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
	BRISTOL	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	48	40.0	65	4			
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	61	50.0	64	4			
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	145	2			
	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	15	1			
	EDINBURGH	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	50.0	359	4			
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	25	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	100.0	0	1			
	GLASGOW	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	25.0	375	4			
	GLASGOW	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	50.0	27	4			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	ISLE OF MAN	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	62	1	
	JERSEY	EUROPE AIRPOST	C	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	EUROPE AIRPOST	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	JERSEY	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	58	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	66.7	19.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.0	6	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	47.6	52.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.5	7	27	
	GATWICK	EASYJET UK LTD	S	A	34	0	0	32.4	41.2	14.7	5.9	2.9	0.0	2.9	0.0	0.0	0.0	0.0	7	77.1	10	34	
	GATWICK	EASYJET UK LTD	S	D	34	0	0	0.0	20.6	55.9	8.8	14.7	0.0	0.0	0.0	0.0	0.0	0.0	10	79.4	6	34	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	20.0	88	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4	
	STANSTED	JET2.COM LTD	S	A	10	0	0	50.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	114	13	
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	13	
	MANCHESTER	EASYJET UK 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	88.9	4	9	
	MANCHESTER	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	100.0	4	9	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	62.5	184	8	
	MANCHESTER	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	19	66.7	25	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	60.0	17	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	5	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	136	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	12	100.0	11	4	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	408	3	
	NEWCASTLE	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	7	0.0	27	4	
<b>TOTAL FUNCHAL</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>34.8</b>	<b>33.1</b>	<b>5.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.4</b>	<b>53</b>	<b>285</b>	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	87.5	5	48	
	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	75.0	11	48	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	177	0	0	29.4	43.5	21.5	4.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	79.1	10	182	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	177	0	0	2.3	66.7	23.2	6.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	79.1	12	182	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	BELFAST 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	100.0	9	1	
	BIRMINGHAM	AIR PORTUGAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
	BIRMINGHAM	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	122	1	
	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	
	BOURNEMOUTH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	BOURNEMOUTH	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	CARDIFF WALES	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	CARDIFF WALES	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	89	0	0	30.3	50.6	10.1	5.6	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	2	90	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	89	0	0	1.1	67.4	19.1	5.6	5.6	1.1	0.0	0.0	0.0	0.0	0.0	6	88.9	4	90	
	EDINBURGH	EASYJET UK LTD	S	A	107	0	0	19.6	53.3	18.7	7.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	3	82.1	8	117	
	EDINBURGH	EASYJET UK LTD	S	D	107	0	0	2.8	58.9	28.0	8.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0	5	71.2	15	118	
	EDINBURGH	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	3	
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	101	0	0	23.8	62.4	10.9	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	3	92.9	4	99	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	101	0	0	1.0	72.3	22.8	1.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	3	83.8	7	98	
	GLASGOW	EASYJET UK LTD	S	A	86	0	0	27.9	46.5	12.8	10.5	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	86.0	8	86	
	GLASGOW	EASYJET UK LTD	S	D	85	0	0	0.0	65.9	22.4	5.9	3.5	2.4	0.0	0.0	0.0	0.0	0.0	6	72.4	13	87	
	ISLE OF MAN	EASYJET UK LTD	S	A	55	0	0	34.5	30.9	23.6	5.5	3.6	1.8	0.0	0.0	0.0	0.0	0.0	6	86.0	32	56	
	ISLE OF MAN	EASYJET UK LTD	S	D	55	0	0	1.8	56.4	25.5	9.1	5.5	1.8	0.0	0.0	0.0	0.0	0.0	7	73.7	40	56	

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
JERSEY	BRITISH AIRWAYS PLC	S A	145	0	0	25.5	57.2	9.7	4.1	2.1	1.4	0.0	0.0	0.0	0.0	0.0	3	86.3	12	142			
JERSEY	BRITISH AIRWAYS PLC	S D	145	0	0	11.0	69.7	11.0	3.4	2.8	2.1	0.0	0.0	0.0	0.0	0.0	4	80.8	18	142			
JERSEY	EASYJET UK LTD	S A	89	0	0	23.6	58.4	10.1	4.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	3	80.2	16	87			
JERSEY	EASYJET UK LTD	S D	89	0	0	15.7	56.2	15.7	6.7	3.4	1.1	0.0	1.1	0.0	0.0	0.0	9	73.6	19	87			
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	5	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)	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			
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	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	2			
LUTON	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	13	2			
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	2	0.0	0	0			
<b>TOTAL GATWICK</b>			<b>1704</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>57.9</b>	<b>17.7</b>	<b>5.5</b>	<b>2.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.0</b>	<b>12</b>	<b>1840</b>			
GDANSK																							
ABERDEEN	WIZZ AIR	S A	9	0	0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9			
ABERDEEN	WIZZ AIR	S D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9			
BELFAST INTERNATIONAL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8			
BELFAST INTERNATIONAL	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	8			
BIRMINGHAM	RYANAIR	S A	8	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8			
BIRMINGHAM	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	100.0	3	8			
BRISTOL	RYANAIR	S A	9	0	0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
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	0.0	0	0			
DONCASTER SHEFFIELD	WIZZ AIR	S A	17	0	0	82.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	17			
DONCASTER SHEFFIELD	WIZZ AIR	S D	17	0	0	0.0	70.6	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	2	17			
EDINBURGH	RYANAIR	S A	22	0	0	18.2	63.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	10	13			
EDINBURGH	RYANAIR	S D	22	0	0	0.0	50.0	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	12	13			
LEEDS BRADFORD	RYANAIR	S A	14	0	0	50.0	35.7	7.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	16	84.6	5	13			
LEEDS BRADFORD	RYANAIR	S D	14	0	0	0.0	85.7	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	19	100.0	3	13			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S A	12	0	0	16.7	66.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	13			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S D	12	0	0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	2	13			
GATWICK	WIZZ AIR	S A	26	0	0	11.5	69.2	11.5	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			

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

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	WIZZ AIR	S	D	26	0	0	0.0	50.0	38.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LUTON	WIZZ AIR	S	A	52	0	0	25.0	46.2	17.3	3.8	7.7	0.0	0.0	0.0	0.0	0.0	5	97.1	2	68		
	LUTON	WIZZ AIR	S	D	52	0	0	0.0	42.3	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	8	94.1	4	68		
	LUTON	WIZZ AIR UK LTD	S	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	171	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	5	0	0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	101	0.0	0	0	
	STANSTED	RYANAIR	S	A	45	0	0	11.1	71.1	8.9	4.4	0.0	4.4	0.0	0.0	0.0	0.0	4	86.3	23	50		
	STANSTED	RYANAIR	S	D	45	0	0	0.0	66.7	28.9	2.2	0.0	2.2	0.0	0.0	0.0	0.0	3	82.7	9	52		
	MANCHESTER	RYANAIR	S	A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	19	8		
	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	2	87.5	5	8		
<b>TOTAL GDANSK</b>					<b>455</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>54.3</b>	<b>21.3</b>	<b>4.6</b>	<b>3.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.0</b>	<b>7</b>	<b>416</b>	
GENEVA																							
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	9	0	0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13		
	BIRMINGHAM	EASYJET SWITZERLAND	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	7	84.6	6	13		
	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	100.0	0	1		
	BRISTOL	EASYJET UK LTD	S	A	26	0	0	7.7	65.4	11.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	26	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	22	0	0	31.8	45.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1	90.5	8	21		
	EDINBURGH	EASYJET UK LTD	S	D	22	0	0	0.0	59.1	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	4	77.3	20	22		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	24	88.9	4	9		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	88.9	3	9		
	GATWICK	EASYJET UK LTD	S	A	160	0	0	19.4	47.5	24.4	8.1	0.6	0.0	0.0	0.0	0.0	0.0	3	79.5	12	161		
	GATWICK	EASYJET UK LTD	S	D	160	0	0	0.0	36.9	48.8	11.3	3.1	0.0	0.0	0.0	0.0	0.0	6	79.5	11	161		
	GATWICK	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	267	0	1	27.6	44.0	16.4	6.3	3.4	1.5	0.4	0.0	0.0	0.4	6	75.1	11	262		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	267	0	1	0.0	50.4	38.4	6.7	3.0	0.7	0.4	0.0	0.0	0.0	6	86.0	7	263		
	HEATHROW	SWISS AIRLINES	S	A	148	0	0	21.6	44.6	26.4	2.7	2.7	2.0	0.0	0.0	0.0	0.0	5	74.7	13	148		
	HEATHROW	SWISS AIRLINES	S	D	148	0	0	0.7	57.4	31.8	4.1	3.4	2.7	0.0	0.0	0.0	0.0	6	74.7	13	147		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	LONDON CITY	SWISS AIRLINES	S	A	0	68	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	0.0	0	0		
	LONDON CITY	SWISS AIRLINES	S	D	0	67	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.1	6.9	0	0.0	0	0		
	LUTON	EASYJET SWITZERLAND	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	EASYJET UK LTD	S	A	43	0	0	20.9	44.2	16.3	11.6	4.7	2.3	0.0	0.0	0.0	0.0	7	90.7	4	43		



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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EASYJET UK LTD	S	D	43	0	0	0.0	46.5	39.5	7.0	4.7	2.3	0.0	0.0	0.0	0.0	0.0	8	95.3	4	43	
	MANCHESTER	EASYJET UK LTD	S	A	36	0	0	25.0	44.4	27.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3	86.4	5	44		
	MANCHESTER	EASYJET UK LTD	S	D	36	0	0	0.0	50.0	38.9	2.8	8.3	0.0	0.0	0.0	0.0	0.0	6	81.8	7	44		
	NEWCASTLE	EASYJET UK LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	NEWCASTLE	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9		
<b>TOTAL GENEVA</b>					<b>1442</b>	<b>137</b>	<b>11</b>	<b>10.9</b>	<b>42.8</b>	<b>27.1</b>	<b>5.8</b>	<b>2.9</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>0.7</b>	<b>6</b>	<b>66.4</b>	<b>10</b>	<b>1424</b>	
GENOA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46.2	23.1	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	94.1	4	17		
	GATWICK	BRITISH AIRWAYS PLC	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	2	94.1	6	17		
	STANSTED	RYANAIR	S	A	13	0	0	7.7	46.2	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	12	83.3	6	12		
	STANSTED	RYANAIR	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	6	92.3	4	13		
<b>TOTAL GENOA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>46.2</b>	<b>25.0</b>	<b>7.7</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.5</b>	<b>5</b>	<b>59</b>	
GIBRALTAR																							
	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	100.0	10	1		
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	10	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	29	0	0	58.6	17.2	17.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	4	83.9	25	31		
	GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	50.0	43.3	3.3	0.0	3.3	0.0	0.0	0.0	0.0	5	93.3	3	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	19.4	36.1	27.8	2.8	5.6	5.6	0.0	2.8	0.0	0.0	16	74.5	16	55		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	24.3	45.9	24.3	2.7	0.0	2.7	0.0	0.0	0.0	13	83.6	8	55		
	LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	46.2	23.1	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	12	50.0	78	8		
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	6	75.0	12	8		
<b>TOTAL GIBRALTAR</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>38.3</b>	<b>29.6</b>	<b>6.6</b>	<b>3.6</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.5</b>	<b>16</b>	<b>188</b>	
GIRONA																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	BELFAST INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2		
	BOURNEMOUTH	RYANAIR	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	2	0.0	0	0		
	BOURNEMOUTH	RYANAIR	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	7	0.0	0	0		
	BRISTOL	RYANAIR	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	20	0.0	0	0		
	BRISTOL	RYANAIR	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	24	0.0	0	0		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	66.7	77	3	
	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	100.0	0	3	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	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	18	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	9	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	NEWCASTLE	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	NEWCASTLE	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL GIRONA</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>25.5</b>	<b>48.9</b>	<b>10.6</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>0.0</b>	<b>8</b>	<b>88.9</b>	<b>14</b>	<b>18</b>	
GLASGOW																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	94	0	0	7.4	69.1	16.0	4.3	2.1	1.1	0.0	0.0	0.0	0.0	0.0	4	81.3	13	106	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	94	0	0	2.1	67.0	24.5	4.3	1.1	0.0	1.1	0.0	0.0	0.0	0.0	3	85.3	11	108	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	103	0	0	9.7	66.0	19.4	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	5	104	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	103	0	0	1.0	74.8	15.5	5.8	1.9	0.0	0.0	1.0	0.0	0.0	0.0	5	85.6	7	104	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	BIRMINGHAM	FLYBE LTD	S	A	156	0	1	30.6	51.6	10.2	2.5	3.2	1.3	0.0	0.0	0.0	0.0	0.6	4	81.6	11	170	
	BIRMINGHAM	FLYBE LTD	S	D	157	0	0	0.0	47.8	39.5	5.1	3.2	3.8	0.6	0.0	0.0	0.0	0.0	8	76.4	15	172	
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
BRISTOL	EASYJET UK LTD	S A	93	0	0	0	2.2	44.1	34.4	7.5	6.5	5.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BRISTOL	EASYJET UK LTD	S D	93	0	0	0	1.1	57.0	31.2	4.3	5.4	1.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
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	0	0.0	22	1
CARDIFF WALES	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	14	22
CARDIFF WALES	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	13	22
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	81.8	11	76
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	84.4	12	76
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S A	48	0	0	0	2.1	20.8	47.9	18.8	4.2	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S D	47	0	0	0	0.0	34.0	31.9	17.0	8.5	6.4	0.0	2.1	0.0	0.0	0.0	20	0.0	0	0
EXETER	FLYBE LTD	S A	17	0	0	0	11.8	47.1	35.3	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	83.3	8	17
EXETER	FLYBE LTD	S D	17	0	0	0	0.0	64.7	29.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	83.3	13	18
JERSEY	EASYJET UK LTD	S A	9	0	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8
JERSEY	EASYJET UK LTD	S D	9	0	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8
GATWICK	BRITISH AIRWAYS PLC	S A	101	0	0	0	32.7	49.5	13.9	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	3	79.8	9	98
GATWICK	BRITISH AIRWAYS PLC	S D	101	0	0	0	0.0	76.2	21.8	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	3	86.9	6	99
GATWICK	EASYJET UK LTD	S A	85	0	0	0	32.9	42.4	15.3	3.5	3.5	2.4	0.0	0.0	0.0	0.0	0.0	4	83.7	11	86
GATWICK	EASYJET UK LTD	S D	85	0	0	0	0.0	61.2	23.5	9.4	4.7	1.2	0.0	0.0	0.0	0.0	0.0	6	79.1	11	86
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C A	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S A	262	0	0	0	20.6	43.9	17.9	8.0	8.8	0.4	0.4	0.0	0.0	0.0	0.0	7	71.3	12	238
HEATHROW	BRITISH AIRWAYS PLC	S D	262	0	0	0	0.0	48.9	33.6	10.7	5.3	1.5	0.0	0.0	0.0	0.0	0.0	7	75.0	11	238
LONDON CITY	BA CITYFLYER LTD	S A	0	170	1	0	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	BA CITYFLYER LTD	S D	0	171	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
LUTON	EASYJET UK LTD	S A	68	0	0	0	13.2	52.9	19.1	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	85.9	6	71
LUTON	EASYJET UK LTD	S D	68	0	0	0	0.0	52.9	29.4	7.4	7.4	2.9	0.0	0.0	0.0	0.0	0.0	9	82.9	11	70
STANSTED	EASYJET UK LTD	S A	80	0	1	9.9	55.6	23.5	7.4	1.2	1.2	0.0	0.0	0.0	0.0	0.0	1.2	5	84.1	8	82
STANSTED	EASYJET UK LTD	S D	80	0	1	1.2	66.7	25.9	1.2	2.5	1.2	0.0	0.0	0.0	0.0	0.0	1.2	4	79.3	11	82
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	81.7	14	60
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	76.7	16	60
MANCHESTER	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
SOUTHAMPTON	FLYBE LTD	S A	106	0	0	0	9.4	74.5	10.4	1.9	0.9	1.9	0.9	0.0	0.0	0.0	0.0	4	88.7	8	133

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHAMPTON	FLYBE LTD	S	D	106	0	0	0.9	73.6	17.0	2.8	2.8	1.9	0.9	0.0	0.0	0.0	0.0	6	89.6	8	133	
	SOUTHEND	LOGANAIR LTD	S	A	49	0	1	0.0	58.0	26.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	2.0	5	0.0	0	0	
	SOUTHEND	LOGANAIR LTD	S	D	49	0	1	0.0	50.0	34.0	8.0	6.0	0.0	0.0	0.0	0.0	0.0	2.0	6	0.0	0	0	
<b>TOTAL GLASGOW</b>					<b>2545</b>	<b>341</b>	<b>7</b>	<b>7.6</b>	<b>48.9</b>	<b>20.9</b>	<b>5.4</b>	<b>3.4</b>	<b>1.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>11.8</b>	<b>0.2</b>	<b>6</b>	<b>68.0</b>	<b>10</b>	<b>2551</b>	
GOA																							
	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	0	3	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	16	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	72	2	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	3	
	GATWICK	TUI AIRWAYS LTD	C	A	6	0	0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3	
	GATWICK	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	18	100.0	3	4	
	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	57.1	22	7	
	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	16.7	73	12	
	MANCHESTER	TUI AIRWAYS LTD	C	A	6	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	12	5	
<b>TOTAL GOA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>27.6</b>	<b>6.9</b>	<b>41.4</b>	<b>13.8</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>52.2</b>	<b>33</b>	<b>46</b>	
GOTEBORG (LANDVETTER)																							
	EDINBURGH	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	55.6	13	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	11.1	55.6	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	44.4	26	9	
	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	69.2	12	13	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	42	0	0	4.8	38.1	42.9	7.1	4.8	0.0	0.0	2.4	0.0	0.0	0.0	11	69.8	12	43	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	42	0	0	0.0	50.0	42.9	2.4	2.4	0.0	0.0	2.4	0.0	0.0	0.0	9	62.8	14	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	17.2	48.3	18.4	9.2	5.7	1.1	0.0	0.0	0.0	0.0	0.0	7	74.1	11	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	0.0	47.1	36.8	8.0	6.9	1.1	0.0	0.0	0.0	0.0	0.0	7	80.2	10	81	
	STANSTED	RYANAIR	S	A	40	0	0	25.0	45.0	20.0	7.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	11	74.4	12	39	
	STANSTED	RYANAIR	S	D	40	0	0	0.0	37.5	35.0	20.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	10	59.0	19	39	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	6	0	0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	9	10	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	52.9	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	92.3	2	13	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

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

		Origin/Destinations: G																		NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								8.4	46.6	29.9	8.6	4.3	1.3	0.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL GOTEBORG (LANDVETTER)		MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	15	0.0	0	0	
GRANADA		GATWICK	EASYJET UK 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	8	100.0	2	9	
		GATWICK	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	12	100.0	2	9	
		MANCHESTER	EASYJET UK 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	2	100.0	3	9	
		MANCHESTER	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	3	88.9	5	9	
TOTAL GRANADA						36	0	0	11.1	47.2	27.8	5.6	5.6	2.8	0.0	0.0	0.0	0.0	6	97.2	3	36	
GRAND CAYMAN		GATWICK	ELITAVIA MALTA 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	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	27.8	5.6	22.2	5.6	5.6	0.0	0.0	5.6	0.0	0.0	111	88.2	7	17
		HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	11.8	47.1	11.8	11.8	5.9	5.9	5.9	0.0	0.0	0.0	37	77.8	12	18
TOTAL GRAND CAYMAN						36	0	0	13.9	22.2	25.0	16.7	8.3	5.6	2.8	2.8	2.8	0.0	0.0	73	82.9	10	35
GRENADA		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	12.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	26	88.9	2	9	
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	28	87.5	11	8	
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	87.5	5	8	
		GATWICK	VIRGIN ATLANTIC AIRWAYS 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	16	66.7	15	9	
TOTAL GRENADA						34	0	1	14.3	22.9	37.1	2.9	11.4	5.7	2.9	0.0	0.0	0.0	2.9	18	82.4	8	34
GRONINGEN		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	86	1	
		STANSTED	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
		SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
		SOUTHEND	STOBART AIR	S	A	45	0	2	31.9	44.7	8.5	4.3	4.3	2.1	0.0	0.0	0.0	4.3	6	87.5	10	71	
		SOUTHEND	STOBART AIR	S	D	45	0	2	0.0	66.0	19.1	4.3	2.1	4.3	0.0	0.0	0.0	4.3	6	90.3	6	70	
TOTAL GRONINGEN						90	0	4	16.0	55.3	13.8	4.3	3.2	3.2	0.0	0.0	0.0	0.0	4.3	6	86.6	9	144
GUANGZHOU BAIYUN INTERNATIONAL		HEATHROW	CHINA SOUTHERN	S	A	32	0	0	25.0	21.9	12.5	15.6	15.6	9.4	0.0	0.0	0.0	0.0	19	82.9	12	35	
		HEATHROW	CHINA SOUTHERN	S	D	32	0	0	21.9	59.4	15.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1	91.4	7	35	
TOTAL GUANGZHOU BAIYUN INTERNATIONAL						64	0	0	23.4	40.6	14.1	9.4	7.8	4.7	0.0	0.0	0.0	0.0	10	87.1	10	70	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GUERNSEY	BIRMINGHAM	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
	BIRMINGHAM	BLUE ISLANDS LIMITED	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	100.0	8	1	
	BIRMINGHAM	FLYBE LTD	S	A	21	0	0	4.8	33.3	38.1	14.3	0.0	4.8	0.0	4.8	0.0	0.0	36	57.7	37	24		
	BIRMINGHAM	FLYBE LTD	S	D	20	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	65.2	24	21		
	BOURNEMOUTH	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	BOURNEMOUTH	AURIGNY AIR SERVICES	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	AURIGNY AIR SERVICES	S	A	17	0	0	17.6	47.1	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BRISTOL	AURIGNY AIR SERVICES	S	D	17	0	0	5.9	52.9	23.5	11.8	0.0	5.9	0.0	0.0	0.0	0.0	7	0.0	0	0		
	BRISTOL	FLYBE LTD	S	A	13	0	0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	BRISTOL	FLYBE LTD	S	D	21	0	0	14.3	47.6	33.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	17	0	0	23.5	64.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	3	15		
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	16	0	1	5.9	64.7	23.5	0.0	0.0	0.0	0.0	0.0	0.0	5.9	1	70.6	5	15		
	EXETER	FLYBE LTD	S	A	23	0	0	30.4	43.5	13.0	4.3	4.3	0.0	4.3	0.0	0.0	0.0	8	56.0	52	25		
	EXETER	FLYBE LTD	S	D	26	0	0	0.0	57.7	34.6	3.8	0.0	3.8	0.0	0.0	0.0	0.0	5	76.0	15	25		
	JERSEY	AURIGNY AIR SERVICES	S	A	42	0	0	0.0	50.0	40.5	2.4	7.1	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	JERSEY	AURIGNY AIR SERVICES	S	D	42	0	0	0.0	45.2	45.2	0.0	9.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	JERSEY	BLUE ISLANDS LIMITED	S	A	134	0	0	6.7	42.5	40.3	7.5	2.2	0.7	0.0	0.0	0.0	0.0	6	65.7	17	130		
	JERSEY	BLUE ISLANDS LIMITED	S	D	130	0	0	1.5	53.1	37.7	3.1	0.8	3.1	0.0	0.8	0.0	0.0	7	78.5	11	126		
	JERSEY	FLYBE LTD	S	A	51	0	0	11.8	54.9	13.7	11.8	5.9	0.0	2.0	0.0	0.0	0.0	8	65.4	26	49		
	JERSEY	FLYBE LTD	S	D	30	0	1	6.5	54.8	25.8	3.2	6.5	0.0	0.0	0.0	0.0	3.2	6	0.0	0	0		
	GATWICK	AURIGNY AIR SERVICES	S	A	175	0	1	11.9	58.0	21.6	1.7	2.3	2.3	1.1	0.6	0.0	0.6	8	77.6	11	166		
	GATWICK	AURIGNY AIR SERVICES	S	D	175	0	1	3.4	67.6	18.8	3.4	1.7	2.3	1.7	0.6	0.0	0.6	8	74.1	15	165		
	HEATHROW	FLYBE LTD	S	A	30	0	0	6.7	50.0	26.7	6.7	3.3	6.7	0.0	0.0	0.0	0.0	10	0.0	0	0		
	HEATHROW	FLYBE LTD	S	D	30	0	0	0.0	70.0	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	STANSTED	AURIGNY AIR SERVICES	S	A	17	0	0	11.8	58.8	17.6	0.0	5.9	0.0	5.9	0.0	0.0	0.0	11	78.9	12	18		
	STANSTED	AURIGNY AIR SERVICES	S	D	17	0	0	0.0	52.9	35.3	0.0	5.9	0.0	5.9	0.0	0.0	0.0	14	68.4	16	18		
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	0	21.7	58.3	18.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1	86.7	11	58		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AURIGNY AIR SERVICES	S	D	59	0	1	3.3	45.0	38.3	8.3	3.3	0.0	0.0	0.0	0.0	0.0	1.7	4	81.7	12	57	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	55	0	1	7.1	57.1	19.6	3.6	8.9	0.0	1.8	0.0	0.0	0.0	1.8	9	100.0	0	1	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	54	0	1	0.0	27.3	50.9	7.3	10.9	0.0	1.8	0.0	0.0	0.0	1.8	12	100.0	0	1	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
	SOUTHAMPTON	FLYBE LTD	S	A	102	0	1	7.8	54.4	22.3	3.9	5.8	1.9	1.9	1.0	0.0	0.0	1.0	11	81.7	14	100	
	SOUTHAMPTON	FLYBE LTD	S	D	106	0	1	0.0	37.4	42.1	10.3	5.6	1.9	0.9	0.9	0.0	0.0	0.9	11	82.9	12	101	
	SOUTHEND	BLUE ISLANDS LIMITED	S	A	21	0	1	13.6	68.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0		
	SOUTHEND	BLUE ISLANDS LIMITED	S	D	21	0	1	4.5	77.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1	0.0	0	0		
<b>TOTAL GUERNSEY</b>					<b>1546</b>	<b>0</b>	<b>11</b>	<b>6.7</b>	<b>52.5</b>	<b>29.0</b>	<b>4.7</b>	<b>3.5</b>	<b>1.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>71.6</b>	<b>15</b>	<b>1118</b>	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
HAHN																							
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	21	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	13	22	
<b>TOTAL HAHN</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>80.4</b>	<b>9</b>	<b>44</b>	
HALIFAX INT																							
	EDINBURGH	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	
	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	58.8	15	17	
	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	94.1	5	17	
	STANSTED	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	40	0.0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>40</b>	<b>76.5</b>	<b>10</b>	<b>34</b>	
HALMSTAD																							
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL HALMSTAD</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
HAMBURG																							
	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	52.2	26	23	
	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	60.9	24	23	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.8	13	16	
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	12	16	
	EDINBURGH	RYANAIR	S	A	18	0	0	22.2	27.8	11.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	88.2	2	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	61.1	16.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	94.1	2	17	
	GATWICK	EASYJET UK LTD	S	A	43	0	0	7.0	32.6	37.2	14.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	8	77.1	11	48	
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	30.2	60.5	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	2	29.7	40.7	15.2	5.5	4.1	2.8	0.7	0.0	0.0	0.0	1.4	7	79.5	12	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	1	0.0	49.0	35.9	6.2	4.8	3.4	0.0	0.0	0.0	0.0	0.7	9	82.2	10	146	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	81	0	0	29.6	49.4	14.8	3.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	68.3	17	82	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	81	0	0	0.0	53.1	38.3	6.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0	5	61.0	21	82	
	STANSTED	RYANAIR	S	A	32	0	0	18.8	53.1	12.5	0.0	6.3	9.4	0.0	0.0	0.0	0.0	0.0	10	73.7	18	38	
	STANSTED	RYANAIR	S	D	32	0	0	0.0	59.4	21.9	3.1	6.3	9.4	0.0	0.0	0.0	0.0	0.0	12	71.1	15	38	



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

		Origin/Destinations: H																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	17.6	35.3	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	7	45
	MANCHESTER	EASYJET 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	0.0	1	91.1	3	45
	MANCHESTER	RYANAIR	S	A	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	95.2	3	21
	MANCHESTER	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	1	100.0	1	21
<b>TOTAL HAMBURG</b>					<b>723</b>	<b>0</b>	<b>3</b>	<b>11.7</b>	<b>45.6</b>	<b>29.6</b>	<b>6.3</b>	<b>3.6</b>	<b>2.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>73.9</b>	<b>12</b>	<b>872</b>
HANOI																						
	HEATHROW	VIETNAM AIRLINES	S	A	15	0	0	26.7	33.3	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	82.4	9	17
	HEATHROW	VIETNAM AIRLINES	S	D	15	0	0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	17
<b>TOTAL HANOI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>46.7</b>	<b>26.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.2</b>	<b>6</b>	<b>34</b>
HANOVER																						
	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	72.7	19	22
	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	59.1	24	22
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	21.3	40.4	21.3	12.8	2.1	0.0	2.1	0.0	0.0	0.0	0.0	7	88.0	7	83
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	36.2	48.9	12.8	0.0	0.0	0.0	2.1	0.0	0.0	0.0	9	78.3	10	83
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	4	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	0.0	0	80.8	9	26
	MANCHESTER	FLYBE LTD	S	A	21	0	0	9.5	47.6	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	78.3	8	23
	MANCHESTER	FLYBE LTD	S	D	21	0	0	0.0	23.8	61.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	12	23
<b>TOTAL HANOVER</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>37.4</b>	<b>39.6</b>	<b>10.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.8</b>	<b>10</b>	<b>308</b>
HAUGESUND																						
	ABERDEEN	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ABERDEEN	LOGANAIR LTD	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 HAUGESUND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HAVANA																						
	GATWICK	CUBANA	C	D	0	0	0	0.0	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
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22.2	22.2	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	33	66.7	11	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	12.5	37.5	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	41	44.4	25	9
<b>TOTAL HAVANA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>35.3</b>	<b>0.0</b>	<b>17.6</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>36</b>	<b>52.6</b>	<b>20</b>	<b>19</b>
HAWARDEN																						
	BRISTOL	LOGANAIR LTD	C	A	23	0	0	4.3	69.6	21.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BRISTOL	LOGANAIR LTD	C	D	23	0	0	26.1	39.1	26.1	4.3	4.3	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 NOVEMBER 2019

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	17	0.0	0	0	
	BRISTOL	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	15	0.0	0	0	
<b>TOTAL HAWARDEN</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>52.1</b>	<b>25.0</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW																							
	ABERDEEN	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	10	1	
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	205	0	0	14.1	51.2	20.0	10.7	2.9	1.0	0.0	0.0	0.0	0.0	0.0	5	83.1	8	192	
	ABERDEEN	BRITISH AIRWAYS PLC	S	D	204	0	0	0.0	61.8	21.6	8.8	6.4	1.0	0.0	0.5	0.0	0.0	0.0	8	80.4	8	192	
	ABERDEEN	FLYBE LTD	S	A	79	0	1	25.0	50.0	15.0	2.5	3.8	2.5	0.0	0.0	0.0	0.0	1.3	5	80.5	13	82	
	ABERDEEN	FLYBE LTD	S	D	79	0	1	0.0	50.0	35.0	3.8	5.0	5.0	0.0	0.0	0.0	0.0	1.3	8	68.3	12	82	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	89	0	1	21.1	32.2	27.8	10.0	5.6	2.2	0.0	0.0	0.0	0.0	1.1	8	73.0	12	88	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	89	0	1	2.2	52.2	27.8	5.6	10.0	1.1	0.0	0.0	0.0	0.0	1.1	8	77.8	10	89	
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	114	0	0	14.0	46.5	25.4	6.1	6.1	1.8	0.0	0.0	0.0	0.0	0.0	7	87.1	7	115	
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	114	0	1	1.7	53.9	23.5	13.0	5.2	0.9	0.9	0.0	0.0	0.0	0.9	8	84.5	8	115	
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	292	0	1	11.9	51.5	22.5	8.9	3.8	0.7	0.0	0.3	0.0	0.0	0.3	6	81.0	9	272	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	291	0	1	4.5	62.3	20.9	4.5	5.5	1.7	0.0	0.3	0.0	0.0	0.3	7	79.6	9	272	
	EDINBURGH	FLYBE LTD	S	A	175	0	0	23.4	55.4	14.3	3.4	2.3	1.1	0.0	0.0	0.0	0.0	0.0	3	81.9	13	116	
	EDINBURGH	FLYBE LTD	S	D	175	0	0	0.0	44.6	41.1	8.0	4.6	1.7	0.0	0.0	0.0	0.0	0.0	7	78.4	13	116	
	EDINBURGH	UNITED 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	10	0.0	0	0	
	EXETER	FLYBE LTD	S	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	49	0.0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	262	0	0	10.3	48.9	24.8	8.8	6.9	0.4	0.0	0.0	0.0	0.0	0.0	7	78.8	9	238	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	262	0	0	1.1	64.1	16.0	8.0	9.9	0.4	0.4	0.0	0.0	0.0	0.0	8	79.7	9	239	
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	43	0	0	0.0	34.9	41.9	14.0	4.7	4.7	0.0	0.0	0.0	0.0	0.0	12	72.7	12	42	
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	43	0	0	4.7	37.2	34.9	11.6	4.7	4.7	2.3	0.0	0.0	0.0	0.0	13	70.5	11	42	
	GATWICK	BRITISH AIRWAYS PLC	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
	GATWICK	CHARTRIGHT AIR INC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										NOV 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								
MANCHESTER	BRITISH AIRWAYS PLC	S	A	194	0	0	0	14.9	40.2	34.0	6.2	3.6	1.0	0.0	0.0	0.0	0.0	0.0	6	79.4	8	207																
MANCHESTER	BRITISH AIRWAYS PLC	S	D	194	0	0	0	2.1	57.7	22.7	10.3	6.7	0.5	0.0	0.0	0.0	0.0	0.0	7	77.4	11	207																
MANCHESTER	IBERIA	S	D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0																
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	140	0	0	0	6.4	47.1	31.4	5.0	8.6	1.4	0.0	0.0	0.0	0.0	0.0	7	73.9	11	142																
NEWCASTLE	BRITISH AIRWAYS PLC	S	D	140	0	0	0	0.0	27.9	50.0	10.0	9.3	2.9	0.0	0.0	0.0	0.0	0.0	11	71.6	13	141																
<b>TOTAL HEATHROW</b>				<b>3187</b>	<b>1</b>	<b>10</b>	<b>7.8</b>	<b>51.0</b>	<b>25.6</b>	<b>7.8</b>	<b>5.8</b>	<b>1.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>78.9</b>	<b>10</b>	<b>2993</b>																	
HELSINKI	EDINBURGH	FINNAIR	S	A	21	0	1	22.7	50.0	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5	2	100.0	0	11																
HELSINKI	EDINBURGH	FINNAIR	S	D	20	0	2	4.5	59.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	1	100.0	2	11																
HELSINKI	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	60	0	0	16.7	40.0	36.7	3.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	5	80.0	12	60																
HELSINKI	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	60	0	0	0.0	50.0	38.3	3.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	6	68.3	30	60																
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	40.0	10.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	85.7	8	56																
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	50.0	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	78.6	11	56																
HELSINKI	HEATHROW	FINNAIR	S	A	179	0	0	11.7	40.8	35.2	8.4	1.7	1.7	0.6	0.0	0.0	0.0	0.0	7	78.7	11	150																
HELSINKI	HEATHROW	FINNAIR	S	D	180	0	0	1.1	46.1	38.3	7.2	3.9	2.8	0.6	0.0	0.0	0.0	0.0	8	70.7	14	150																
HELSINKI	MANCHESTER	FINNAIR	S	A	58	0	2	1.7	31.7	55.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	4	96.7	3	60																
HELSINKI	MANCHESTER	FINNAIR	S	D	58	0	2	0.0	48.3	43.3	1.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	4	91.7	5	60																
<b>TOTAL HELSINKI</b>				<b>696</b>	<b>0</b>	<b>7</b>	<b>7.3</b>	<b>43.5</b>	<b>37.6</b>	<b>6.1</b>	<b>2.6</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>80.1</b>	<b>12</b>	<b>674</b>																	
HERAKLION	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
HERAKLION	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
HERAKLION	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	0	100.0	4	3																
HERAKLION	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2																
HERAKLION	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
HERAKLION	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
HERAKLION	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	120	0.0	0	0																
HERAKLION	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
HERAKLION	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
HERAKLION	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
HERAKLION	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	50.0	23	4																
HERAKLION	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	AEGEAN AIRLINES	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	4
	GATWICK	AEGEAN AIRLINES	C	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	28	0.0	38	4
	GATWICK	EASYJET UK LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	3
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	3
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	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	18	100.0	13	1
	STANSTED	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	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	AEGEAN AIRLINES	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	22	25.0	44	4
	MANCHESTER	AEGEAN AIRLINES	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	25.0	35	4
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3
	MANCHESTER	EASYJET UK 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	100.0	0	3
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL HERAKLION</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>37.3</b>	<b>22.4</b>	<b>13.4</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>0.0</b>	<b>9</b>	<b>68.5</b>	<b>13</b>	<b>51</b>
HO CHI MINH CITY																						
	HEATHROW	VIETNAM AIRLINES	S	A	11	0	0	81.8	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	40	12
	HEATHROW	VIETNAM AIRLINES	S	D	11	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	14	12
<b>TOTAL HO CHI MINH CITY</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>45.5</b>	<b>40.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>27</b>	<b>24</b>
HOLGUIN (FRANK PAIS)																						
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	34	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	4
	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	25.0	83	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	48	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>23.5</b>	<b>61</b>	<b>16</b>
HONG KONG (CHEK LAP KOK)																						
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	26	0	0	23.1	26.9	19.2	11.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	27

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 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	CATHAY PACIFIC AIRWAYS	S	D	26	0	0	0.0	57.7	38.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	13	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	0.0	42.1	47.4	7.0	1.8	0.0	0.0	1.8	0.0	0.0	20	91.7	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	12.3	52.6	22.8	8.8	1.8	0.0	1.8	0.0	0.0	35	65.0	15	60	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	140	0	0	11.4	34.3	31.4	15.7	7.1	0.0	0.0	0.0	0.0	0.0	8	69.8	13	139	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	140	0	0	0.0	38.6	45.7	12.1	1.4	2.1	0.0	0.0	0.0	0.0	8	83.5	9	139	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	1	0.0	55.2	34.5	6.9	0.0	0.0	0.0	0.0	0.0	3.4	4	96.7	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	58.6	34.5	3.4	3.4	0.0	0.0	0.0	0.0	0.0	3	80.0	13	30	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	29	0	0	13.8	27.6	37.9	17.2	3.4	0.0	0.0	0.0	0.0	0.0	7	82.1	7	28	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	29	0	0	3.4	82.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.4	2	28	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>561</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>39.1</b>	<b>38.3</b>	<b>11.9</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>80.6</b>	<b>9</b>	<b>568</b>
HOUSTON																						
	EDINBURGH	UNITED AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	2	13.7	33.3	33.3	3.9	9.8	2.0	0.0	0.0	0.0	3.9	11	76.0	19	49	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	2	0.0	15.7	58.8	13.7	3.9	2.0	2.0	0.0	0.0	3.9	12	76.5	20	50	
	HEATHROW	UNITED AIRLINES	S	A	53	0	1	53.7	25.9	7.4	9.3	1.9	0.0	0.0	0.0	0.0	1.9	3	78.2	14	55	
	HEATHROW	UNITED AIRLINES	S	D	53	0	1	0.0	64.8	27.8	3.7	1.9	0.0	0.0	0.0	0.0	1.9	2	83.6	9	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	88	0.0	0	0	
	MANCHESTER	SINGAPORE AIRLINES	S	A	21	0	0	42.9	47.6	0.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	5	90.5	5	21	
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	4.5	59.1	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	10	21	
<b>TOTAL HOUSTON</b>					<b>249</b>	<b>0</b>	<b>6</b>	<b>18.0</b>	<b>38.0</b>	<b>29.0</b>	<b>7.1</b>	<b>3.5</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>80.3</b>	<b>14</b>	<b>252</b>
HUMBERSIDE																						
	ABERDEEN	FLYBE LTD	S	A	40	0	18	44.8	6.9	3.4	1.7	1.7	5.2	1.7	3.4	0.0	0.0	31.0	23	71.2	12	61
	ABERDEEN	FLYBE LTD	S	D	48	0	8	1.8	32.1	23.2	3.6	8.9	12.5	1.8	1.8	0.0	0.0	14.3	28	80.3	10	64
	NEWCASTLE	EASTERN AIRWAYS	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	26	100.0	4	1	
	NEWCASTLE	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	19	0.0	0	0	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DURHAM TEES VALLEY	FLYBE LTD	S	A	6	0	0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
	DURHAM TEES VALLEY	FLYBE LTD	S	D	6	0	0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4	
<b>TOTAL HUMBERSIDE</b>					<b>106</b>	<b>0</b>	<b>26</b>	<b>23.5</b>	<b>21.2</b>	<b>13.6</b>	<b>4.5</b>	<b>6.1</b>	<b>7.6</b>	<b>1.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19.7</b>	<b>23</b>	<b>77.3</b>	<b>10</b>	<b>134</b>	
HURGHADA																							
	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	94.4	1	18		
	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	66.7	11	18		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	12	0	0	8.3	25.0	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	10	80.0	15	10		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	BRISTOL	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	5	0.0	0	0		
	BRISTOL	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	0.0	0	0		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	DONCASTER SHEFFIELD	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		
	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	71.4	9	7		
	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	100.0	4	8		
	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	50.0	24	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	100.0	6	4		
	GATWICK	EASYJET UK 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	1	58.3	40	12		
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	14	46.2	50	13		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	10	26		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.0	18	25		
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	7.7	38.5	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	15	84.6	9	13		
	GATWICK	TUI AIRWAYS 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	21	69.2	10	13		
	STANSTED	EASYJET UK LTD	S	A	9	0	0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	7	100.0	1	8		
	STANSTED	EASYJET UK 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	20	100.0	4	9		
	STANSTED	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	24	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	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	78.1	11	32		
	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	87.9	10	33		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	S	A	13	0	0	46.2	15.4	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	83.3	13	12
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	10	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	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	75.0	11	4
<b>TOTAL HURGHADA</b>					<b>167</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>24.6</b>	<b>39.5</b>	<b>10.8</b>	<b>4.8</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>10</b>	<b>70.7</b>	<b>13</b>	<b>295</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	16.7	30.0	26.7	6.7	10.0	3.3	0.0	3.3	3.3	0.0	0.0	31	83.3	14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	3.3	43.3	30.0	13.3	10.0	0.0	0.0	0.0	0.0	0.0	24	60.0	16	30
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>35.0</b>	<b>18.3</b>	<b>11.7</b>	<b>6.7</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.7</b>	<b>15</b>	<b>60</b>

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	8	0	0	37.5	12.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	88.9	22	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	62.5	12.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	122	88.9	25	9
	LUTON	BLUE AIR TRANSPORT AERIAN	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	3	84.6	12	13
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	14	13
	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	58.3	22	12
	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	66.7	24	12
	LUTON	WIZZ AIR	S	A	30	0	0	16.7	50.0	26.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	93.3	2	30
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	40.0	53.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	80.0	9	30
	LUTON	WIZZ AIR UK LTD	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	133	50.0	61	2
	LUTON	WIZZ AIR 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	115	0.0	0	0
<b>TOTAL IASI</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>39.0</b>	<b>35.2</b>	<b>4.8</b>	<b>2.9</b>	<b>4.8</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.8</b>	<b>13</b>	<b>130</b>
IBIZA	BIRMINGHAM	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BRISTOL	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BRISTOL	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2
	LEEDS BRADFORD	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
	GATWICK	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	100.0	7	2
	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	100.0	6	2
	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	100.0	0.0	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	100.0	0.0	0.0	0	0.0	0	0
	LUTON	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
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	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
	STANSTED	EASYJET UK LTD	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0



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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
STANSTED	JET2.COM LTD	S A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM LTD	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	RYANAIR	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
STANSTED	RYANAIR	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	JET2.COM LTD	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	0.0	0.0	29	100.0	0	1		
MANCHESTER	JET2.COM LTD	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	1		
NEWCASTLE	JET2.COM LTD	S A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2		
NEWCASTLE	JET2.COM LTD	S D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2		
SOUTHEND	EASYJET UK LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL IBIZA</b>					<b>54</b>	<b>52</b>	<b>0</b>	<b>11.3</b>	<b>23.6</b>	<b>11.3</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>49.1</b>	<b>0.0</b>	<b>4</b>	<b>26.4</b>	<b>2</b>	<b>20</b>	
ILHA DO SAL C.VERDE																							
BIRMINGHAM	TUI AIRWAYS LTD	S A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	14	9		
BIRMINGHAM	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	16	9		
BRISTOL	TUI AIRWAYS LTD	S A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
BRISTOL	TUI AIRWAYS 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	0.0	7	0.0	0	0		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	4		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4		
GATWICK	TUI AIRWAYS LTD	S A	13	0	0	0.0	46.2	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	76.5	10	17		
GATWICK	TUI AIRWAYS LTD	S D	12	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.2	7	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	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	0.0	0.0	0	75.0	9	4		
MANCHESTER	TUI AIRWAYS LTD	S A	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	0.0	13	73.3	45	14		
MANCHESTER	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	0.0	10	84.6	31	13		
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.3</b>	<b>20.9</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>9</b>	<b>69.8</b>	<b>20</b>	<b>95</b>		
INNSBRUCK																							
GATWICK	EASYJET UK LTD	S A	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	0.0	1	100.0	0	9		
GATWICK	EASYJET UK LTD	S D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9		
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	12	25		
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	84.0	13	25		
<b>TOTAL INNSBRUCK</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>45.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.2</b>	<b>10</b>	<b>68</b>		
INVERNESS																							
ABERDEEN	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	0	0		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
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	0.0	61	1		
ABERDEEN	LOGANAIR LTD	S A	0	0	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	16	0	1	17.6	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	3	72.2	22	17		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	17	0	0	0.0	58.8	29.4	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	19	18		
BIRMINGHAM	FLYBE LTD	S A	17	0	1	44.4	27.8	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	7	76.7	16	29		
BIRMINGHAM	FLYBE LTD	S D	18	0	0	0.0	61.1	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	17	30		
BRISTOL	EASYJET UK LTD	S A	18	0	0	5.6	33.3	38.9	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	18	0	0	0.0	33.3	50.0	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S A	14	0	0	50.0	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S D	15	0	0	0.0	46.7	40.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
GLASGOW	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
GATWICK	EASYJET UK LTD	S A	71	0	0	12.7	60.6	16.9	7.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	70		
GATWICK	EASYJET UK LTD	S D	71	0	0	0.0	57.7	29.6	9.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	10	70		
HEATHROW	BRITISH AIRWAYS PLC	S A	55	0	2	17.5	36.8	19.3	15.8	1.8	5.3	0.0	0.0	0.0	0.0	0.0	3.5	9	55.6	17	26		
HEATHROW	BRITISH AIRWAYS PLC	S D	57	0	0	0.0	52.6	33.3	10.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.4	11	27		
LUTON	EASYJET UK LTD	S A	29	0	0	6.9	41.4	24.1	10.3	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	22	29		
LUTON	EASYJET UK LTD	S D	30	0	0	0.0	40.0	36.7	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	23	30		
MANCHESTER	LOGANAIR LTD	S A	71	0	1	19.4	59.7	12.5	4.2	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.4	3	92.2	4	64		
MANCHESTER	LOGANAIR LTD	S D	71	0	1	0.0	41.7	40.3	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.4	6	92.1	4	63		
<b>TOTAL INVERNESS</b>			<b>589</b>	<b>0</b>	<b>7</b>	<b>9.1</b>	<b>48.8</b>	<b>26.5</b>	<b>8.7</b>	<b>4.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>73.1</b>	<b>12</b>	<b>475</b>		
IRELAND WEST(KNOCK)																							
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	0.0	0	100.0	5	1		
BIRMINGHAM	FLYBE LTD	S A	17	0	1	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0	83.3	14	18		
BIRMINGHAM	FLYBE LTD	S D	17	0	0	0.0	17.6	76.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	25	18		
BRISTOL	RYANAIR	S A	13	0	0	30.8	23.1	15.4	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
BRISTOL	RYANAIR	S D	13	0	0	0.0	38.5	23.1	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	11.1	33.3	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.5	7	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	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	0.0	7	94.1	5	17		
EDINBURGH	FLYBE LTD	S A	13	0	0	15.4	69.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	10	13		
EDINBURGH	FLYBE LTD	S D	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	10	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	25	0	0	28.0	64.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	7	92.3	3	26		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	25	0	0	0.0	60.0	32.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	26		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AER LINGUS	S	A	30	0	0	16.7	53.3	16.7	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	8	76.7	11	30	
	GATWICK	AER LINGUS	S	D	30	0	0	0.0	66.7	20.0	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	8	80.0	15	30	
	LUTON	RYANAIR	S	A	27	0	0	29.6	44.4	14.8	7.4	0.0	0.0	0.0	0.0	3.7	0.0	0.0	19	84.6	8	26	
	LUTON	RYANAIR	S	D	26	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	88.5	11	26	
	STANSTED	RYANAIR	S	A	43	0	0	20.9	55.8	16.3	2.3	2.3	0.0	0.0	2.3	0.0	0.0	0.0	9	88.4	7	43	
	STANSTED	RYANAIR	S	D	43	0	0	0.0	51.2	41.9	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	3	93.0	5	43	
	MANCHESTER	FLYBE LTD	S	A	21	0	0	19.0	52.4	19.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	6	21	
	MANCHESTER	FLYBE LTD	S	D	21	0	0	0.0	23.8	71.4	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	22	
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>413</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>49.5</b>	<b>29.2</b>	<b>4.3</b>	<b>3.1</b>	<b>0.5</b>	<b>1.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>80.6</b>	<b>8</b>	<b>390</b>	
ISLAMABAD INTERNATIONAL AIRPORT																							
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	0	0	47.1	35.3	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	17	0	0	0.0	47.1	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	61.5	23.1	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	92	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	7.7	69.2	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	22	0.0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	22	0	0	0.0	22.7	36.4	27.3	9.1	0.0	0.0	0.0	4.5	0.0	0.0	34	81.0	11	21	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	20	0	0	0.0	5.0	60.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	14	42.9	23	21	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	30	0	0	3.3	36.7	43.3	6.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	15	80.0	24	30	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	30	0	0	0.0	6.7	50.0	16.7	20.0	3.3	0.0	3.3	0.0	0.0	0.0	24	66.7	34	30	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>22.8</b>	<b>39.5</b>	<b>13.0</b>	<b>9.9</b>	<b>1.2</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.6</b>	<b>24</b>	<b>102</b>	
ISLAY																							
	GLASGOW	LOGANAIR LTD	S	A	51	0	0	13.7	49.0	21.6	3.9	7.8	2.0	2.0	0.0	0.0	0.0	0.0	8	78.8	9	52	
	GLASGOW	LOGANAIR LTD	S	D	51	0	0	0.0	37.3	43.1	11.8	3.9	2.0	2.0	0.0	0.0	0.0	0.0	11	76.9	10	52	
<b>TOTAL ISLAY</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>43.1</b>	<b>32.4</b>	<b>7.8</b>	<b>5.9</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>10</b>	<b>77.9</b>	<b>10</b>	<b>104</b>	
ISLE OF MAN																							
	BELFAST INTERNATIONAL	EASYJET UK 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	88.9	5	9	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	9	
	BIRMINGHAM	FLYBE LTD	S	A	33	0	0	3.0	42.4	39.4	6.1	0.0	0.0	3.0	6.1	0.0	0.0	0.0	21	76.7	13	29	
	BIRMINGHAM	FLYBE LTD	S	D	32	0	1	0.0	21.2	66.7	3.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	15	50.0	29	29	
	BRISTOL	EASYJET UK LTD	S	A	9	0	1	0.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	1	0.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	15	0	2	5.9	52.9	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11.8	6	88.9	5	9	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	15	0	2	0.0	41.2	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	11.8	9	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	47	0	0	48.9	36.2	10.6	2.1	2.1	0.0	0.0	0.0	0.0	0.0	2	98.0	7	50		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	47	0	0	0.0	76.6	19.1	2.1	2.1	0.0	0.0	0.0	0.0	0.0	3	96.0	2	50		
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	77	0	1	3.8	53.8	30.8	6.4	2.6	1.3	0.0	0.0	0.0	0.0	1.3	5	76.9	17	105	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	77	0	0	0.0	54.5	41.6	0.0	2.6	0.0	1.3	0.0	0.0	0.0	3	81.1	16	105		
	GATWICK	EASYJET UK LTD	S	A	55	0	0	20.0	43.6	21.8	9.1	3.6	1.8	0.0	0.0	0.0	0.0	6	75.4	15	56		
	GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	43.6	32.7	14.5	7.3	1.8	0.0	0.0	0.0	0.0	8	86.0	7	56		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	72	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	72	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.7	5.3	0	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1		
	MANCHESTER	FLYBE LTD	S	A	114	0	1	8.7	55.7	22.6	7.0	2.6	1.7	0.0	0.9	0.0	0.0	0.9	7	73.9	14	132	
	MANCHESTER	FLYBE LTD	S	D	115	0	0	0.0	40.0	42.6	7.8	4.3	5.2	0.0	0.0	0.0	0.0	10	69.6	16	133		
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
<b>TOTAL ISLE OF MAN</b>					<b>718</b>	<b>144</b>	<b>16</b>	<b>6.3</b>	<b>40.5</b>	<b>25.3</b>	<b>5.1</b>	<b>2.5</b>	<b>1.4</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>16.4</b>	<b>1.8</b>	<b>7</b>	<b>64.4</b>	<b>13</b>	<b>783</b>	
ISTANBUL	BIRMINGHAM	THY TURKISH AIRLINES	S	A	43	0	0	65.1	27.9	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	43	0	0	0.0	55.8	32.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	EDINBURGH	THY TURKISH AIRLINES	S	A	27	0	0	59.3	37.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	THY TURKISH AIRLINES	S	D	27	0	0	7.4	63.0	22.2	3.7	3.7	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	GATWICK	THY TURKISH AIRLINES	S	A	60	0	0	65.0	15.0	15.0	0.0	3.3	0.0	1.7	0.0	0.0	0.0	5	0.0	0	0		
	GATWICK	THY TURKISH AIRLINES	S	D	60	0	0	0.0	38.3	41.7	13.3	1.7	3.3	1.7	0.0	0.0	0.0	11	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	30.8	25.0	25.0	5.8	7.7	5.8	0.0	0.0	0.0	0.0	12	73.2	13	56		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	13.5	59.6	11.5	13.5	1.9	0.0	0.0	0.0	0.0	13	75.0	12	56		
	HEATHROW	THY TURKISH AIRLINES	S	A	159	0	0	39.0	32.7	17.6	2.5	5.0	2.5	0.6	0.0	0.0	0.0	7	84.3	8	159		
	HEATHROW	THY TURKISH AIRLINES	S	D	159	0	0	4.4	39.6	40.9	6.3	5.0	2.5	1.3	0.0	0.0	0.0	9	81.8	10	159		
	STANSTED	ATLASJET INTERNATIONAL	S	A	26	0	1	66.7	22.2	7.4	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0	0.0	0	0		
	STANSTED	ATLASJET INTERNATIONAL	S	D	25	0	2	0.0	44.4	33.3	7.4	7.4	0.0	0.0	0.0	0.0	7.4	7	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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	Avg Delay (mins)	Mat
												15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	More than 150 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
		MANCHESTER	THY TURKISH AIRLINES	S	A	61	0	0	41.0	31.1	14.8	9.8	3.3	0.0	0.0	0.0	0.0	0.0	4	93.3	3	60						
		MANCHESTER	THY TURKISH AIRLINES	S	D	60	0	0	3.3	33.3	41.7	11.7	8.3	1.7	0.0	0.0	0.0	0.0	9	68.3	11	60						
<b>TOTAL ISTANBUL</b>						<b>854</b>	<b>0</b>	<b>3</b>	<b>25.1</b>	<b>33.5</b>	<b>27.9</b>	<b>6.2</b>	<b>4.7</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>80.6</b>	<b>9</b>	<b>550</b>						
ISTANBUL (SABIHA GOKCEN)																												
		GATWICK	THY TURKISH AIRLINES	S	A	22	0	0	54.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	2	86.4	6	22						
		GATWICK	THY TURKISH AIRLINES	S	D	22	0	0	0.0	45.5	45.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	5	86.4	5	22						
		STANSTED	PEGASUS AIRLINES	S	A	119	0	0	22.7	50.4	18.5	4.2	3.4	0.8	0.0	0.0	0.0	0.0	4	87.0	7	92						
		STANSTED	PEGASUS AIRLINES	S	D	118	0	0	2.5	44.1	39.8	8.5	5.1	0.0	0.0	0.0	0.0	0.0	6	73.1	12	92						
		MANCHESTER	PEGASUS AIRLINES	S	A	30	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
		MANCHESTER	PEGASUS AIRLINES	S	D	30	0	0	0.0	16.7	53.3	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>341</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>43.4</b>	<b>32.0</b>	<b>7.0</b>	<b>4.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.2</b>	<b>8</b>	<b>228</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	90.5	7	42						
		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	83.3	12	42						
		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	90.5	10	21						
		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	76.2	16	21						
		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	81.7	9	60						
		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	76.7	13	60						
		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	1	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	90.0	4	30						
		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	73.3	10	30						
<b>TOTAL ISTANBUL ATATURK</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>1</b>	<b>82.4</b>	<b>10</b>	<b>306</b>						
IVALO																												
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		BELFAST INTERNATIONAL	TITAN AIRWAYS 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						
		BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1						
		BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2						
		BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1						

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BOURNEMOUTH	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	26	1	
	EXETER	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	8	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	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	42	1	
	LIVERPOOL (JOHN LENNON)	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1	
	GATWICK	EASYJET UK LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	3	
	GATWICK	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL IVALO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>60.0</b>	<b>15</b>	<b>14</b>	
IZMIR (ADNAN MENDERES)																							
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	100.0	2	1	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	10	0	0	10.0	20.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	76.9	6	13	
	STANSTED	PEGASUS AIRLINES	S	D	10	0	0	0.0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	61.5	11	13	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>30.8</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>14</b>	<b>72.4</b>	<b>8</b>	<b>29</b>	

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
JACKSONVILLE	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL JACKSONVILLE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	20.0	25.0	45.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.0	4	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	40.0	50.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	7	80.8	10	25
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	10.0	10.0	40.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	18	75.9	15	29
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	45.2	48.4	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	79.3	12	29
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	15	0	0	6.7	0.0	20.0	33.3	33.3	6.7	0.0	0.0	0.0	0.0	0.0	29	61.1	15	18
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	15	0	0	0.0	13.3	26.7	20.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	36	94.4	4	18
<b>TOTAL JEDDAH</b>					<b>131</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>24.4</b>	<b>40.5</b>	<b>13.7</b>	<b>9.9</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>15</b>	<b>80.7</b>	<b>10</b>	<b>143</b>
JEREZ	STANSTED	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	10	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9
	MANCHESTER	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
	MANCHESTER	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 JEREZ</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
JERSEY	BIRMINGHAM	FLYBE LTD	S	A	32	0	0	31.3	34.4	15.6	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	12	25
	BIRMINGHAM	FLYBE LTD	S	D	33	0	0	0.0	15.2	78.8	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	23	29
	BOURNEMOUTH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	FLYBE LTD	S	A	12	0	0	33.3	41.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BRISTOL	FLYBE LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	13	0	0	15.4	61.5	0.0	0.0	7.7	0.0	15.4	0.0	0.0	0.0	0.0	24	87.5	9	8
	CARDIFF WALES	FLYBE LTD	S	D	13	0	0	0.0	46.2	30.8	0.0	7.7	0.0	15.4	0.0	0.0	0.0	0.0	26	87.5	9	8
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	17	0	0	11.8	52.9	17.6	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	44.4	17	17
	EDINBURGH	EASYJET UK LTD	S	A	9	0	1	20.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	6	0.0	0	0
	EDINBURGH	EASYJET UK 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	21	0.0	0	0

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EXETER	FLYBE LTD	S A	24	0	0	0	16.7	37.5	29.2	0.0	12.5	0.0	0.0	4.2	0.0	0.0	0.0	15	66.7	16	24		
EXETER	FLYBE LTD	S D	21	0	0	0	0.0	47.6	47.6	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	9	79.2	30	24		
GLASGOW	EASYJET UK LTD	S A	9	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	2	87.5	3	8		
GLASGOW	EASYJET UK LTD	S D	9	0	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	37	0	0	0	35.1	35.1	24.3	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	87.2	20	45		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	37	0	0	0	0.0	81.1	10.8	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	84.8	20	45		
GATWICK	BRITISH AIRWAYS PLC	S A	145	0	0	0	42.8	42.1	7.6	3.4	3.4	0.7	0.0	0.0	0.0	0.0	0.0	3	81.4	17	142		
GATWICK	BRITISH AIRWAYS PLC	S D	145	0	0	0	0.0	78.6	15.2	2.8	2.1	1.4	0.0	0.0	0.0	0.0	0.0	3	86.9	8	142		
GATWICK	EASYJET UK LTD	S A	89	0	0	0	39.3	39.3	11.2	3.4	4.5	1.1	0.0	1.1	0.0	0.0	0.0	8	73.6	17	87		
GATWICK	EASYJET UK LTD	S D	90	0	0	0	0.0	55.6	34.4	4.4	4.4	1.1	0.0	0.0	0.0	0.0	0.0	5	78.0	13	88		
LONDON CITY	BLUE ISLANDS LIMITED	S A	0	5	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
LONDON CITY	BLUE ISLANDS LIMITED	S D	0	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
LONDON CITY	FLYBE LTD	S A	0	39	1	0	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	FLYBE LTD	S D	0	39	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.9	7.1	0	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	13	0	0	0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S D	13	0	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		
MANCHESTER	FLYBE LTD	S A	30	0	0	0	3.3	63.3	16.7	6.7	3.3	3.3	0.0	3.3	0.0	0.0	0.0	14	66.7	25	30		
MANCHESTER	FLYBE LTD	S D	30	0	0	0	0.0	30.0	50.0	6.7	3.3	10.0	0.0	0.0	0.0	0.0	0.0	12	80.0	23	30		
NEWCASTLE	BLUE ISLANDS LIMITED	C A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	120	0.0	0	0		
NEWCASTLE	BLUE ISLANDS LIMITED	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
SOUTHAMPTON	FLYBE LTD	S A	130	0	0	0	6.9	45.4	30.8	6.9	3.1	6.2	0.8	0.0	0.0	0.0	0.0	11	84.0	12	128		
SOUTHAMPTON	FLYBE LTD	S D	126	0	0	0	0.0	34.9	46.8	7.1	2.4	7.1	1.6	0.0	0.0	0.0	0.0	13	81.1	19	129		
SOUTHEND	EASYJET UK LTD	S A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL JERSEY</b>			<b>1111</b>	<b>87</b>	<b>5</b>	<b>12.9</b>	<b>44.8</b>	<b>23.7</b>	<b>4.5</b>	<b>2.9</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>7.2</b>	<b>0.4</b>	<b>8</b>	<b>72.5</b>	<b>15</b>	<b>1052</b>			
JOHANNESBURG																							
HEATHROW	BRITISH AIRWAYS PLC	S A	60	0	0	0	46.7	35.0	11.7	3.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	85.7	11	77		
HEATHROW	BRITISH AIRWAYS PLC	S D	60	0	0	0	0.0	25.0	36.7	18.3	11.7	6.7	1.7	0.0	0.0	0.0	0.0	19	64.9	20	77		
HEATHROW	SOUTH AFRICAN AIRWAYS	S A	28	0	0	0	3.6	42.9	32.1	14.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	10	56.7	19	30		
HEATHROW	SOUTH AFRICAN AIRWAYS	S D	28	0	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	30		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	49	0	1	1	18.0	30.0	30.0	4.0	12.0	0.0	2.0	2.0	0.0	0.0	2.0	16	79.7	24	59		



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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	50	0	1	0.0	64.7	25.5	0.0	5.9	0.0	0.0	0.0	2.0	0.0	2.0	20	74.6	15	59
<b>TOTAL JOHANNESBURG</b>					<b>275</b>	<b>0</b>	<b>2</b>	<b>13.7</b>	<b>41.9</b>	<b>26.0</b>	<b>7.6</b>	<b>6.5</b>	<b>2.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>75.6</b>	<b>16</b>	<b>332</b>

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

		Origin/Destinations: K																		NOV 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	
KALAMATA	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL KALAMATA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	12.5	83	8	
	HEATHROW	PAKISTAN INTL AIRLINES	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	19	25.0	37	8	
<b>TOTAL KARACHI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>18.8</b>	<b>60</b>	<b>16</b>	
KARLSRUHE/BADEN BADEN	EDINBURGH	RYANAIR	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	26	0	0	15.4	53.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.7	9	30	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	65.4	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	13	30	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>58.9</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>76.7</b>	<b>11</b>	<b>60</b>	
KATOWICE	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	295	0.0	0	0	
	BIRMINGHAM	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	77.8	9	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	2	66.7	22	9	
	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	0.0	17	0.0	0	0	
	BRISTOL	WIZZ AIR	S	A	9	0	0	55.6	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	WIZZ AIR	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	17	0	0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	17	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	17	0	0	5.9	47.1	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	4	17	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	EDINBURGH	RYANAIR	S	A	8	0	0	25.0	37.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	77.8	11	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	66.7	12	9	
	LIVERPOOL (JOHN LENNON)	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	263	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	236	1	
	LUTON	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	260	0.0	0	0	
	LUTON	WIZZ AIR	S	A	56	0	0	42.9	25.0	12.5	10.7	5.4	1.8	1.8	0.0	0.0	0.0	0.0	10	89.0	5	73	
	LUTON	WIZZ AIR	S	D	56	0	0	0.0	57.1	30.4	5.4	3.6	1.8	1.8	0.0	0.0	0.0	0.0	8	89.0	7	73	
	STANSTED	RYANAIR	S	A	39	0	0	23.1	61.5	7.7	2.6	2.6	0.0	2.6	0.0	0.0	0.0	0.0	6	83.9	13	31	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	STANSTED	RYANAIR	S	D	39	0	0	0.0	61.5	33.3	0.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	8	83.3	9	30	
	MANCHESTER	RYANAIR	S	A	13	0	0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL KATOWICE</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>49.1</b>	<b>19.1</b>	<b>4.3</b>	<b>2.5</b>	<b>0.6</b>	<b>2.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.7</b>	<b>8</b>	<b>295</b>	
KAUNAS																							
	BRISTOL	RYANAIR	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	0.0	0	0		
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	LUTON	RYANAIR	S	A	30	0	0	26.7	43.3	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	3	93.3	4	30		
	LUTON	RYANAIR	S	D	30	0	0	0.0	56.7	33.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	5	90.0	6	30		
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	0.0	77.3	9.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	91.3	10	23		
	LUTON	WIZZ AIR UK LTD	S	D	22	0	0	0.0	31.8	54.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	91.3	4	23		
	STANSTED	RYANAIR	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	12	81.0	9	21		
	STANSTED	RYANAIR	S	D	17	0	0	0.0	41.2	41.2	0.0	11.8	5.9	0.0	0.0	0.0	0.0	13	66.7	14	21		
<b>TOTAL KAUNAS</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>52.0</b>	<b>31.4</b>	<b>4.0</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>6</b>	<b>77.1</b>	<b>7</b>	<b>148</b>		
KEFLAVIK																							
	BELFAST INTERNATIONAL	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	18	1		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	88.9	9	9		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	12	9		
	BELFAST INTERNATIONAL	WOW AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	JET2.COM 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	2	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	16	0	0	0.0	56.3	37.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	9	71.4	8	21		
	EDINBURGH	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	41.2	23.5	0.0	0.0	0.0	5.9	0.0	0.0	19	71.4	11	21		
	EDINBURGH	NEOS SPA	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		
	EDINBURGH	NEOS SPA	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	35	0.0	0	0		
	EDINBURGH	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	0	3		
	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	20.0	1	3		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	EASYJET UK LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0	
GLASGOW	EASYJET UK LTD	S D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GLASGOW	ICELANDAIR	S A	30	0	0	0	20.0	46.7	26.7	0.0	0.0	3.3	3.3	0.0	0.0	0.0	0.0	9	63.3	25	30		
GLASGOW	ICELANDAIR	S D	30	0	0	0	3.3	53.3	30.0	0.0	6.7	3.3	0.0	3.3	0.0	0.0	0.0	15	96.8	12	31		
LEEDS BRADFORD	JET2.COM LTD	S A	2	0	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	31	0	0	0	45.2	35.5	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	77.5	17	39		
GATWICK	EASYJET UK LTD	S D	31	0	0	0	0.0	19.4	74.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.5	9	39		
GATWICK	ICELANDAIR	S A	25	0	1	23.1	57.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1	60.6	14	33		
GATWICK	ICELANDAIR	S D	25	0	1	0.0	26.9	53.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.8	9	52.9	20	33		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1		
GATWICK	TUI AIRWAYS LTD	C A	7	0	0	0	0.0	57.1	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	9	7		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8		
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	0	71.1	12	38		
GATWICK	WOW AIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.1	14	38		
HEATHROW	BRITISH AIRWAYS PLC	S A	28	0	0	0	35.7	32.1	21.4	7.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	6	62.5	27	32		
HEATHROW	BRITISH AIRWAYS PLC	S D	28	0	0	0	0.0	35.7	60.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	8	32		
HEATHROW	ICELANDAIR	S A	57	0	1	41.4	31.0	13.8	5.2	5.2	0.0	1.7	0.0	0.0	0.0	0.0	1.7	7	71.7	22	60		
HEATHROW	ICELANDAIR	S D	57	0	1	1.7	44.8	32.8	6.9	6.9	0.0	1.7	3.4	0.0	0.0	0.0	1.7	16	68.3	25	60		
LUTON	EASYJET UK LTD	S A	52	0	0	0	17.3	51.9	21.2	5.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	87.3	9	60		
LUTON	EASYJET UK LTD	S D	52	0	0	0	0.0	32.7	63.5	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5	95.1	5	60		
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	41.7	64	12		
LUTON	WIZZ AIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.3	35	11		
LUTON	WIZZ AIR UK LTD	S A	17	0	0	0	17.6	29.4	29.4	11.8	0.0	5.9	0.0	0.0	5.9	0.0	0.0	35	40.0	39	5		
LUTON	WIZZ AIR UK LTD	S D	17	0	0	0	0.0	23.5	52.9	5.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	33	40.0	32	5		
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	92.9	3	13		
STANSTED	EASYJET UK LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	4	13		
MANCHESTER	EASYJET UK LTD	S A	35	0	0	0	34.3	37.1	22.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	6	38		
MANCHESTER	EASYJET UK LTD	S D	35	0	0	0	0.0	60.0	34.3	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	92.5	3	39		
MANCHESTER	ICELANDAIR	S A	30	0	0	0	10.0	63.3	20.0	0.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	4	83.3	26	30		
MANCHESTER	ICELANDAIR	S D	30	0	0	0	0.0	60.0	30.0	0.0	0.0	6.7	0.0	3.3	0.0	0.0	0.0	14	93.3	19	30		
MANCHESTER	JET2.COM LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD	C A	7	0	0	0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	5	7		
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	8		
NEWCASTLE	JET2.COM LTD	S A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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
		NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
<b>TOTAL KEFLAVIK</b>						<b>728</b>	<b>0</b>	<b>4</b>	<b>12.7</b>	<b>42.5</b>	<b>34.0</b>	<b>4.0</b>	<b>3.3</b>	<b>1.6</b>	<b>0.4</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>72.2</b>	<b>15</b>	<b>881</b>					
KERRY COUNTY																												
		LUTON	RYANAIR	S	A	26	0	0	23.1	65.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	3	26					
		LUTON	RYANAIR	S	D	26	0	0	0.0	65.4	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	4	26					
		STANSTED	RYANAIR	S	A	22	0	0	9.1	40.9	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	21					
		STANSTED	RYANAIR	S	D	22	0	0	0.0	50.0	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	8	21					
<b>TOTAL KERRY COUNTY</b>						<b>96</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>56.3</b>	<b>28.1</b>	<b>6.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.4</b>	<b>5</b>	<b>94</b>					
KHARKOV OSNOVA INTL																												
		LUTON	WIZZ 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	83.3	8	6					
		LUTON	WIZZ 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	83.3	7	6					
<b>TOTAL KHARKOV OSNOVA INTL</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>12</b>						
KIEV (BORISPOL)																												
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	60	0	0	18.3	53.3	25.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	63.6	14	55					
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	60	0	0	0.0	40.0	33.3	18.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	58.9	17	56					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	6	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	90.9	5	22					
		STANSTED	RYANAIR	S	A	19	0	0	0.0	47.4	31.6	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	61.9	21	21					
		STANSTED	RYANAIR	S	D	19	0	0	0.0	57.9	31.6	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	14	21					
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
		MANCHESTER	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	0.0	0	0					
<b>TOTAL KIEV (BORISPOL)</b>						<b>176</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>44.3</b>	<b>34.1</b>	<b>11.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.1</b>	<b>14</b>	<b>197</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	84.6	10	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	76.9	14	13					
		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	46.2	30.8	15.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	16	0.0	0	0					
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	53.8	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0					
<b>TOTAL KIEV (ZHULYANY)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>12</b>	<b>26</b>					
KIGALI																												
		GATWICK	RWANDAIR EXPRESS	S	A	13	0	0	46.2	23.1	7.7	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	84.6	3	13					
		GATWICK	RWANDAIR EXPRESS	S	D	13	0	0	38.5	30.8	0.0	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	19	84.6	14	13					
<b>TOTAL KIGALI</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.6</b>	<b>8</b>	<b>26</b>					

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

		Origin/Destinations: K																	NOV 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
KINGSTON																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	7.7	23.1	0.0	30.8	15.4	15.4	0.0	7.7	0.0	0.0	148	76.9	17	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	38.5	0.0	7.7	30.8	7.7	0.0	0.0	0.0	0.0	43	38.5	23	13
<b>TOTAL KINGSTON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>0.0</b>	<b>19.2</b>	<b>23.1</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>96</b>	<b>57.7</b>	<b>20</b>	<b>26</b>
KIRKWALL																						
	ABERDEEN	LOGANAIR LTD	S	A	81	0	0	11.1	61.7	19.8	3.7	2.5	1.2	0.0	0.0	0.0	0.0	0.0	4	81.2	11	83
	ABERDEEN	LOGANAIR LTD	S	D	80	0	0	1.3	56.3	33.8	5.0	2.5	1.3	0.0	0.0	0.0	0.0	0.0	5	91.6	7	82
	EDINBURGH	LOGANAIR LTD	S	A	72	0	0	16.7	38.9	30.6	4.2	4.2	5.6	0.0	0.0	0.0	0.0	0.0	8	84.3	10	70
	EDINBURGH	LOGANAIR LTD	S	D	72	0	1	0.0	46.6	32.9	9.6	6.8	2.7	0.0	0.0	0.0	0.0	1.4	9	81.2	13	69
	GLASGOW	LOGANAIR LTD	S	A	34	0	0	26.5	38.2	11.8	14.7	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	70.0	10	30
	GLASGOW	LOGANAIR LTD	S	D	34	0	0	0.0	41.2	38.2	14.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	9	76.7	8	30
<b>TOTAL KIRKWALL</b>					<b>373</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>49.2</b>	<b>28.3</b>	<b>7.2</b>	<b>4.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>82.8</b>	<b>10</b>	<b>364</b>
KITTLILA																						
	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	100.0	0	1
	GATWICK	BRITISH AIRWAYS PLC	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	0	1
	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	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
	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	6	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	100.0	5	1
<b>TOTAL KITTLILA</b>					<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0</b>	<b>66.7</b>	<b>5</b>	<b>12</b>
KOS																						
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										NOV 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
		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		0 100.0		0 0		2	
		GATWICK		TUI AIRWAYS LTD		C A		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0 0.0		0 0		0	
		MANCHESTER		JET2.COM LTD		S A		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0 7		0.0 0.0		0 0		0	
		MANCHESTER		TUI AIRWAYS LTD		C A		1 0		0 0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0 0.0		0 0		0	
		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		20 1		1	
<b>TOTAL KOS</b>								<b>10 0</b>		<b>0 0</b>		<b>20.0 50.0</b>		<b>30.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>3 83.3</b>		<b>3 6</b>		<b>6</b>	
KOSICE																											
		LUTON		WIZZ AIR UK LTD		S A		21 0		0 0		33.3 38.1		9.5 4.8		4.8 9.5		0.0 0.0		0 10		92.6 2		26		26	
		LUTON		WIZZ AIR UK LTD		S D		21 0		0 0		0.0 52.4		38.1 0.0		4.8 4.8		0.0 0.0		0 7		92.3 5		26		26	
<b>TOTAL KOSICE</b>								<b>42 0</b>		<b>0 0</b>		<b>16.7 45.2</b>		<b>23.8 2.4</b>		<b>4.8 7.1</b>		<b>0.0 0.0</b>		<b>9 92.5</b>		<b>4 52</b>		<b>52</b>		<b>52</b>	
KRAKOW																											
		BELFAST INTERNATIONAL		EASYJET UK LTD		S A		9 0		0 0		22.2 33.3		11.1 22.2		0.0 11.1		0.0 0.0		0 13		92.3 3		13		13	
		BELFAST INTERNATIONAL		EASYJET UK LTD		S D		9 0		0 0		0.0 44.4		33.3 11.1		11.1 0.0		0.0 0.0		0 7		92.3 5		13		13	
		BELFAST INTERNATIONAL		RYANAIR		S A		10 0		0 0		30.0 40.0		0.0 20.0		0.0 10.0		0.0 0.0		0 14		92.3 3		13		13	
		BELFAST INTERNATIONAL		RYANAIR		S D		10 0		0 0		0.0 50.0		30.0 0.0		10.0 10.0		0.0 0.0		0 17		61.5 15		13		13	
		BIRMINGHAM		JET2.COM LTD		S A		8 0		0 0		62.5 25.0		12.5 0.0		0.0 0.0		0.0 0.0		0 0		88.9 3		9		9	
		BIRMINGHAM		JET2.COM LTD		S D		9 0		0 0		0.0 66.7		22.2 11.1		0.0 0.0		0.0 0.0		0 3		100.0 1		9		9	
		BIRMINGHAM		RYANAIR		S A		13 0		0 0		15.4 38.5		7.7 23.1		15.4 0.0		0.0 0.0		0 9		100.0 4		8		8	
		BIRMINGHAM		RYANAIR		S D		13 0		0 0		0.0 53.8		38.5 7.7		0.0 0.0		0.0 0.0		0 3		100.0 1		8		8	
		BIRMINGHAM		WIZZ AIR		S A		13 0		0 0		15.4 53.8		15.4 0.0		7.7 7.7		0.0 0.0		0 10		0.0 0		0		0	
		BIRMINGHAM		WIZZ AIR		S D		13 0		0 0		0.0 7.7		53.8 15.4		15.4 7.7		0.0 0.0		0 20		0.0 0		0		0	
		BOURNEMOUTH		RYANAIR		S A		9 0		0 0		33.3 33.3		22.2 0.0		0.0 0.0		0.0 11.1		0 30		88.9 4		9		9	
		BOURNEMOUTH		RYANAIR		S D		9 0		0 0		0.0 66.7		22.2 0.0		0.0 0.0		0.0 11.1		0 31		100.0 1		9		9	
		BRISTOL		EASYJET UK LTD		S A		17 0		1 0		16.7 27.8		27.8 5.6		11.1 0.0		0.0 5.6		0 27		0.0 0		0		0	
		BRISTOL		EASYJET UK LTD		S D		18 0		0 0		0.0 27.8		44.4 16.7		11.1 0.0		0.0 0.0		0 9		0.0 0		0		0	
		BRISTOL		RYANAIR		S A		17 0		0 0		17.6 35.3		17.6 11.8		11.8 0.0		0.0 5.9		0 22		0.0 0		0		0	
		BRISTOL		RYANAIR		S D		18 0		0 0		0.0 72.2		27.8 0.0		0.0 0.0		0.0 0.0		0 1		0.0 0		0		0	
		DONCASTER SHEFFIELD		WIZZ AIR		S A		9 0		0 0		0.0 33.3		33.3 22.2		11.1 0.0		0.0 0.0		0 12		0.0 0		0		0	
		DONCASTER SHEFFIELD		WIZZ AIR		S D		9 0		0 0		0.0 0.0		77.8 11.1		11.1 0.0		0.0 0.0		0 11		0.0 0		0		0	
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S A		13 0		0 0		23.1 61.5		0.0 15.4		0.0 0.0		0.0 0.0		0 3		92.3 5		13		13	
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S D		13 0		0 0		0.0 46.2		30.8 15.4		7.7 0.0		0.0 0.0		0 7		84.6 6		13		13	
		EDINBURGH		EASYJET UK LTD		S A		10 0		0 0		20.0 50.0		20.0 10.0		0.0 0.0		0.0 0.0		0 3		80.0 8		10		10	
		EDINBURGH		EASYJET UK LTD		S D		10 0		0 0		0.0 40.0		60.0 0.0		0.0 0.0		0.0 0.0		0 1		100.0 2		10		10	
		EDINBURGH		RYANAIR		S A		22 0		0 0		45.5 36.4		9.1 9.1		0.0 0.0		0.0 0.0		0 3		85.7 14		21		21	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	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	90.5	13	21	
GLASGOW	JET2.COM LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
GLASGOW	JET2.COM LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GLASGOW	JET2.COM LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
GLASGOW	JET2.COM LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GLASGOW	RYANAIR	S A	8	0	0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	28	87.5	7	8	
GLASGOW	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	32	62.5	19	8	
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	57.1	13	7	
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	8	7	
LEEDS BRADFORD	RYANAIR	S A	17	0	0	17.6	41.2	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	17	
LEEDS BRADFORD	RYANAIR	S D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	3	17	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	12	0	0	16.7	25.0	25.0	0.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	27	92.3	15	13	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	12	0	0	0.0	58.3	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6	100.0	1	13	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	17	0	0	52.9	29.4	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	8	100.0	2	13	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	18	0	0	0.0	61.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	13	
GATWICK	EASYJET UK LTD	S A	42	0	1	14.0	53.5	18.6	9.3	2.3	0.0	0.0	0.0	0.0	0.0	2.3	4	76.3	10	38	
GATWICK	EASYJET UK LTD	S D	43	0	0	0.0	32.6	55.8	9.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	87.2	8	39	
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	TITAN AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
GATWICK	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
HEATHROW	BRITISH AIRWAYS PLC	S A	28	0	0	17.9	46.4	7.1	10.7	7.1	7.1	0.0	3.6	0.0	0.0	0.0	17	70.4	17	27	
HEATHROW	BRITISH AIRWAYS PLC	S D	28	0	0	0.0	50.0	28.6	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	81.5	16	27	
LUTON	EASYJET UK LTD	S A	17	0	0	17.6	41.2	29.4	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	11	88.2	6	17	
LUTON	EASYJET UK LTD	S D	18	0	0	0.0	66.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.1	4	17	
LUTON	RYANAIR	S A	15	0	1	18.8	31.3	25.0	0.0	12.5	6.3	0.0	0.0	0.0	0.0	6.3	13	0.0	0	0	
LUTON	RYANAIR	S D	16	0	1	0.0	29.4	47.1	5.9	11.8	0.0	0.0	0.0	0.0	0.0	5.9	10	0.0	0	0	
LUTON	WIZZ AIR	S A	42	0	1	23.3	39.5	27.9	2.3	0.0	2.3	0.0	2.3	0.0	0.0	2.3	9	0.0	0	0	
LUTON	WIZZ AIR	S D	42	0	1	0.0	58.1	27.9	7.0	0.0	2.3	2.3	0.0	0.0	0.0	2.3	9	0.0	0	0	
STANSTED	RYANAIR	S A	81	0	1	11.0	51.2	23.2	6.1	1.2	1.2	2.4	2.4	0.0	0.0	1.2	15	61.7	35	81	
STANSTED	RYANAIR	S D	82	0	0	0.0	42.7	43.9	8.5	1.2	1.2	1.2	1.2	0.0	0.0	0.0	11	68.3	19	82	



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	17	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	14		
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	14		
	MANCHESTER	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	23.5	58.8	11.8	0.0	0.0	0.0	0.0	5.9	0.0	0.0	16	90.0	7	10		
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	47.1	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	10		
	MANCHESTER	RYANAIR	S	A	21	0	1	4.5	40.9	40.9	4.5	4.5	0.0	0.0	0.0	0.0	4.5	6	78.3	6	22		
	MANCHESTER	RYANAIR	S	D	21	0	1	0.0	18.2	54.5	13.6	4.5	4.5	0.0	0.0	0.0	4.5	12	77.3	13	22		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	28	100.0	3	9		
	NEWCASTLE	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	5	100.0	2	9		
<b>TOTAL KRAKOW</b>					<b>1022</b>	<b>0</b>	<b>9</b>	<b>10.5</b>	<b>44.0</b>	<b>30.4</b>	<b>6.9</b>	<b>4.0</b>	<b>1.6</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>75.1</b>	<b>12</b>	<b>754</b>	
KRISTIANSAND (KJEVIK)																							
	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	6	1		
	EDINBURGH	BRAATHENS REGIONAL 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	18	1		
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	19	0	2	4.8	52.4	28.6	4.8	0.0	0.0	0.0	0.0	0.0	9.5	2	83.3	8	18		
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	19	0	2	0.0	52.4	33.3	4.8	0.0	0.0	0.0	0.0	0.0	9.5	3	83.3	5	18		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>38</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>52.4</b>	<b>31.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>2</b>	<b>81.6</b>	<b>7</b>	<b>38</b>		
KUALA LUMPUR (SEPANG)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	13.8	51.7	27.6	3.4	3.4	0.0	0.0	0.0	0.0	0.0	3	90.0	2	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	20.0	56.7	13.3	6.7	0.0	0.0	0.0	0.0	3.3	11	73.3	11	30		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	56.7	20.0	15.0	6.7	0.0	1.7	0.0	0.0	0.0	0.0	5	80.0	10	60		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	0.0	61.7	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	3	60		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>178</b>	<b>0</b>	<b>1</b>	<b>21.2</b>	<b>39.1</b>	<b>31.8</b>	<b>5.0</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>0.6</b>	<b>4</b>	<b>86.1</b>	<b>6</b>	<b>178</b>	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	100.0	0	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	100.0	5	9	
	LUTON	WIZZ AIR UK 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	0	0	
	LUTON	WIZZ AIR 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	1	0.0	0	0	
<b>TOTAL KUTAISI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
KUWAIT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73.3	6.7	10.0	6.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	8	83.3	42	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	43.3	50.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	8	29
	HEATHROW	KUWAIT AIRWAYS	S	A	51	0	0	49.0	23.5	21.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	40.9	34	43	
	HEATHROW	KUWAIT AIRWAYS	S	D	51	0	0	0.0	31.4	52.9	9.8	3.9	2.0	0.0	0.0	0.0	0.0	8	27.3	37	42	
<b>TOTAL KUWAIT</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>26.5</b>	<b>34.6</b>	<b>7.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>52.7</b>	<b>31</b>	<b>143</b>	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LA ROCHELLE																						
	EXETER	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	EXETER	FLYBE LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	STANSTED	RYANAIR	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	18	55.6	22	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	66.7	20	9
<b>TOTAL LA ROCHELLE</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>45.0</b>	<b>0.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.1</b>	<b>21</b>	<b>18</b>
LAGOS																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	0.0	70.0	20.0	6.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	10	90.0	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	0.0	40.0	20.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	26	56.7	19	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43.3	46.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	43.3	50.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	30
<b>TOTAL LAGOS</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>40.0</b>	<b>30.0</b>	<b>7.5</b>	<b>10.0</b>	<b>0.8</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>76.0</b>	<b>11</b>	<b>120</b>
LAHORE																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15.4	7.7	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	46.2	32	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	0.0	64.3	28.6	0.0	0.0	0.0	0.0	7.1	0.0	0.0	39	69.2	27	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	33.3	28	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	44.4	31	9
<b>TOTAL LAHORE</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>48.9</b>	<b>13.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>29</b>	<b>44</b>
LAMETIA-TERME																						
	STANSTED	RYANAIR	S	A	9	0	0	11.1	22.2	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	29	77.8	6	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	3	9
<b>TOTAL LAMETIA-TERME</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
LARNACA																						
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	22	13
	BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
	BIRMINGHAM	JET2.COM LTD	S	D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	EASYJET UK 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	0.0	0	0
BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
EAST MIDLANDS INTERNATIONAL	JET2.COM 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	10	100.0	3	2
EDINBURGH	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EDINBURGH	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
EDINBURGH	JET2.COM 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	10	0.0	19	1
EDINBURGH	JET2.COM LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1
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	10	1
GLASGOW	JET2.COM LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1
GLASGOW	JET2.COM LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	10	1
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	26	1
LEEDS BRADFORD	JET2.COM LTD	S	A	6	0	0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3
LEEDS BRADFORD	JET2.COM LTD	S	D	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	8
GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	100.0	0	1
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	106	100.0	1	1
GATWICK	EASYJET UK LTD	S	A	25	0	0	28.0	32.0	12.0	16.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	68.0	13	25
GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	8.0	68.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	11	72.0	17	25
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	25.5	33.3	25.5	5.9	5.9	0.0	0.0	2.0	2.0	0.0	0.0	29	59.5	19	42
HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	0.0	25.5	60.8	5.9	3.9	0.0	2.0	2.0	0.0	0.0	0.0	14	69.0	14	42
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	93.8	2	16
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	62.5	15	16
LUTON	WIZZ AIR UK LTD	S	A	27	0	0	11.1	25.9	37.0	14.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	10	93.3	4	30
LUTON	WIZZ AIR UK LTD	S	D	27	0	0	0.0	29.6	55.6	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	96.7	3	30

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	JET2.COM LTD	S	A	10	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	5	
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	5	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	4	
	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	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	2	
	NEWCASTLE	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	5	100.0	2	2	
<b>TOTAL LARNACA</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>31.8</b>	<b>40.2</b>	<b>7.1</b>	<b>4.8</b>	<b>1.8</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.4</b>	<b>10</b>	<b>318</b>	
LAS PALMAS																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	27	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	4	
	BIRMINGHAM	JET2.COM LTD	S	A	15	0	0	40.0	33.3	6.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	9	
	BIRMINGHAM	JET2.COM LTD	S	D	16	0	0	0.0	37.5	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	9	
	BIRMINGHAM	RYANAIR	S	A	6	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	100.0	3	9	
	BIRMINGHAM	RYANAIR	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	6	14	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	13	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BOURNEMOUTH	RYANAIR	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	14	0.0	0	0	
	BOURNEMOUTH	RYANAIR	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	19	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	3	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	3	
	BOURNEMOUTH	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	1445	1	
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BRISTOL	RYANAIR	S	A	6	0	0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	RYANAIR	S	D	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	CARDIFF WALES	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	9	75.0	11	4	
	CARDIFF WALES	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	75.0	9	4	
	DONCASTER SHEFFIELD	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	100.0	0	4	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	60.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	13	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	19	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	80.0	11	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	0	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	100.0	3	4	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9	
	EDINBURGH	RYANAIR	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	8	
	EDINBURGH	RYANAIR	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8	
	EXETER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	4	
	EXETER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	4	
	GLASGOW	JET2.COM LTD	S	A	17	0	0	29.4	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	6	13	
	GLASGOW	JET2.COM LTD	S	D	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	92.3	3	13	
	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	26	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
	GLASGOW	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	50.0	14	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	10	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	14.3	35.7	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	9	13	
	LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	21.4	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	7	13	
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	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	66.7	30	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	35.7	28.6	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

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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				
GATWICK	EASYJET UK LTD	S A	29	0	0	13.8	20.7	41.4	17.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	12	81.3	9	32		
GATWICK	EASYJET UK LTD	S D	29	0	0	0.0	13.8	72.4	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	8	90.6	7	32		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	19	8		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	8		
GATWICK	NORWEGIAN AIR SHUTTLE	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		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	19	5		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4		
GATWICK	TUI AIRWAYS LTD	C A	20	0	0	10.0	10.0	40.0	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	15	72.2	11	18		
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	61.1	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	15	18		
HEATHROW	BRITISH AIRWAYS PLC	S A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	62.5	8	8		
HEATHROW	BRITISH AIRWAYS PLC	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8		
LUTON	RYANAIR	S A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
LUTON	RYANAIR	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LUTON	TUI AIRWAYS LTD	C A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	8	2		
LUTON	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	JET2.COM LTD	S A	18	0	0	5.6	44.4	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	24	14		
STANSTED	JET2.COM LTD	S D	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	14		
STANSTED	RYANAIR	S A	21	0	0	9.5	23.8	14.3	28.6	9.5	14.3	0.0	0.0	0.0	0.0	0.0	22	80.8	7	26		
STANSTED	RYANAIR	S D	21	0	0	0.0	33.3	47.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	84.6	9	26		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	4		
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	18	4		
MANCHESTER	EASYJET UK LTD	S A	8	0	0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	11	9		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	15	8		
MANCHESTER	JET2.COM LTD	S A	19	0	0	26.3	31.6	21.1	5.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	10	82.4	6	17		
MANCHESTER	JET2.COM LTD	S D	19	0	0	0.0	5.3	78.9	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	6	17		
MANCHESTER	RYANAIR	S A	15	0	0	6.7	33.3	26.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	6	13		
MANCHESTER	RYANAIR	S D	15	0	0	0.0	20.0	46.7	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	14	69.2	15	13		
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	72.7	20	11		
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	80.0	11	10		
MANCHESTER	TUI AIRWAYS LTD	C A	18	0	0	11.1	27.8	11.1	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	77.8	9	18		
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	72.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	61.1	12	18		
NEWCASTLE	JET2.COM LTD	S A	9	0	0	22.2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	6	10		
NEWCASTLE	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	8	100.0	3	10		

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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	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	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	7	75.0	7	4	
<b>TOTAL LAS PALMAS</b>					<b>680</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>30.9</b>	<b>39.6</b>	<b>11.6</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>9</b>	<b>77.0</b>	<b>11</b>	<b>666</b>	
LAS VEGAS																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	41.7	16.7	8.3	0.0	8.3	16.7	0.0	8.3	0.0	0.0	0.0	44	53.8	21	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	38.5	0.0	0.0	23.1	7.7	0.0	0.0	0.0	0.0	36	83.3	26	12	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	17	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	0.0	0	88.9	15	18	
	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	70.0	13	20	
	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	65.0	25	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	40.0	16.7	20.0	10.0	3.3	10.0	0.0	0.0	0.0	0.0	0.0	12	63.3	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	16.7	36.7	30.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	17	50.0	19	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	20.0	26.7	36.7	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	30.0	53.3	3.3	0.0	10.0	3.3	0.0	0.0	0.0	0.0	18	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	50.0	25	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
<b>TOTAL LAS VEGAS</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>22.8</b>	<b>34.5</b>	<b>11.7</b>	<b>3.4</b>	<b>9.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.3</b>	<b>17</b>	<b>168</b>	
LEEDS BRADFORD																							
	ABERDEEN	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	104	0	1	34.3	49.5	7.6	4.8	2.9	0.0	0.0	0.0	0.0	0.0	1.0	3	78.6	16	111	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	105	0	0	0.0	50.5	41.0	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	82.9	15	115	
	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	1	1	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASTERN AIRWAYS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 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		
	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	0.0	100.0	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	0.0	100.0	0.0	0	0.0	0	0
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	14.0	39.5	25.6	9.3	4.7	2.3	4.7	0.0	0.0	0.0	0.0	14	72.7	12	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	53.5	37.2	4.7	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	81.8	8	43
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	1	28
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.4	5	28
	SOUTHAMPTON	FLYBE LTD	S	A	57	0	5	3.2	54.8	27.4	4.8	0.0	1.6	0.0	0.0	0.0	8.1	4	90.0	5	20	
	SOUTHAMPTON	FLYBE LTD	S	D	57	0	5	0.0	30.6	51.6	4.8	1.6	1.6	1.6	0.0	0.0	8.1	7	90.0	8	20	
<b>TOTAL LEEDS BRADFORD</b>					<b>416</b>	<b>2</b>	<b>11</b>	<b>10.3</b>	<b>46.9</b>	<b>29.8</b>	<b>5.1</b>	<b>2.6</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>2.6</b>	<b>6</b>	<b>79.3</b>	<b>11</b>	<b>410</b>
LEIPZIG																						
	GLASGOW	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	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	47	1
	GLASGOW	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	1	1
	GLASGOW	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	0.0	20	1
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	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	69.2	13	13
<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>73.3</b>	<b>11</b>	<b>30</b>
LIBERIA																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	27	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	7	75.0	41	4
	GATWICK	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL LIBERIA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</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>6</b>	<b>62.5</b>	<b>34</b>	<b>8</b>
LIMOGES																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	33.3	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	33	55.6	16	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	15	9
	STANSTED	RYANAIR	S	A	19	0	0	10.5	47.4	31.6	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	6	94.1	6	17
	STANSTED	RYANAIR	S	D	19	0	0	0.0	47.4	42.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	9	17
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	66.7	10	9
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	14	9
<b>TOTAL LIMOGES</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>39.2</b>	<b>37.8</b>	<b>8.1</b>	<b>5.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.5</b>	<b>11</b>	<b>70</b>

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LISBON	BRISTOL	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	1	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	15.8	31.6	21.1	5.3	10.5	15.8	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	19	0	0	0.0	31.6	52.6	5.3	0.0	10.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	12	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	84.6	11	13	
	EDINBURGH	EASYJET UK LTD	S	D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	5	13	
	EDINBURGH	RYANAIR	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	17	55.6	23	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	33.3	42	9	
	GLASGOW	LUXAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
	GATWICK	AIR PORTUGAL	S	A	47	0	0	12.8	23.4	38.3	14.9	8.5	2.1	0.0	0.0	0.0	0.0	0.0	10	66.0	16	46	
	GATWICK	AIR PORTUGAL	S	D	47	0	0	0.0	17.0	44.7	14.9	21.3	2.1	0.0	0.0	0.0	0.0	0.0	16	59.6	21	46	
	GATWICK	EASYJET UK LTD	S	A	50	0	0	20.0	38.0	20.0	14.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	16	52	
	GATWICK	EASYJET UK LTD	S	D	50	0	0	0.0	28.0	36.0	20.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	13	74.5	15	51	
	HEATHROW	AIR PORTUGAL	S	A	164	0	0	11.0	34.1	29.9	12.8	6.7	5.5	0.0	0.0	0.0	0.0	0.0	12	68.7	16	165	
	HEATHROW	AIR PORTUGAL	S	D	164	0	0	0.0	37.8	37.2	12.2	7.3	4.9	0.6	0.0	0.0	0.0	0.0	13	67.3	17	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	0	11.0	37.3	22.9	13.6	9.3	5.1	0.8	0.0	0.0	0.0	0.0	15	74.4	13	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	0.0	33.9	50.8	6.8	4.2	4.2	0.0	0.0	0.0	0.0	0.0	10	84.4	7	90	
	LUTON	EASYJET UK LTD	S	A	50	0	0	16.0	34.0	24.0	14.0	10.0	0.0	2.0	0.0	0.0	0.0	0.0	11	76.8	11	56	
	LUTON	EASYJET UK LTD	S	D	50	0	0	0.0	46.0	46.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	9	56	
	LUTON	PRIVILEGE STYLE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1	
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	9.1	13.6	9.1	27.3	36.4	4.5	0.0	0.0	0.0	0.0	0.0	23	80.6	13	31	
	LUTON	WIZZ AIR UK LTD	S	D	22	0	0	0.0	36.4	18.2	13.6	22.7	9.1	0.0	0.0	0.0	0.0	0.0	21	86.7	6	30	
	STANSTED	AIR PORTUGAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
	STANSTED	RYANAIR	S	A	110	0	0	8.2	33.6	36.4	14.5	4.5	1.8	0.9	0.0	0.0	0.0	0.0	10	61.5	21	91	
	STANSTED	RYANAIR	S	D	110	0	0	0.0	33.6	52.7	12.7	0.9	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	20	90	
	MANCHESTER	AIR PORTUGAL	S	A	32	0	0	12.5	28.1	25.0	25.0	6.3	3.1	0.0	0.0	0.0	0.0	0.0	12	77.4	12	51	
	MANCHESTER	AIR PORTUGAL	S	D	32	0	0	0.0	12.5	43.8	25.0	15.6	3.1	0.0	0.0	0.0	0.0	0.0	18	58.5	22	51	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	7	13	
	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	0.0	3	84.6	5	13	
	MANCHESTER	RYANAIR	S	A	27	0	0	7.4	14.8	33.3	37.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	14	76.7	17	30	
	MANCHESTER	RYANAIR	S	D	28	0	0	0.0	25.0	42.9	14.3	14.3	0.0	0.0	3.6	0.0	0.0	0.0	19	76.7	17	30	
<b>TOTAL LISBON</b>					<b>1340</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>32.7</b>	<b>36.0</b>	<b>13.4</b>	<b>8.3</b>	<b>3.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.6</b>	<b>15</b>	<b>1293</b>	
LIVERPOOL (JOHN LENNON)	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	10	19	
	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	94.4	3	18	

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											NOV 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	EASYJET UK LTD	S	A	166	0	0	17.5	63.3	14.5	1.2	0.0	3.0	0.0	0.6	0.0	0.0	0.0	5	97.2	1	176
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	166	0	0	5.4	71.1	15.7	2.4	1.8	2.4	1.2	0.0	0.0	0.0	0.0	6	94.4	4	177
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
	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	0.0	100.0	0.0	0	100.0	0	1
	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	0.0	100.0	0.0	0	100.0	10	1
	CARDIFF WALES	EASTERN AIRWAYS	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	155	0.0	0	0
	ISLE OF MAN	EASYJET UK LTD	S	A	49	0	0	26.5	49.0	16.3	6.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.0	37	49
	ISLE OF MAN	EASYJET UK LTD	S	D	49	0	0	12.2	65.3	14.3	6.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	38	49
	ISLE OF MAN	FLYBE LTD	S	A	80	0	1	1.2	70.4	22.2	0.0	2.5	0.0	1.2	1.2	0.0	0.0	1.2	6	79.6	15	102
	ISLE OF MAN	FLYBE LTD	S	D	80	0	1	0.0	43.2	43.2	4.9	6.2	1.2	0.0	0.0	0.0	0.0	1.2	5	75.9	17	103
	JERSEY	EASYJET UK LTD	S	A	39	0	0	25.6	61.5	7.7	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.1	20	44
	JERSEY	EASYJET UK LTD	S	D	39	0	0	15.4	51.3	25.6	5.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	83.0	20	44
	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	11	1
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	GATWICK	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	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	29	0.0	0	0
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
	SOUTHAMPTON	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>682</b>	<b>2</b>	<b>2</b>	<b>10.9</b>	<b>60.9</b>	<b>19.5</b>	<b>3.2</b>	<b>2.3</b>	<b>1.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>5</b>	<b>88.3</b>	<b>12</b>	<b>787</b>
LJUBLJANA																						
	GATWICK	EASYJET UK LTD	S	A	13	0	0	38.5	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	8	17
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	8	17
	LUTON	WIZZ 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	94.1	2	17
	LUTON	WIZZ 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	82.4	5	17
	STANSTED	EASYJET UK LTD	S	A	18	0	0	55.6	33.3	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	89.5	3	19
	STANSTED	EASYJET UK LTD	S	D	18	0	0	0.0	72.2	22.2	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	7	100.0	2	19
<b>TOTAL LJUBLJANA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>43.5</b>	<b>24.2</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.6</b>	<b>5</b>	<b>106</b>

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LODZ LUBLINEK																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	8	9	
	EAST MIDLANDS INTERNATIONAL	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	7	66.7	14	9	
	STANSTED	RYANAIR	S	A	22	0	0	54.5	36.4	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2	88.5	14	26		
	STANSTED	RYANAIR	S	D	22	0	0	0.0	72.7	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	9	26		
<b>TOTAL LODZ LUBLINEK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>50.0</b>	<b>19.4</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>4</b>	<b>81.4</b>	<b>11</b>	<b>70</b>		
LONDON CITY																							
	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	0	1		
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.7	26	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	39.2	11	46		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	140	0	3	30.1	40.6	16.8	7.0	2.1	1.4	0.0	0.0	0.0	2.1	4	80.4	11	142		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	143	0	0	0.0	47.6	39.2	9.1	3.5	0.0	0.7	0.0	0.0	0.0	6	81.8	11	144		
	EDINBURGH	BA CITYFLYER LTD	S	A	242	0	2	14.3	52.9	20.5	4.9	4.9	0.8	0.8	0.0	0.0	0.8	7	80.5	14	223		
	EDINBURGH	BA CITYFLYER LTD	S	D	243	0	0	0.8	52.7	33.7	5.3	4.5	1.6	1.2	0.0	0.0	0.0	8	79.6	15	222		
	EDINBURGH	FLYBE LTD	S	A	100	0	1	21.8	36.6	21.8	10.9	5.0	1.0	2.0	0.0	0.0	1.0	10	77.9	13	97		
	EDINBURGH	FLYBE LTD	S	D	101	0	0	0.0	31.7	47.5	13.9	2.0	4.0	0.0	1.0	0.0	0.0	12	84.6	10	100		
	EXETER	FLYBE LTD	S	A	21	0	0	9.5	71.4	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2	79.3	7	29		
	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	86.2	13	29		
	GLASGOW	BA CITYFLYER LTD	S	A	171	0	0	14.0	59.6	15.2	7.0	4.1	0.0	0.0	0.0	0.0	0.0	4	86.5	7	148		
	GLASGOW	BA CITYFLYER LTD	S	D	170	0	0	0.6	63.5	20.0	10.0	4.1	1.2	0.6	0.0	0.0	0.0	7	87.2	9	149		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	ISLE OF MAN	BA CITYFLYER LTD	S	A	72	0	4	5.3	36.8	28.9	15.8	3.9	1.3	2.6	0.0	0.0	5.3	12	65.4	14	75		
	ISLE OF MAN	BA CITYFLYER LTD	S	D	72	0	4	0.0	27.6	47.4	13.2	3.9	0.0	2.6	0.0	0.0	5.3	11	84.6	4	75		
	JERSEY	BLUE ISLANDS LIMITED	S	A	44	0	2	0.0	13.0	28.3	28.3	17.4	8.7	0.0	0.0	0.0	4.3	24	68.8	14	44		
	JERSEY	BLUE ISLANDS LIMITED	S	D	45	0	0	0.0	6.7	44.4	13.3	26.7	8.9	0.0	0.0	0.0	0.0	24	85.7	3	45		
	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	30	0.0	0	0		
	MANCHESTER	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	100.0	0	1		
<b>TOTAL LONDON CITY</b>					<b>1566</b>	<b>0</b>	<b>17</b>	<b>8.4</b>	<b>46.5</b>	<b>27.5</b>	<b>9.2</b>	<b>4.9</b>	<b>1.5</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>8</b>	<b>77.6</b>	<b>12</b>	<b>1614</b>	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LOS ANGELES INTERNATIONAL	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	GATWICK	NORWEGIAN AIR UK LTD	S	A	35	0	0	22.9	37.1	25.7	5.7	5.7	2.9	0.0	0.0	0.0	0.0	0.0	6	90.0	7	30
	GATWICK	NORWEGIAN AIR UK LTD	S	D	34	0	0	0.0	38.2	35.3	23.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.7	12	30
	HEATHROW	AMERICAN AIRLINES	S	A	51	0	1	55.8	25.0	9.6	3.8	1.9	0.0	0.0	0.0	1.9	0.0	1.9	23	74.0	20	50
	HEATHROW	AMERICAN AIRLINES	S	D	51	0	1	0.0	50.0	38.5	1.9	5.8	1.9	0.0	0.0	0.0	0.0	1.9	7	84.0	14	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	24.7	28.2	21.2	7.1	15.3	2.4	1.2	0.0	0.0	0.0	0.0	13	51.1	23	86
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	0.0	18.8	42.4	16.5	17.6	3.5	1.2	0.0	0.0	0.0	0.0	18	65.9	13	87
	HEATHROW	SAUDI ARABIAN 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	6	0.0	0	0
	HEATHROW	UNITED AIRLINES	S	A	29	0	0	34.5	31.0	24.1	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	5	30
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	0.0	55.2	34.5	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	48.3	26.7	13.3	5.0	3.3	1.7	1.7	0.0	0.0	0.0	0.0	7	75.0	9	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	0.0	45.0	35.0	8.3	6.7	0.0	3.3	1.7	0.0	0.0	0.0	16	85.0	8	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>520</b>	<b>0</b>	<b>2</b>	<b>18.6</b>	<b>33.1</b>	<b>28.2</b>	<b>9.0</b>	<b>7.9</b>	<b>1.5</b>	<b>1.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>73.7</b>	<b>13</b>	<b>514</b>
LOS CABOS	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL LOS CABOS</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LOSSIEMOUTH	DURHAM TEES VALLEY	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
<b>TOTAL LOSSIEMOUTH</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>
LUBLIN (PORT LOTNICZY)	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	38.1	33.3	19.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	11	92.0	20	25
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	47.6	38.1	4.8	0.0	4.8	4.8	0.0	0.0	0.0	0.0	14	88.5	6	26
	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	88.2	9	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	100.0	5	17	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>40.5</b>	<b>28.6</b>	<b>2.4</b>	<b>0.0</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.8</b>	<b>10</b>	<b>85</b>
LUTON	ABERDEEN	EASYJET UK LTD	S	A	17	0	0	11.8	52.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	14
	ABERDEEN	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	10	13

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	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	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	104	0	0	18.3	50.0	24.0	4.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	2	104	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	104	0	0	1.9	50.0	32.7	8.7	4.8	1.9	0.0	0.0	0.0	0.0	0.0	7	82.7	7	104	
	BELFAST INTERNATIONAL	SAXONAIR CHARTER LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	SAXONAIR CHARTER LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	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	28	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	322	2		
	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	11	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	89	0	0	28.1	42.7	18.0	9.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	69.2	15	91	
	EDINBURGH	EASYJET UK LTD	S	D	89	0	0	4.5	59.6	22.5	7.9	4.5	1.1	0.0	0.0	0.0	0.0	0.0	5	70.3	23	91	
	GLASGOW	EASYJET UK LTD	S	A	68	0	0	22.1	47.1	17.6	5.9	2.9	4.4	0.0	0.0	0.0	0.0	0.0	7	85.7	6	70	
	GLASGOW	EASYJET UK LTD	S	D	68	0	0	1.5	63.2	17.6	10.3	4.4	2.9	0.0	0.0	0.0	0.0	0.0	7	85.7	6	70	
	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	100.0	0	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	100.0	0	1	
	GATWICK	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	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	DURHAM TEES VALLEY	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	30	1	
<b>TOTAL LUTON</b>					<b>563</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>51.2</b>	<b>23.6</b>	<b>8.0</b>	<b>3.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>80.9</b>	<b>11</b>	<b>562</b>	
LUXEMBOURG																							
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	JERSEY	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	0.0	22	1	
	GATWICK	EASYJET UK LTD	S	A	19	0	0	10.5	42.1	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.7	15	19	
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	47.4	47.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	8	19	
	GATWICK	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	4	
	GATWICK	LUXAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	25.6	46.7	13.3	7.8	3.3	1.1	0.0	2.2	0.0	0.0	0.0	9	75.4	16	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	46.7	38.9	12.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	5	80.3	13	61	
	LONDON CITY	LUXAIR	S	A	0	144	3	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	LUXAIR	S	D	0	144	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	40.0	23.3	26.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	80.0	9	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	40.0	36.7	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	17	30	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	FLYBE LTD	S	A	16	0	1	29.4	41.2	17.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	5.9	12	55.6	33	18	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	23.5	70.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11	68.4	19	19	
	SOUTHEND	LUXAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	14	3	
<b>TOTAL LUXEMBOURG</b>					<b>338</b>	<b>288</b>	<b>8</b>	<b>6.6</b>	<b>22.4</b>	<b>17.4</b>	<b>4.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>45.4</b>	<b>1.3</b>	<b>7</b>	<b>34.3</b>	<b>15</b>	<b>266</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	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	30	100.0	13	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	14	4	
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>14</b>	<b>8</b>	
LVOV																							
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	25	84.6	5	13	
	LUTON	WIZZ AIR 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	0.0	4	92.3	2	13	
	STANSTED	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	4	61.5	10	13	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	13	
<b>TOTAL LVOV</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>47.2</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.6</b>	<b>6</b>	<b>52</b>	
LYON																							
	BIRMINGHAM	AIR X CHARTER	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	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	26	1	
	BIRMINGHAM	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
	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	80.0	8	20	
	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	70.0	13	20	
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
	BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	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	
	EDINBURGH	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	11	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	56	0	0	32.1	44.6	14.3	5.4	0.0	1.8	0.0	1.8	0.0	0.0	0.0	8	93.0	3	57	
	GATWICK	EASYJET UK LTD	S	D	56	0	0	0.0	50.0	37.5	5.4	3.6	1.8	1.8	0.0	0.0	0.0	0.0	9	84.2	9	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	23.8	22.6	27.4	14.3	8.3	2.4	1.2	0.0	0.0	0.0	0.0	12	74.7	14	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	0.0	56.0	28.6	11.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	10	83	
	LUTON	EASYJET UK LTD	S	A	21	0	0	0.0	23.8	57.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.3	8	22	
	LUTON	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	52.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	6	22	
	LUTON	VOLOTEA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	VOLOTEA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
	MANCHESTER	FLYBE LTD	S	A	13	0	0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	12	11	
	MANCHESTER	FLYBE LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	9	11	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018						
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	C	A	0	0	0	0.0	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	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	60	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	1
	MANCHESTER	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	5	1
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	1
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	81.8	22	22
	SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	68.2	21	22
<b>TOTAL LYON</b>					<b>350</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>41.4</b>	<b>30.9</b>	<b>9.1</b>	<b>4.6</b>	<b>1.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79.3</b>	<b>11</b>	<b>445</b>



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

		Origin/Destinations: M																		NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MAASTRICHT		LIVERPOOL (JOHN LENNON)	JETAIRFLY	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)	JETAIRFLY	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)	JETNETHERLANDS	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
		LIVERPOOL (JOHN LENNON)	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	0.0	27	0.0	0	0
<b>TOTAL MAASTRICHT</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</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>	
MADRID		BIRMINGHAM	IBERIA EXPRESS	S	A	13	0	0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	13	
		BIRMINGHAM	IBERIA EXPRESS	S	D	13	0	0	0.0	7.7	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	12	84.6	10	13	
		BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	28.6	35.7	28.6	0.0	0.0	7.1	0.0	0.0	0.0	18	82.4	10	17	
		BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	28.6	42.9	14.3	0.0	7.1	0.0	0.0	0.0	27	47.1	45	17	
		BRISTOL	EASYJET UK LTD	S	A	22	0	0	4.5	45.5	36.4	9.1	0.0	4.5	0.0	0.0	0.0	0.0	9	0.0	0	0	
		BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	31.8	54.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
		CARDIFF WALES	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
		EDINBURGH	EASYJET UK LTD	S	A	35	0	0	20.0	34.3	37.1	0.0	5.7	2.9	0.0	0.0	0.0	0.0	7	85.7	8	35	
		EDINBURGH	EASYJET UK LTD	S	D	35	0	0	0.0	40.0	45.7	5.7	2.9	5.7	0.0	0.0	0.0	0.0	8	85.7	6	35	
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	11	0	0	18.2	45.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	9	15	
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	7	15	
		GATWICK	AIR EUROPA	S	A	60	0	0	13.3	41.7	25.0	8.3	10.0	1.7	0.0	0.0	0.0	0.0	10	81.7	9	60	
		GATWICK	AIR EUROPA	S	D	60	0	0	0.0	40.0	33.3	15.0	8.3	3.3	0.0	0.0	0.0	0.0	12	76.7	12	60	
		GATWICK	EASYJET UK LTD	S	A	101	0	0	20.8	48.5	19.8	6.9	4.0	0.0	0.0	0.0	0.0	0.0	4	85.6	7	104	
		GATWICK	EASYJET UK LTD	S	D	101	0	0	0.0	49.5	41.6	5.9	3.0	0.0	0.0	0.0	0.0	0.0	5	82.7	9	104	
		GATWICK	IBERIA EXPRESS	S	A	60	0	0	10.0	50.0	28.3	11.7	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	6	60	
		GATWICK	IBERIA EXPRESS	S	D	60	0	0	0.0	10.0	50.0	26.7	13.3	0.0	0.0	0.0	0.0	0.0	15	73.3	13	60	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	30	0	0	6.7	30.0	40.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	14	52	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	30	0	0	0.0	80.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	70.6	16	51	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	15.4	32.0	26.9	16.6	5.1	2.9	1.1	0.0	0.0	0.0	12	63.3	15	146	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	0.0	38.9	41.1	16.0	2.9	0.6	0.6	0.0	0.0	0.0	8	76.2	12	146	
		HEATHROW	IBERIA	S	A	229	0	4	25.8	35.2	23.6	7.3	3.4	2.6	0.0	0.4	0.0	0.0	8	79.1	11	234	
		HEATHROW	IBERIA	S	D	229	0	4	0.0	43.8	39.5	5.6	5.6	3.4	0.0	0.4	0.0	0.0	10	68.9	18	234	
		LUTON	EASYJET UK LTD	S	A	22	0	0	22.7	22.7	31.8	4.5	18.2	0.0	0.0	0.0	0.0	0.0	9	80.0	7	25	
		LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	27.3	59.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	7	84.0	7	25	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	125	0	0	10.4	41.6	28.8	9.6	8.8	0.8	0.0	0.0	0.0	0.0	0.0	8	84.2	6	120	
	STANSTED	RYANAIR	S	D	125	0	0	0.0	28.8	40.8	11.2	17.6	1.6	0.0	0.0	0.0	0.0	0.0	14	64.2	15	120	
	MANCHESTER	IBERIA	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	IBERIA EXPRESS	S	A	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	6	100.0	1	9	
	MANCHESTER	IBERIA EXPRESS	S	D	10	0	0	0.0	20.0	40.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9	
	MANCHESTER	RYANAIR	S	A	32	0	0	9.4	46.9	25.0	9.4	9.4	0.0	0.0	0.0	0.0	0.0	0.0	8	73.3	11	30	
	MANCHESTER	RYANAIR	S	D	32	0	0	0.0	34.4	50.0	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	30	
<b>TOTAL MADRID</b>					<b>1879</b>	<b>0</b>	<b>8</b>	<b>8.5</b>	<b>38.3</b>	<b>34.0</b>	<b>10.9</b>	<b>5.9</b>	<b>1.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>74.3</b>	<b>12</b>	<b>1840</b>	
MAHON																							
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET UK 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	0.0	1	87.5	4	8	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9	
	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	36	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	1	
<b>TOTAL MAHON</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>36.5</b>	<b>32.7</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>0.0</b>	<b>5</b>	<b>94.4</b>	<b>2</b>	<b>36</b>	
MALAGA																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	31.6	26.3	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	18	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	68.4	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	18	
	BELFAST INTERNATIONAL	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	1	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR	S	A	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.4	7	17	
	BELFAST INTERNATIONAL	RYANAIR	S	D	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	100.0	2	17	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	AIR X CHARTER	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1		
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
BIRMINGHAM	JET2.COM LTD	S A	26	0	0	26.9	46.2	23.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	6	21		
BIRMINGHAM	JET2.COM LTD	S D	26	0	0	0.0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	8	21		
BIRMINGHAM	RYANAIR	S A	30	0	1	9.7	41.9	29.0	6.5	6.5	0.0	3.2	0.0	0.0	0.0	3.2	10	88.9	4	27			
BIRMINGHAM	RYANAIR	S D	30	0	0	0.0	50.0	36.7	3.3	3.3	0.0	3.3	3.3	0.0	0.0	0.0	20	92.3	6	26			
BIRMINGHAM	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	9	9			
BIRMINGHAM	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	19	7			
BOURNEMOUTH	RYANAIR	S A	11	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	8			
BOURNEMOUTH	RYANAIR	S D	11	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	8			
BRISTOL	EASYJET UK LTD	S A	29	0	0	31.0	41.4	13.8	3.4	6.9	3.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	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	0.0	0	0			
BRISTOL	RYANAIR	S A	27	0	0	22.2	33.3	29.6	3.7	7.4	0.0	3.7	0.0	0.0	0.0	0.0	10	0.0	0	0			
BRISTOL	RYANAIR	S D	27	0	0	0.0	55.6	29.6	7.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	10	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	276	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C 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	27	50.0	26	4			
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4			
CARDIFF WALES	VUELING AIRLINES	S A	7	0	0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	11	8			
CARDIFF WALES	VUELING AIRLINES	S D	6	0	1	0.0	14.3	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	14.3	15	50.0	13	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	7	0	0	0.0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	28	62.5	12	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	17	0	0	41.2	29.4	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	14			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	17	0	0	0.0	64.7	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	26	0	0	3.8	26.9	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	9	17			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	26	0	0	0.0	57.7	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	5	17			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	100.0	5	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4			
EDINBURGH	JET2.COM LTD	S A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
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	0	100.0	0	1			

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

		Origin/Destinations: M																	NOV 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
								10.5	21.1	47.4	15.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EDINBURGH	RYANAIR	S A	19	0	0	0	10.5	21.1	47.4	15.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	95.2	5	21
EDINBURGH	RYANAIR	S D	19	0	0	0	0.0	31.6	47.4	15.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	7	21
EXETER	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	11	13
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	0.0	0	69.2	15	13
EXETER	RYANAIR	S A	8	0	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
EXETER	RYANAIR	S D	8	0	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GLASGOW	EASYJET UK LTD	S A	18	0	0	0	11.1	22.2	22.2	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	72.2	10	18
GLASGOW	EASYJET UK LTD	S D	18	0	0	0	0.0	27.8	38.9	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	12	18
GLASGOW	JET2.COM LTD	S A	5	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	0.0	5	100.0	0	4
GLASGOW	JET2.COM LTD	S D	5	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	0.0	3	100.0	6	4
GLASGOW	RYANAIR	S A	9	0	0	0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
GLASGOW	RYANAIR	S D	9	0	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0	0.0	40.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	39	40.0	28	5
GLASGOW	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	27	3
JERSEY	FLYBE LTD	C A	2	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	2
JERSEY	FLYBE LTD	C D	2	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	6	2
LEEDS BRADFORD	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	0	100.0	0	1
LEEDS BRADFORD	JET2.COM LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LEEDS BRADFORD	JET2.COM LTD	S A	23	0	0	0	34.8	39.1	13.0	4.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	95.5	1	22
LEEDS BRADFORD	JET2.COM LTD	S D	23	0	0	0	0.0	47.8	43.5	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	22
LEEDS BRADFORD	RYANAIR	S A	14	0	0	0	21.4	21.4	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	13	13
LEEDS BRADFORD	RYANAIR	S D	14	0	0	0	0.0	71.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	13	13
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	0	100.0	0	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	0.0	0	100.0	0	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	28	0	0	0	32.1	39.3	14.3	3.6	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	17	100.0	1	27
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	28	0	0	0	0.0	89.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	1	27
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	17	0	0	0	23.5	41.2	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	9	17
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	17	0	0	0	0.0	64.7	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	7	17
GATWICK	BRITISH AIRWAYS PLC	S A	47	0	0	0	29.8	42.6	17.0	8.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	5	95.7	2	47

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	BRITISH AIRWAYS PLC	S D	47	0	0	0.0	44.7	42.6	6.4	4.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	8	91.5	4	47
GATWICK	EASYJET UK LTD	S A	84	0	0	36.9	35.7	17.9	7.1	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	94.5	4	91	
GATWICK	EASYJET UK LTD	S D	83	0	0	0.0	39.8	43.4	13.3	1.2	2.4	0.0	0.0	0.0	0.0	0.0	7	85.7	8	91	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	50	0	0	14.0	36.0	32.0	12.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	15	85.5	8	62	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	51	0	0	2.0	56.9	25.5	9.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	90.3	6	62	
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	5	
GATWICK	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	6	
HEATHROW	BRITISH AIRWAYS PLC	S A	18	0	0	5.6	22.2	50.0	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	29	80.0	9	25	
HEATHROW	BRITISH AIRWAYS PLC	S D	17	0	0	0.0	17.6	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	88.0	5	25	
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 SWITZERLAND	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
LUTON	EASYJET UK LTD	S A	35	0	0	14.3	54.3	20.0	5.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	88.2	7	34	
LUTON	EASYJET UK LTD	S D	37	0	0	0.0	29.7	56.8	5.4	2.7	5.4	0.0	0.0	0.0	0.0	0.0	9	88.2	5	34	
LUTON	RYANAIR	S A	26	0	0	26.9	30.8	26.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	96.2	3	26	
LUTON	RYANAIR	S D	26	0	0	0.0	46.2	42.3	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	92.3	5	26	
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
LUTON	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
STANSTED	EASYJET UK LTD	S A	10	0	0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	5	14	
STANSTED	EASYJET UK LTD	S D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	14	
STANSTED	JET2.COM LTD	S A	17	0	0	29.4	17.6	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	18	
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	47.1	47.1	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	2	18	
STANSTED	RYANAIR	S A	58	0	0	20.7	31.0	24.1	13.8	8.6	1.7	0.0	0.0	0.0	0.0	0.0	10	86.7	8	60	
STANSTED	RYANAIR	S D	58	0	0	0.0	37.9	50.0	6.9	3.4	0.0	1.7	0.0	0.0	0.0	0.0	8	70.0	13	60	
MANCHESTER	EASYJET UK LTD	S A	30	0	0	36.7	33.3	23.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	15	31	
MANCHESTER	EASYJET UK LTD	S D	30	0	0	0.0	60.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	6	30	
MANCHESTER	JET2.COM LTD	S A	25	0	0	28.0	36.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	9	21	
MANCHESTER	JET2.COM LTD	S D	25	0	0	0.0	16.0	72.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	7	95.2	5	21	
MANCHESTER	RYANAIR	S A	35	0	0	17.1	22.9	34.3	20.0	0.0	0.0	2.9	0.0	2.9	0.0	0.0	24	89.7	5	39	
MANCHESTER	RYANAIR	S D	35	0	0	0.0	45.7	40.0	5.7	5.7	0.0	2.9	0.0	0.0	0.0	0.0	10	92.3	3	39	
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	8	12	
MANCHESTER	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	63.6	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	3	12	
NEWCASTLE	EASYJET UK LTD	S A	19	0	0	21.1	68.4	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	18	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	NEWCASTLE	EASYJET UK LTD	S	D	19	0	0	0.0	10.5	84.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	6	18		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10		
	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	8	90.0	10	10		
	NEWCASTLE	RYANAIR	S	A	17	0	0	11.8	41.2	5.9	23.5	11.8	5.9	0.0	0.0	0.0	0.0	16	94.1	2	17		
	NEWCASTLE	RYANAIR	S	D	17	0	0	0.0	23.5	35.3	11.8	23.5	5.9	0.0	0.0	0.0	0.0	20	82.4	6	17		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	29	75.0	14	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	13	3		
	SOUTHEND	EASYJET UK LTD	S	A	20	0	0	20.0	45.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	10	30		
	SOUTHEND	EASYJET UK LTD	S	D	20	0	0	0.0	70.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	4	90.0	12	30		
	SOUTHEND	RYANAIR	S	A	18	0	0	0.0	33.3	27.8	27.8	5.6	5.6	0.0	0.0	0.0	0.0	15	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	18	0	0	0.0	72.2	22.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL MALAGA</b>					<b>1836</b>	<b>28</b>	<b>2</b>	<b>10.6</b>	<b>39.0</b>	<b>32.9</b>	<b>8.9</b>	<b>4.8</b>	<b>1.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>1.5</b>	<b>0.1</b>	<b>9</b>	<b>80.2</b>	<b>7</b>	<b>1738</b>	
MALE INTERNATIONAL																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	15.4	15.4	53.8	7.7	0.0	7.7	0.0	0.0	0.0	27	84.6	7	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	38.5	23.1	0.0	0.0	7.7	0.0	0.0	0.0	19	92.3	7	13		
<b>TOTAL MALE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>38.5</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.5</b>	<b>7</b>	<b>26</b>		
MALTA																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9		
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	46.2	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	84.6	9	13		
	BIRMINGHAM	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	6	92.3	5	13		
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8		
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	30.8	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	BRISTOL	RYANAIR	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	4	0.0	0	0		
	CARDIFF WALES	RYANAIR	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	CARDIFF WALES	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	2	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	30.8	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	13	69.2	10	13		
	EAST MIDLANDS INTERNATIONAL	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	7	84.6	9	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							
EDINBURGH	RYANAIR	S A	10	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	30	37.5	29	8		
EDINBURGH	RYANAIR	S D	10	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	7	8		
EXETER	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	0.0	3	0.0	0	0		
EXETER	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	0.0	7	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
GLASGOW	JET2.COM LTD	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2		
LEEDS BRADFORD	JET2.COM LTD	S A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
LEEDS BRADFORD	JET2.COM LTD	S D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	3		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	55.6	11.1	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	29	25.0	14	8		
LEEDS BRADFORD	RYANAIR	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	0.0	12	100.0	0	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	25.0	25.0	12.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	33	88.9	5	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	36	100.0	0	9		
GATWICK	AIR MALTA	S A	48	0	0	8.3	25.0	37.5	16.7	10.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	12	30		
GATWICK	AIR MALTA	S D	48	0	0	0.0	18.8	45.8	18.8	10.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	15	73.3	12	30		
GATWICK	BRITISH AIRWAYS PLC	S A	22	0	0	63.6	27.3	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	22		
GATWICK	BRITISH AIRWAYS PLC	S D	22	0	0	0.0	59.1	31.8	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	22		
GATWICK	EASYJET UK LTD	S A	31	0	0	32.3	32.3	16.1	6.5	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	90.6	4	32		
GATWICK	EASYJET UK LTD	S D	31	0	0	0.0	35.5	54.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	96.9	5	32		
GATWICK	PHOENIX AIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	1		
GATWICK	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	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	0.0	0	25.0	62	4		
HEATHROW	AIR MALTA	S A	60	0	0	11.7	25.0	33.3	13.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	15	55.0	22	60		
HEATHROW	AIR MALTA	S D	60	0	0	0.0	40.0	35.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	12	43.3	25	60		
LUTON	RYANAIR	S A	18	0	0	0.0	55.6	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	82.4	9	17		
LUTON	RYANAIR	S D	18	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.1	3	17		
STANSTED	EASYJET UK LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
STANSTED	JET2.COM LTD	S A	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	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	4	0.0	0	0		
STANSTED	RYANAIR	S A	16	0	0	0.0	50.0	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.4	8	17		
STANSTED	RYANAIR	S D	15	0	0	0.0	46.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	10	17		
MANCHESTER	EASYJET UK LTD	S A	17	0	0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	8	17		
MANCHESTER	EASYJET UK LTD	S D	17	0	0	0.0	47.1	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	6	17		
MANCHESTER	JET2.COM LTD	S A	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	0.0	5	75.0	60	4		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	4
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	23.5	52.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	9	13
	MANCHESTER	RYANAIR	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	92.3	4	13
	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	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	8
	NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	12	8
	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	80.0	7	10
	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	72.7	14	11
	SOUTHEND	EASYJET UK LTD	S	A	7	0	1	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	3	90.0	8	10
	SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9
<b>TOTAL MALTA</b>					<b>715</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>37.8</b>	<b>35.2</b>	<b>9.6</b>	<b>5.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>75.5</b>	<b>11</b>	<b>662</b>
MANCHESTER																						
	ABERDEEN	FLYBE LTD	S	A	130	0	1	17.6	60.3	19.1	1.5	0.8	0.0	0.0	0.0	0.0	0.0	0.8	2	80.7	13	135
	ABERDEEN	FLYBE LTD	S	D	130	0	1	0.0	65.6	28.2	3.1	0.8	0.0	0.8	0.8	0.0	0.0	0.8	5	85.2	7	134
	ABERDEEN	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	1
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	191	0	0	8.4	62.3	19.4	4.2	3.1	2.6	0.0	0.0	0.0	0.0	0.0	5	85.4	6	175
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	192	0	0	0.0	47.9	40.1	5.7	3.1	3.1	0.0	0.0	0.0	0.0	0.0	6	88.7	6	175
	BELFAST INTERNATIONAL	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	113	0	0	23.9	59.3	13.3	0.9	1.8	0.9	0.0	0.0	0.0	0.0	0.0	2	82.4	10	108
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	113	0	0	0.9	67.3	23.9	3.5	2.7	0.9	0.9	0.0	0.0	0.0	0.0	5	86.1	7	108
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	BELFAST INTERNATIONAL	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	98.3	1	60
	BELFAST INTERNATIONAL	RYANAIR	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	17	100.0	1	60
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	2
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	20	1
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	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	0.0	0	100.0	0	1



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	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	76	3		
BIRMINGHAM	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1		
BOURNEMOUTH	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	13	1		
BOURNEMOUTH	JOTA AVIATION LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
BOURNEMOUTH	JOTA AVIATION LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	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	24	0.0	0	0		
BRISTOL	EASYJET UK 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	126	0.0	0	0		
EDINBURGH	FLYBE LTD	S	A	85	0	0	31.8	50.6	12.9	1.2	2.4	1.2	0.0	0.0	0.0	0.0	0.0	3	82.8	12	87		
EDINBURGH	FLYBE LTD	S	D	84	0	0	0.0	32.1	63.1	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	81.6	12	87		
EDINBURGH	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
EXETER	FLYBE LTD	S	A	77	0	0	22.1	50.6	18.2	3.9	2.6	1.3	1.3	0.0	0.0	0.0	0.0	6	73.4	14	91		
EXETER	FLYBE LTD	S	D	76	0	0	0.0	48.7	36.8	11.8	1.3	1.3	0.0	0.0	0.0	0.0	0.0	5	81.5	14	92		
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	80.0	12	60		
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	78.3	13	60		
ISLE OF MAN	FLYBE LTD	S	A	115	0	0	37.4	36.5	13.9	4.3	4.3	3.5	0.0	0.0	0.0	0.0	0.0	7	68.8	14	133		
ISLE OF MAN	FLYBE LTD	S	D	115	0	0	0.0	26.1	60.9	5.2	4.3	1.7	0.0	1.7	0.0	0.0	0.0	10	72.5	15	131		
JERSEY	EASYJET UK 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	0.0	0	0		
JERSEY	EASYJET UK LTD	S	D	13	0	0	53.8	46.2	0.0	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	30	0	0	20.0	40.0	20.0	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	9	70.0	25	30		
JERSEY	FLYBE LTD	S	D	30	0	0	3.3	60.0	16.7	6.7	6.7	3.3	0.0	3.3	0.0	0.0	0.0	15	56.7	29	30		
LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
LIVERPOOL (JOHN LENNON)	SAS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0		
GATWICK	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	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		
HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	0	24.7	45.4	13.9	7.2	7.7	1.0	0.0	0.0	0.0	0.0	0.0	6	73.6	11	207		
HEATHROW	BRITISH AIRWAYS PLC	S	D	194	0	0	0.0	38.7	45.9	10.3	3.6	1.5	0.0	0.0	0.0	0.0	0.0	7	80.2	9	206		
LUTON	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	100.0	4	1		
LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0		

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	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	22	1		
	NEWCASTLE	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		
	NEWCASTLE	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	12	0.0	0	0		
	SOUTHAMPTON	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	32	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	149	0	2	6.6	58.3	21.2	5.3	4.6	2.6	0.0	0.0	0.0	0.0	1.3	6	85.2	8	125	
	SOUTHAMPTON	FLYBE LTD	S	D	149	0	2	0.7	37.7	45.0	5.3	6.0	2.6	0.7	0.7	0.0	0.0	1.3	10	85.4	11	128	
	SOUTHAMPTON	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	29	100.0	1	1		
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1		
	SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	11	68		
	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	85.1	9	70		
<b>TOTAL MANCHESTER</b>					<b>2231</b>	<b>0</b>	<b>6</b>	<b>10.6</b>	<b>48.9</b>	<b>29.0</b>	<b>5.3</b>	<b>3.6</b>	<b>1.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>81.2</b>	<b>10</b>	<b>2577</b>	
MANILA																							
	HEATHROW	PHILIPPINE AIRLINES	S	A	22	0	0	45.5	13.6	27.3	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	32.0	21	22		
	HEATHROW	PHILIPPINE AIRLINES	S	D	22	0	0	13.6	81.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	22		
<b>TOTAL MANILA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>47.7</b>	<b>15.9</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>3</b>	<b>54.9</b>	<b>13</b>	<b>44</b>		
MARRAKESH																							
	BELFAST INTERNATIONAL	EASYJET UK 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	2	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3		
	BIRMINGHAM	TUI AIRWAYS 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	28	100.0	6	2		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9		
	LIVERPOOL (JOHN LENNON)	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	11	88.9	3	9		
	GATWICK	AIR ARABIA MAROC	S	A	8	0	0	25.0	50.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	15	87.5	3	8		
	GATWICK	AIR ARABIA MAROC	S	D	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	100.0	0	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	41.0	35.9	15.4	2.6	2.6	2.6	0.0	0.0	0.0	0.0	5	94.1	2	34		
	GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	48.7	41.0	5.1	2.6	2.6	0.0	0.0	0.0	0.0	6	85.3	6	34		
	GATWICK	EASYJET UK LTD	S	A	60	0	0	43.3	31.7	13.3	8.3	3.3	0.0	0.0	0.0	0.0	0.0	4	88.3	7	60		

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

		Origin/Destinations: M																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
GATWICK	EASYJET UK LTD	S	D	60	0	0	0.0	18.3	75.0	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	11	60	
GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	10	7	
GATWICK	TUI AIRWAYS 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	2	7	
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	27.8	26	18	
HEATHROW	BRITISH AIRWAYS PLC	S	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	10	83.3	8	18	
LUTON	RYANAIR	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	18	66.7	14	9	
LUTON	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	9	
STANSTED	RYANAIR	S	A	35	0	0	14.3	31.4	42.9	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	10	30	
STANSTED	RYANAIR	S	D	35	0	0	0.0	54.3	42.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	9	30	
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	53.8	23.1	0.0	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	14	84.6	4	13	
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	46.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	14	92.3	8	13	
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	87.5	6	8	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8	
MANCHESTER	TUI AIRWAYS LTD	S	A	7	0	0	0.0	14.3	28.6	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	5	7	
MANCHESTER	TUI AIRWAYS LTD	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	7	
<b>TOTAL MARRAKESH</b>				<b>457</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>33.3</b>	<b>37.4</b>	<b>7.7</b>	<b>4.2</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>7</b>	<b>84.9</b>	<b>8</b>	<b>411</b>	
MARSA ALAM																						
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	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	8	4	
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5	
GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5	
GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	5	
GATWICK	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	9	83.3	6	6	
LUTON	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	14	1	
MANCHESTER	TUI AIRWAYS LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
MANCHESTER	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	0.0	0	0	
<b>TOTAL MARSA ALAM</b>				<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>13.3</b>	<b>66.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.0</b>	<b>5</b>	<b>30</b>	
MARSEILLE																						
EDINBURGH	RYANAIR	S	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9	
EDINBURGH	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	6	9	
GATWICK	EASYJET UK LTD	S	A	25	0	0	12.0	48.0	28.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	8	19	
GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	44.0	44.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.9	11	19	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	81	0	0	23.5	37.0	24.7	4.9	4.9	3.7	0.0	0.0	1.2	0.0	0.0	14	71.8	30	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	42.0	43.2	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	82.1	10	78	
	LUTON	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	1	88.9	7	9	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
	STANSTED	RYANAIR	S	A	30	0	0	3.3	40.0	26.7	23.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	17	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	56.7	40.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.7	4	30	
	MANCHESTER	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	5	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MARSEILLE</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.4</b>	<b>31.8</b>	<b>9.3</b>	<b>3.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.1</b>	<b>15</b>	<b>290</b>	
MAURITIUS																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	52.4	23.8	14.3	0.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	7	100.0	1	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	38.1	9.5	9.5	9.5	4.8	0.0	0.0	0.0	0.0	20	90.5	7	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	24	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
	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	0.0	0.0	0	100.0	3	4	
	GATWICK	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	2	75.0	8	4	
	HEATHROW	AIR MAURITIUS LTD	S	A	14	0	0	0.0	50.0	35.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	23.1	52	13	
	HEATHROW	AIR MAURITIUS LTD	S	D	14	0	0	0.0	14.3	71.4	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	18	61.5	16	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	19	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL MAURITIUS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.8</b>	<b>35.9</b>	<b>3.8</b>	<b>5.1</b>	<b>5.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.3</b>	<b>14</b>	<b>86</b>	
MELBOURNE																							
	HEATHROW	QANTAS	S	A	30	0	0	43.3	16.7	13.3	16.7	0.0	3.3	6.7	0.0	0.0	0.0	0.0	17	48.4	25	30	
	HEATHROW	QANTAS	S	D	30	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	14	30	
<b>TOTAL MELBOURNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>25.0</b>	<b>36.7</b>	<b>11.7</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>20</b>	<b>60</b>	
MEMMINGEN ALLGAU																							
	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	87.5	4	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	100.0	2	8	
	STANSTED	RYANAIR	S	A	17	0	0	35.3	23.5	23.5	5.9	5.9	0.0	0.0	5.9	0.0	0.0	0.0	22	66.7	22	21	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.2	11	21	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.6</b>	<b>13</b>	<b>58</b>	

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

		Origin/Destinations: M																	NOV 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	
MEXICO CITY		HEATHROW	AEROMEXICO	S	A	30	0	0	43.3	10.0	23.3	10.0	10.0	0.0	3.3	0.0	0.0	0.0	0.0	14	80.0	9	30
		HEATHROW	AEROMEXICO	S	D	30	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	1	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	14.3	9.5	42.9	14.3	14.3	0.0	4.8	0.0	0.0	0.0	21	90.5	8	21	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	13.6	45.5	27.3	9.1	4.5	0.0	0.0	0.0	0.0	16	85.7	10	21	
<b>TOTAL MEXICO CITY</b>						<b>103</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>25.2</b>	<b>36.9</b>	<b>11.7</b>	<b>7.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>7</b>	<b>102</b>	
MIAMI INTERNATIONAL		GATWICK	NORWEGIAN AIR UK LTD	S	A	25	0	0	24.0	32.0	24.0	8.0	4.0	4.0	4.0	0.0	0.0	0.0	15	0.0	0	0	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	26	0	0	0.0	30.8	38.5	15.4	11.5	0.0	3.8	0.0	0.0	0.0	16	0.0	0	0	
		HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	51.7	10.0	16.7	6.7	5.0	8.3	1.7	0.0	0.0	0.0	13	80.0	13	29	
		HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	0.0	58.3	30.0	3.3	3.3	5.0	0.0	0.0	0.0	0.0	9	76.7	8	29	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	74	0	1	30.7	33.3	22.7	1.3	8.0	1.3	0.0	1.3	0.0	1.3	10	81.3	24	91	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	1	0.0	12.2	55.4	14.9	12.2	2.7	0.0	1.4	0.0	1.4	16	64.4	16	90	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	0	35.7	33.3	28.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	3	95.0	4	60	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	41	0	0	0.0	48.8	31.7	12.2	4.9	2.4	0.0	0.0	0.0	0.0	8	78.3	10	60	
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>401</b>	<b>0</b>	<b>2</b>	<b>18.6</b>	<b>31.0</b>	<b>31.5</b>	<b>7.2</b>	<b>6.5</b>	<b>3.5</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.4</b>	<b>14</b>	<b>359</b>	
MILAN (LINATE)		GATWICK	ALITALIA (CAI)	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		GATWICK	EASYJET UK LTD	S	A	81	0	0	27.2	53.1	12.3	3.7	2.5	1.2	0.0	0.0	0.0	0.0	3	93.9	4	82	
		GATWICK	EASYJET UK LTD	S	D	81	0	1	1.2	56.1	29.3	7.3	3.7	1.2	0.0	0.0	0.0	1.2	6	89.0	5	82	
		HEATHROW	ALITALIA (CAI)	S	A	60	0	0	20.0	48.3	26.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	9	60	
		HEATHROW	ALITALIA (CAI)	S	D	60	0	0	0.0	61.7	21.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	7	78.3	12	60	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	4	28.2	36.6	20.7	6.6	5.6	0.5	0.0	0.0	0.0	1.9	6	83.5	9	192	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	3	0.0	48.8	33.8	10.3	5.6	0.0	0.0	0.0	0.0	1.4	6	80.4	8	192	
		LONDON CITY	ALITALIA (CAI)	S	A	0	148	3	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	ALITALIA (CAI)	S	D	0	149	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4	2.6	0	0.0	0	0	
		LONDON CITY	BA CITYFLYER LTD	S	A	0	101	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	102	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	
		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	10	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: M			PERCENTAGE OF FLIGHTS LATE							NOV 2018		
										NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2018		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat
MANCHESTER	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	
MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	36	1	
<b>TOTAL MILAN (LINATE)</b>				<b>706</b>	<b>500</b>	<b>15</b>	<b>7.9</b>	<b>27.7</b>	<b>14.9</b>	<b>4.4</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.0</b>	<b>1.2</b>	<b>5</b>	<b>47.1</b>	<b>8</b>	<b>669</b>	
MILAN (MALPENSA)																						
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	76.9	11	25	
BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	16	26	
BRISTOL	EASYJET UK LTD	S	A	12	0	0	16.7	50.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BRISTOL	RYANAIR	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BRISTOL	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	20	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	66.7	21	9	
EDINBURGH	EASYJET EUROPE	S	A	31	0	0	22.6	67.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
EDINBURGH	EASYJET EUROPE	S	D	31	0	0	3.2	48.4	38.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	80.0	11	40	
EDINBURGH	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	0.0	0.0	12	70.0	18	40	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	10	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	0.0	0	69.2	14	13	
GATWICK	EASYJET UK LTD	S	A	149	0	0	24.8	44.3	17.4	8.7	2.0	1.3	0.7	0.7	0.0	0.0	0.0	7	83.3	9	156	
GATWICK	EASYJET UK LTD	S	D	148	0	0	0.7	48.0	37.8	6.8	5.4	1.4	0.0	0.0	0.0	0.0	0.0	7	82.7	8	156	
HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	27.3	27.3	20.0	18.2	5.5	0.0	1.8	0.0	0.0	0.0	0.0	10	71.9	15	64	
HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	49.1	43.6	5.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	5	78.1	10	64	
LUTON	EASYJET EUROPE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
LUTON	EASYJET UK LTD	S	A	28	0	0	0.0	35.7	28.6	25.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	11	77.3	12	22	
LUTON	EASYJET UK LTD	S	D	28	0	0	0.0	57.1	39.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	91.3	5	23	
LUTON	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	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	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STANSTED	RYANAIR	S	A	76	0	0	13.2	28.9	25.0	15.8	14.5	2.6	0.0	0.0	0.0	0.0	0.0	12	58.3	17	60	
STANSTED	RYANAIR	S	D	76	0	0	0.0	48.7	38.2	6.6	5.3	1.3	0.0	0.0	0.0	0.0	0.0	6	55.0	18	60	
MANCHESTER	EASYJET EUROPE	S	A	22	0	1	8.7	78.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0	0.0	0	0	
MANCHESTER	EASYJET EUROPE	S	D	22	0	1	4.3	56.5	30.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	9	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M										NOV 2018													
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE																		
										More than 15 m					0 m to 15 m					More than 360 m		Avg Delay (mins)		% Early to 15 m		Avg Delay (mins)		Mat					
										early					late					late		Unmat		Can		7		77.3		11		878	
MANCHESTER		EASYJET UK LTD		S A		1 0		0 0		0.0 100.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0.0 0.0		0 0		0 100.0		1 23		23					
MANCHESTER		EASYJET UK LTD		S D		1 0		0 0		0.0 100.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0 0		0 73.9		12 23		23							
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 88.5		6 26		26							
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 88.5		8 26		26							
MANCHESTER		RYANAIR		S A		22 0		0 0		0.0 4.5 45.5 36.4 13.6					0.0 0.0 0.0 0.0 0.0					16 0		0 0		0 0		0							
MANCHESTER		RYANAIR		S D		22 0		0 0		0.0 36.4 59.1 4.5 0.0					0.0 0.0 0.0 0.0 0.0					2 0		0 0		0 0		0							
MANCHESTER		TUI AIRWAYS LTD		C A		1 0		0 0		0.0 0.0 100.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					10 0		0 0		0 0		0							
MANCHESTER		TUI AIRWAYS LTD		C D		1 0		0 0		0.0 0.0 100.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					9 0		0 0		0 0		0							
<b>TOTAL MILAN (MALPENSA)</b>						<b>822 0</b>		<b>2 10.3</b>		<b>44.5 29.5 9.1 4.9 1.0</b>					<b>0.2 0.2 0.0 0.0 0.0</b>					<b>0.0 0.0</b>		<b>7 77.3</b>		<b>11 878</b>		<b>878</b>							
MINNEAPOLIS-ST PAUL																																	
HEATHROW		DELTA AIRLINES		S A		29 0		0 0		37.9 31.0 20.7 10.3 0.0					0.0 0.0 0.0 0.0 0.0					4 0		78.6 8		28		28							
HEATHROW		DELTA AIRLINES		S D		29 0		0 0		0.0 62.1 20.7 6.9 3.4					6.9 0.0 0.0 0.0 0.0					10 0		75.0 14		28		28							
<b>TOTAL MINNEAPOLIS-ST PAUL</b>						<b>58 0</b>		<b>0 19.0</b>		<b>46.6 20.7 8.6 1.7 3.4</b>					<b>0.0 0.0 0.0 0.0 0.0</b>					<b>0.0 0.0</b>		<b>7 76.8</b>		<b>11 56</b>		<b>56</b>							
MINSK INT'L																																	
GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S A		17 0		0 0		0.0 47.1 35.3 11.8 5.9					0.0 0.0 0.0 0.0 0.0					7 0		69.2 14		13		13							
GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S D		17 0		0 0		0.0 29.4 47.1 11.8 11.8					0.0 0.0 0.0 0.0 0.0					10 0		61.5 15		13		13							
GATWICK		TITAN AIRWAYS LTD		C A		0 0		0 0		0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0 0		100.0 12		1		1							
GATWICK		TITAN AIRWAYS LTD		C D		0 0		0 0		0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0 0		0.0 17		1		1							
<b>TOTAL MINSK INT'L</b>						<b>34 0</b>		<b>0 0.0</b>		<b>38.2 41.2 11.8 8.8 0.0</b>					<b>0.0 0.0 0.0 0.0 0.0</b>					<b>0.0 0.0</b>		<b>8 64.3</b>		<b>14 28</b>		<b>28</b>							
MONTEGO BAY																																	
BIRMINGHAM		TUI AIRWAYS LTD		C A		6 0		0 0		16.7 16.7 16.7 16.7 16.7					0.0 0.0 0.0 16.7 0.0					251 0		55.6 30		9		9							
BIRMINGHAM		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0 100.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					7 0		37.5 35		8		8							
GLASGOW		TUI AIRWAYS LTD		C A		0 0		0 0		0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0 0		0.0 18		1		1							
GATWICK		TUI AIRWAYS LTD		C A		14 0		0 0		0.0 42.9 35.7 14.3 7.1					0.0 0.0 0.0 0.0 0.0					8 0		41.2 25		17		17							
GATWICK		TUI AIRWAYS LTD		C D		12 0		0 0		0.0 0.0 66.7 25.0 8.3					0.0 0.0 0.0 0.0 0.0					17 0		73.7 12		19		19							
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		12 0		0 0		75.0 0.0 16.7 8.3 0.0					0.0 0.0 0.0 0.0 0.0					3 0		72.7 16		11		11							
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		12 0		0 0		0.0 25.0 66.7 8.3 0.0					0.0 0.0 0.0 0.0 0.0					7 0		25.0 36		12		12							
MANCHESTER		TUI AIRWAYS LTD		C A		8 0		0 0		25.0 12.5 50.0 12.5 0.0					0.0 0.0 0.0 0.0 0.0					8 0		71.4 10		14		14							
MANCHESTER		TUI AIRWAYS LTD		C D		8 0		0 0		0.0 12.5 25.0 50.0 12.5					0.0 0.0 0.0 0.0 0.0					18 0		30.8 25		13		13							
NEWCASTLE		TUI AIRWAYS LTD		S D		0 0		0 0		0.0 0.0 0.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					0 0		0.0 31		1		1							
<b>TOTAL MONTEGO BAY</b>						<b>76 0</b>		<b>0 15.8</b>		<b>15.8 44.7 17.1 5.3 0.0</b>					<b>0.0 0.0 0.0 1.3 0.0</b>					<b>0.0 0.0</b>		<b>29 51.4</b>		<b>22 105</b>		<b>105</b>							
MONTPELLIER																																	
BIRMINGHAM		JET2.COM LTD		C A		1 0		0 0		0.0 0.0 100.0 0.0 0.0					0.0 0.0 0.0 0.0 0.0					2 0		0.0 0		0		0							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										NOV 2018		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
MONTPELLIER		BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		GATWICK	BLUE JET SP ZOO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	121	1		
		GATWICK	EASYJET UK LTD	S	A	20	0	0	25.0	60.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.9	7	19		
		GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	45.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.9	8	19		
<b>TOTAL MONTPELLIER</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>50.0</b>	<b>33.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.9</b>	<b>11</b>	<b>39</b>		
MONTREAL (DORVAL)		BELFAST CITY (GEORGE BEST)	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		
		BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		HEATHROW	AIR CANADA	S	A	30	0	0	20.0	23.3	20.0	13.3	6.7	3.3	3.3	10.0	0.0	0.0	39	73.3	23	30		
		HEATHROW	AIR CANADA	S	D	30	0	0	0.0	56.7	30.0	3.3	3.3	3.3	3.3	0.0	0.0	0.0	12	83.3	8	30		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	20.0	30.0	20.0	13.3	6.7	6.7	3.3	0.0	0.0	0.0	16	60.0	25	30		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	40.0	20.0	20.0	6.7	0.0	0.0	0.0	0.0	21	63.3	27	30		
<b>TOTAL MONTREAL (DORVAL)</b>						<b>122</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>31.1</b>	<b>27.0</b>	<b>12.3</b>	<b>9.0</b>	<b>4.9</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>70.0</b>	<b>21</b>	<b>120</b>		
MOSCOW (DOMODEDOVO)		GATWICK	AVANGUARD 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		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	17.9	48.2	28.6	3.6	1.8	0.0	0.0	0.0	0.0	0.0	4	78.6	11	56		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	49.1	38.2	9.1	3.6	0.0	0.0	0.0	0.0	0.0	5	80.4	9	56		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>						<b>111</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>48.6</b>	<b>33.3</b>	<b>6.3</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>4</b>	<b>79.6</b>	<b>10</b>	<b>113</b>		
MOSCOW (SHEREMETYEVO)		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	54	1		
		GLASGOW	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
		HEATHROW	AEROFLOT	S	A	132	0	0	43.9	37.9	16.7	0.8	0.0	0.0	0.8	0.0	0.0	0.0	2	91.5	5	129		
		HEATHROW	AEROFLOT	S	D	131	0	0	1.5	74.0	21.4	2.3	0.0	0.8	0.0	0.0	0.0	0.0	2	92.2	5	128		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	27.3	59.1	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	3	92.3	5	26		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	36.4	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	5	26		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>307</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>54.7</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.3</b>	<b>5</b>	<b>311</b>		
MOSCOW (VNUKOVO)		LUTON	WIZZ AIR UK LTD	S	A	30	0	0	6.7	36.7	46.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	9	0.0	0	0		
		LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	50.0	36.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL MOSCOW (VNUKOVO)</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>41.7</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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		
MUMBAI																								
	HEATHROW	AIR INDIA	S	A	30	0	0	10.0	16.7	10.0	20.0	23.3	16.7	3.3	0.0	0.0	0.0	0.0	35	76.7	15	30		
	HEATHROW	AIR INDIA	S	D	30	0	0	0.0	0.0	16.7	20.0	40.0	16.7	6.7	0.0	0.0	0.0	0.0	46	83.3	14	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	21.7	45.0	18.3	8.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	6	91.7	6	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	13.3	56.7	16.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	14	71.7	17	60		
	HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	90		
	HEATHROW	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.1	23	90		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	20.0	26.7	23.3	6.7	13.3	6.7	3.3	0.0	0.0	0.0	0.0	17	0.0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	10.0	63.3	10.0	13.3	0.0	3.3	0.0	0.0	0.0	0.0	16	0.0	0	0		
	MANCHESTER	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	18		
	MANCHESTER	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	20	18		
<b>TOTAL MUMBAI</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>21.3</b>	<b>32.9</b>	<b>13.3</b>	<b>15.0</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.4</b>	<b>13</b>	<b>396</b>		
MUNICH																								
	BIRMINGHAM	LUFTHANSA	S	A	78	0	3	12.3	53.1	25.9	2.5	2.5	0.0	0.0	0.0	0.0	0.0	3.7	3	89.2	5	83		
	BIRMINGHAM	LUFTHANSA	S	D	78	0	3	0.0	33.3	45.7	13.6	3.7	0.0	0.0	0.0	0.0	0.0	3.7	7	82.9	9	82		
	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	17	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	77.8	15	9		
	EDINBURGH	EASYJET UK LTD	S	A	18	0	0	16.7	27.8	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	16	26		
	EDINBURGH	EASYJET UK LTD	S	D	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	7	65.4	19	26		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	5	18		
	EDINBURGH	LUFTHANSA	S	A	13	0	0	38.5	38.5	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	EDINBURGH	LUFTHANSA	S	D	13	0	0	0.0	23.1	61.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	GLASGOW	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	3	17		
	GLASGOW	LUFTHANSA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	17		
	GATWICK	EASYJET UK LTD	S	A	66	0	0	19.7	43.9	24.2	4.5	6.1	1.5	0.0	0.0	0.0	0.0	0.0	6	88.2	10	68		
	GATWICK	EASYJET UK LTD	S	D	66	0	0	0.0	51.5	39.4	1.5	4.5	3.0	0.0	0.0	0.0	0.0	0.0	6	92.6	7	68		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	0	40.0	37.4	12.6	3.7	3.7	2.1	0.0	0.5	0.0	0.0	0.0	6	77.2	10	204		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	0.0	41.1	45.8	9.5	3.2	0.5	0.0	0.0	0.0	0.0	0.0	6	76.2	10	205		
	HEATHROW	LUFTHANSA	S	A	245	0	7	18.3	44.8	26.6	4.8	2.4	0.0	0.4	0.0	0.0	0.0	2.8	4	76.9	9	234		
	HEATHROW	LUFTHANSA	S	D	246	0	6	0.4	36.5	48.8	7.1	4.0	0.4	0.0	0.4	0.0	0.0	2.4	7	75.2	12	234		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	74	0	0.0	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	76	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		

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

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NUMBER OF FLIGHTS

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	14	0	0	7.1	14.3	50.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	22	69.2	10	13		
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	84.6	8	13		
STANSTED	EASYJET UK LTD	S A	15	0	0	0.0	46.7	46.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	68.4	10	19		
STANSTED	EASYJET UK LTD	S D	15	0	0	0.0	53.3	40.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	5	19		
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	80.0	11	30		
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	80.0	13	30		
MANCHESTER	EASYJET UK LTD	S A	15	0	0	6.7	60.0	20.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	13	90.0	6	20		
MANCHESTER	EASYJET UK LTD	S D	15	0	0	0.0	33.3	46.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	16	100.0	3	20		
MANCHESTER	LUFTHANSA	S A	100	0	5	21.9	46.7	18.1	6.7	1.0	0.0	1.0	0.0	0.0	0.0	4.8	4	82.8	7	87			
MANCHESTER	LUFTHANSA	S D	101	0	5	0.0	38.7	48.1	4.7	2.8	0.0	0.9	0.0	0.0	0.0	4.7	5	90.7	6	86			
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	100.0	3	1			
SOUTHEND	BA CITYFLYER LTD	S A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
<b>TOTAL MUNICH</b>			<b>1529</b>	<b>150</b>	<b>29</b>	<b>10.7</b>	<b>37.5</b>	<b>31.7</b>	<b>5.3</b>	<b>3.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>8.8</b>	<b>1.7</b>	<b>6</b>	<b>75.7</b>	<b>9</b>	<b>1656</b>			
MURCIA INTERNATIONAL																							
BIRMINGHAM	RYANAIR	S A	10	0	0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BIRMINGHAM	RYANAIR	S D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	13	0	0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
LEEDS BRADFORD	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	2	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	28	0	0	32.1	35.7	21.4	7.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GATWICK	EASYJET UK LTD	S D	28	0	0	0.0	57.1	28.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
LUTON	RYANAIR	S A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
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	0.0	15	0.0	0	0			
STANSTED	RYANAIR	S A	15	0	0	40.0	26.7	20.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	17	0.0	0	0			
STANSTED	RYANAIR	S D	15	0	0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	JET2.COM LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	RYANAIR	S A	11	0	0	9.1	63.6	27.3	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 NOVEMBER 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	RYANAIR	S	D	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	EASYJET UK 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	0	0.0	0	0	
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>190</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>48.4</b>	<b>26.3</b>	<b>3.2</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</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	100.0	0	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	100.0	1	8		
	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	92.3	6	13		
	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	92.3	8	13		
	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	100.0	0	1		
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	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	100.0	1	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	100.0	1	8		
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	30		
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	30		
	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	92.3	6	13		
	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	92.3	3	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	85.7	15	21		
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	9	21		
	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	0	1		
	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	100.0	0	1		
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12		
	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	100.0	2	12		
	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	75.0	8	8		
	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	87.5	11	8		
<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>83.9</b>	<b>5</b>	<b>230</b>		
MUSCAT																							
	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	698	1		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	710	1		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	125	1		
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	57	1		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	16	0	0	12.5	12.5	37.5	6.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	24	88.9	4	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	18.8	62.5	0.0	0.0	12.5	6.3	0.0	0.0	0.0	0.0	23	72.2	12	18
	HEATHROW	OMAN AIR	S	A	60	0	0	48.3	28.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.3	12	60
	HEATHROW	OMAN AIR	S	D	60	0	0	5.0	61.7	30.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	60
	MANCHESTER	OMAN AIR	S	A	30	0	0	16.7	20.0	23.3	23.3	3.3	10.0	3.3	0.0	0.0	0.0	0.0	22	93.3	6	30
	MANCHESTER	OMAN AIR	S	D	29	0	1	0.0	53.3	23.3	0.0	13.3	3.3	3.3	0.0	0.0	0.0	3.3	15	90.0	10	30
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	75	1
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1
<b>TOTAL MUSCAT</b>					<b>217</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>37.2</b>	<b>28.0</b>	<b>6.9</b>	<b>4.6</b>	<b>3.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>78.4</b>	<b>17</b>	<b>222</b>

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
NAIROBI																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	53.3	30.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	33.3	46.7	13.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	12	73.3	19	30	
	HEATHROW	KENYA AIRWAYS	S	A	30	0	0	26.7	50.0	10.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	70.0	13	30	
	HEATHROW	KENYA AIRWAYS	S	D	30	0	0	0.0	53.3	40.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	13	30	
<b>TOTAL NAIROBI</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>47.5</b>	<b>31.7</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>6</b>	<b>71.7</b>	<b>17</b>	<b>120</b>	
NANTES																							
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0	
	BRISTOL	EASYJET EUROPE	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	
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	15	9	
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	9	
	GATWICK	EASYJET UK LTD	S	A	33	0	0	27.3	39.4	21.2	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.1	10	36	
	GATWICK	EASYJET UK LTD	S	D	33	0	0	0.0	36.4	57.6	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	36	
	LUTON	EASYJET UK LTD	S	A	11	0	0	18.2	63.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	2	9	
	LUTON	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	3	9	
	STANSTED	RYANAIR	S	A	26	0	0	0.0	19.2	53.8	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	47.1	26	17	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	65.4	23.1	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	8	17	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL NANTES</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>38.8</b>	<b>38.8</b>	<b>8.4</b>	<b>6.7</b>	<b>0.6</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>81.0</b>	<b>10</b>	<b>142</b>	
NAPLES																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	1	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	1	
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET EUROPE	S	A	8	0	1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0	
	EDINBURGH	EASYJET EUROPE	S	D	8	0	1	0.0	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	13	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	90.0	10	10	
	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	80.0	17	10	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

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

		Origin/Destinations: N																	NOV 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
								100.0	0.0	0.0	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 PANORAMA	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	BLUE PANORAMA	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)	EASYJET UK LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	100.0	5	2
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	14.3	32.1	32.1	7.1	0.0	10.7	3.6	0.0	0.0	0.0	0.0	18	68.0	22	25
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	42.9	39.3	7.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	8	80.0	7	25
	GATWICK	EASYJET UK LTD	S	A	29	0	0	17.2	41.4	31.0	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	89.7	4	29
	GATWICK	EASYJET UK LTD	S	D	29	0	0	0.0	55.2	37.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	89.7	4	29
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	61	0.0	26	1
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	12	1
	LUTON	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	19	0	0	0.0	31.6	47.4	5.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	14	68.4	27	19
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	38.9	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	84.2	8	19
	STANSTED	EASYJET UK LTD	S	A	30	0	0	10.0	56.7	23.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	30
	STANSTED	EASYJET UK LTD	S	D	30	0	0	0.0	73.3	23.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	30
	STANSTED	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	38	0	0	2.6	28.9	31.6	18.4	18.4	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	6	30
	STANSTED	RYANAIR	S	D	38	0	0	0.0	44.7	50.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	4	30
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	7	8
	MANCHESTER	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	100.0	2	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NAPLES</b>					<b>359</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>43.5</b>	<b>34.6</b>	<b>7.5</b>	<b>5.8</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.4</b>	<b>8</b>	<b>318</b>
NASHVILLE METROPOLITAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	2	11.1	16.7	22.2	22.2	11.1	0.0	0.0	5.6	0.0	0.0	11.1	24	88.2	6	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	2	0.0	11.1	27.8	38.9	0.0	5.6	0.0	5.6	0.0	0.0	11.1	30	64.7	17	17
<b>TOTAL NASHVILLE METROPOLITAN</b>					<b>32</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>13.9</b>	<b>25.0</b>	<b>30.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>27</b>	<b>76.5</b>	<b>11</b>	<b>34</b>
NEW ORLEANS																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	0.0	25.0	30.0	10.0	20.0	10.0	0.0	5.0	0.0	0.0	0.0	33	81.0	10	21

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	9.5	57.1	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	18	71.4	16	21
<b>TOTAL NEW ORLEANS</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>43.9</b>	<b>14.6</b>	<b>14.6</b>	<b>7.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.2</b>	<b>13</b>	<b>42</b>
NEW YORK (JF KENNEDY)																						
	EDINBURGH	DELTA AIRLINES	S	A	27	0	0	85.2	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.2	23	21
	EDINBURGH	DELTA AIRLINES	S	D	27	0	0	7.4	66.7	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	26	21
	GLASGOW	ICELANDAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	15.6	18.8	21.9	18.8	12.5	6.3	3.1	3.1	0.0	0.0	0.0	29	74.2	11	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	36.7	16.7	0.0	3.3	0.0	3.3	0.0	0.0	0.0	18	82.8	9	28
	GATWICK	NORWEGIAN AIR UK LTD	S	A	82	0	0	48.8	24.4	14.6	6.1	3.7	0.0	1.2	1.2	0.0	0.0	0.0	8	53.9	21	74
	GATWICK	NORWEGIAN AIR UK LTD	S	D	82	0	0	0.0	51.2	34.1	2.4	8.5	3.7	0.0	0.0	0.0	0.0	0.0	8	80.0	8	74
	HEATHROW	AMERICAN AIRLINES	S	A	111	0	0	43.2	31.5	16.2	4.5	1.8	1.8	0.0	0.9	0.0	0.0	0.0	7	85.0	16	113
	HEATHROW	AMERICAN AIRLINES	S	D	111	0	0	0.9	66.7	22.5	6.3	1.8	0.0	0.9	0.9	0.0	0.0	0.0	7	85.8	13	113
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	1	42.5	30.7	12.7	3.1	3.9	4.4	1.3	0.9	0.0	0.0	0.4	11	77.8	17	228
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	0	0.0	21.1	50.7	16.3	6.6	3.1	1.3	0.0	0.9	0.0	0.0	18	69.3	17	229
	HEATHROW	DELTA AIRLINES	S	A	60	0	1	50.8	18.0	14.8	3.3	4.9	3.3	3.3	0.0	0.0	0.0	1.6	12	66.7	23	60
	HEATHROW	DELTA AIRLINES	S	D	59	0	1	0.0	61.7	23.3	6.7	1.7	5.0	0.0	0.0	0.0	0.0	1.7	7	90.0	5	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	149	0	1	52.0	26.0	12.7	4.0	2.7	1.3	0.0	0.0	0.7	0.0	0.7	9	78.0	29	148
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	149	0	1	0.0	38.0	48.0	6.0	4.7	1.3	1.3	0.0	0.0	0.0	0.7	9	86.1	10	150
	LONDON CITY	BRITISH AIRWAYS PLC	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	0.0	0	0
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	0	18	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.7	5.3	0	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	52	18
	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	72.2	28	18
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	22	13
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	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	76.9	8	13
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1433</b>	<b>35</b>	<b>7</b>	<b>23.9</b>	<b>33.7</b>	<b>25.2</b>	<b>6.5</b>	<b>3.9</b>	<b>2.3</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>2.4</b>	<b>0.5</b>	<b>10</b>	<b>74.3</b>	<b>17</b>	<b>1412</b>
NEW YORK (NEWARK)																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	EDINBURGH	UNITED AIRLINES	S	A	30	0	0	13.3	40.0	20.0	6.7	10.0	10.0	0.0	0.0	0.0	0.0	13	63.3	36	30		
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	9.7	61.3	9.7	6.5	9.7	3.2	0.0	0.0	0.0	0.0	8	70.0	35	30		
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1		
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	13	1		
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1		
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	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	100.0	0	7		
	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	50.0	24	6		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	6	7.3	27.3	29.1	10.9	5.5	0.0	5.5	3.6	0.0	0.0	10.9	25	72.9	24	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	6	0.0	19.6	41.1	12.5	8.9	3.6	0.0	1.8	1.8	0.0	10.7	26	67.8	16	59	
	HEATHROW	UNITED AIRLINES	S	A	136	0	1	36.5	29.2	17.5	8.8	5.8	0.7	0.7	0.0	0.0	0.0	0.7	7	80.3	20	141	
	HEATHROW	UNITED AIRLINES	S	D	135	0	2	0.7	69.3	21.2	2.2	1.5	1.5	0.0	2.2	0.0	0.0	1.5	9	82.5	14	138	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53.3	36.7	3.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	4	61.3	24	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	50.0	40.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	6	80.0	10	30		
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	55	1		
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2		
	MANCHESTER	UNITED AIRLINES	S	A	29	0	0	20.7	31.0	31.0	10.3	3.4	0.0	0.0	3.4	0.0	0.0	16	66.7	27	30		
	MANCHESTER	UNITED AIRLINES	S	D	29	0	0	20.7	55.2	6.9	6.9	0.0	6.9	0.0	3.4	0.0	0.0	17	76.7	28	30		
	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	100.0	2	3		
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	9	3		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>557</b>	<b>0</b>	<b>15</b>	<b>15.7</b>	<b>43.0</b>	<b>22.6</b>	<b>6.8</b>	<b>4.9</b>	<b>2.1</b>	<b>0.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>75.6</b>	<b>20</b>	<b>606</b>	
NEWBURGH/USA																							
	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	80.0	6	29		
	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	80.0	8	28		
<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>80.0</b>	<b>7</b>	<b>57</b>		
NEWCASTLE																							
	ABERDEEN	FLYBE LTD	S	A	44	0	9	1.9	37.7	18.9	5.7	3.8	11.3	1.9	1.9	0.0	0.0	17.0	25	48.4	12	35	
	ABERDEEN	FLYBE LTD	S	D	42	0	13	0.0	30.9	20.0	10.9	5.5	7.3	0.0	1.8	0.0	0.0	23.6	22	29.9	26	36	
	ABERDEEN	LOGANAIR LTD	S	A	46	0	0	4.3	65.2	28.3	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		



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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
ABERDEEN	LOGANAIR LTD	S D	47	0	0	0.0	42.6	51.1	4.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	73	0	0	6.8	72.6	15.1	0.0	4.1	1.4	0.0	0.0	0.0	0.0	0.0	4	94.7	4	75			
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	73	0	0	0.0	71.2	17.8	2.7	6.8	1.4	0.0	0.0	0.0	0.0	0.0	6	90.7	9	75			
BIRMINGHAM	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BOURNEMOUTH	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	1	1			
BOURNEMOUTH	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	11	1			
BOURNEMOUTH	LOGANAIR LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BOURNEMOUTH	LOGANAIR LTD	S D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	51	0	0	19.6	60.8	13.7	3.9	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	51	0	0	5.9	54.9	29.4	5.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
CARDIFF WALES	EASTERN AIRWAYS	S A	18	3	0	0.0	38.1	23.8	0.0	19.0	0.0	0.0	0.0	4.8	14.3	0.0	35	53.8	67	17			
CARDIFF WALES	EASTERN AIRWAYS	S D	8	2	0	0.0	30.0	30.0	0.0	0.0	10.0	10.0	0.0	0.0	20.0	0.0	30	52.0	39	23			
EXETER	FLYBE LTD	S A	24	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	60.0	23	24			
EXETER	FLYBE LTD	S D	25	0	0	0.0	60.0	32.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.0	19	25			
GLASGOW	EASYJET UK LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1			
JERSEY	BLUE ISLANDS LIMITED	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
JERSEY	BLUE ISLANDS LIMITED	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	112	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	140	0	0	18.6	47.9	17.9	10.7	2.9	2.1	0.0	0.0	0.0	0.0	0.0	6	75.2	12	141			
HEATHROW	BRITISH AIRWAYS PLC	S D	140	0	0	0.0	48.6	37.9	5.0	7.9	0.7	0.0	0.0	0.0	0.0	0.0	7	70.4	12	142			
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	58	100.0	0	1			
LUTON	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	25	1			
SOUTHAMPTON	FLYBE LTD	S A	68	0	0	4.4	58.8	22.1	7.4	2.9	4.4	0.0	0.0	0.0	0.0	0.0	7	89.6	7	76			
SOUTHAMPTON	FLYBE LTD	S D	68	0	0	0.0	39.7	47.1	2.9	4.4	5.9	0.0	0.0	0.0	0.0	0.0	9	83.3	9	77			
DURHAM TEES VALLEY	EASTERN AIRWAYS	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
<b>TOTAL NEWCASTLE</b>			<b>925</b>	<b>5</b>	<b>22</b>	<b>5.7</b>	<b>52.0</b>	<b>26.5</b>	<b>5.3</b>	<b>4.4</b>	<b>2.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.5</b>	<b>2.3</b>	<b>8</b>	<b>63.4</b>	<b>14</b>	<b>752</b>			
NEWQUAY																							
BIRMINGHAM	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BIRMINGHAM	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
DONCASTER SHEFFIELD	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	10	0.0	0	0			
EXETER	FLYBE LTD	S A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
LEEDS BRADFORD	FLYBE LTD	S A	8	0	1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	61.5	38	12			

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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
	LEEDS BRADFORD	FLYBE 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	16	69.2	18	12
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	72.0	17	80	
	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	68.3	23	80	
	HEATHROW	FLYBE LTD	S	A	119	0	1	5.0	47.5	19.2	7.5	7.5	8.3	4.2	0.0	0.0	0.8	19	0.0	0	0	
	HEATHROW	FLYBE LTD	S	D	119	0	1	0.0	45.0	30.8	4.2	7.5	7.5	4.2	0.0	0.0	0.8	18	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	13.3	63.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	43	30	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	0.0	30.0	56.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	6	63.3	33	30	
	SOUTHEND	STOBART AIR	S	A	21	0	1	27.3	31.8	27.3	4.5	0.0	0.0	0.0	4.5	0.0	4.5	12	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	22	0	0	0.0	45.5	50.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	10	0.0	0	0	
<b>TOTAL NEWQUAY NICE</b>					<b>360</b>	<b>1</b>	<b>4</b>	<b>4.4</b>	<b>45.5</b>	<b>29.9</b>	<b>5.2</b>	<b>4.9</b>	<b>5.5</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>1.1</b>	<b>15</b>	<b>67.9</b>	<b>25</b>	<b>246</b>
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	31	0.0	0	0	
	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	2	0.0	0	0	
	CARDIFF WALES	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	EDINBURGH	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	
	EDINBURGH	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	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	2	1	
	LEEDS BRADFORD	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	20	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	30.8	30.8	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	10	100.0	1	11	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	69.2	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	10	100.0	1	11	
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	25.5	51.1	14.9	2.1	2.1	2.1	0.0	2.1	0.0	0.0	8	85.7	9	42	
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	57.4	36.2	4.3	0.0	2.1	0.0	0.0	0.0	0.0	5	88.1	6	42	
	GATWICK	EASYJET UK LTD	S	A	65	0	0	35.4	38.5	16.9	4.6	4.6	0.0	0.0	0.0	0.0	0.0	5	81.1	13	74	
	GATWICK	EASYJET UK LTD	S	D	65	0	0	0.0	36.9	50.8	6.2	4.6	1.5	0.0	0.0	0.0	0.0	6	77.0	14	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	1	27.3	30.2	22.3	7.2	9.4	2.2	0.0	0.7	0.0	0.7	11	78.3	9	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	1	0.0	41.0	41.0	10.1	4.3	2.2	0.0	0.7	0.0	0.7	10	76.8	10	136	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	14	0	0	21.4	42.9	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	7	83.3	12	18	
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	8	72.2	10	18	
	STANSTED	EASYJET UK 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	14	100.0	3	9	

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

		Origin/Destinations: N																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	STANSTED	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9
	STANSTED	RYANAIR	S	A	18	0	0	0.0	33.3	33.3	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	22	76.7	7	30
	STANSTED	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	0.0	2	93.3	5	30
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL NICE</b>					<b>648</b>	<b>4</b>	<b>2</b>	<b>13.0</b>	<b>41.0</b>	<b>30.7</b>	<b>7.0</b>	<b>4.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.3</b>	<b>8</b>	<b>78.5</b>	<b>9</b>	<b>643</b>
NIEDERRHEIN																						
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	2
	EDINBURGH	RYANAIR	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	17	100.0	0	2
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	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	80.0	8	5
<b>TOTAL NIEDERRHEIN</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>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>92.9</b>	<b>3</b>	<b>14</b>
NIMES																						
	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	77.8	9	9
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
<b>TOTAL NIMES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
NORRKOPING																						
	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	16	1
<b>TOTAL NORRKOPING</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
NORTHOLT																						
	BELFAST CITY (GEORGE BEST)	NETJETS TRANSPORTES AEREOS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST CITY (GEORGE BEST)	NETJETS TRANSPORTES AEREOS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NORTHOLT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
NORWICH																						
	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	84.1	11	68
	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	63.4	8	68
	ABERDEEN	LOGANAIR LTD	S	A	61	0	0	1.6	32.8	50.8	6.6	3.3	4.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	62	0	0	0.0	40.3	35.5	11.3	8.1	1.6	1.6	1.6	0.0	0.0	0.0	13	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	A	64	0	0	4.7	42.2	29.7	9.4	4.7	3.1	3.1	3.1	0.0	0.0	0.0	21	93.8	2	63
	EDINBURGH	LOGANAIR LTD	S	D	64	0	1	1.5	35.4	29.2	12.3	9.2	7.7	3.1	0.0	0.0	0.0	1.5	19	87.5	5	63
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	27	18
	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	66.7	14	18
	LEEDS BRADFORD	SUNWING AIRLINES INC	S	A	0	0	0	0.0	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

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	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	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	LOGANAIR 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	
	LIVERPOOL (JOHN LENNON)	LOGANAIR 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	
	GATWICK	LOGANAIR 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	44	0.0	0	0	
	GATWICK	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	A	39	0	2	0.0	41.5	41.5	2.4	4.9	2.4	0.0	0.0	2.4	0.0	4.9	21	95.3	7	43	
	MANCHESTER	LOGANAIR LTD	S	D	39	0	2	0.0	26.8	48.8	9.8	4.9	2.4	0.0	0.0	2.4	0.0	4.9	24	97.7	6	43	
<b>TOTAL NORWICH</b>					<b>333</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>36.4</b>	<b>37.9</b>	<b>9.2</b>	<b>6.2</b>	<b>4.1</b>	<b>1.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>82.2</b>	<b>8</b>	<b>387</b>	
NUREMBERG																							
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	11	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11	
	STANSTED	RYANAIR	S	A	44	0	0	18.2	68.2	4.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	89.6	6	48	
	STANSTED	RYANAIR	S	D	45	0	0	0.0	66.7	26.7	4.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	70.8	13	48	
	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	90.5	18	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	85.7	7	21	
<b>TOTAL NUREMBERG</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>68.1</b>	<b>16.0</b>	<b>5.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.1</b>	<b>10</b>	<b>160</b>	

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

		Origin/Destinations: O																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
OAKLAND		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	46.2	24	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	69.2	21	13
<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>59.3</b>	<b>22</b>	<b>27</b>
OHRID		LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL OHRID</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OLBIA		BRISTOL	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	HEATHROW	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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	8	0.0	0	0
<b>TOTAL OLBIA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>47.8</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.0</b>	<b>2</b>	<b>16</b>
OPORTO (PORTUGAL)		BIRMINGHAM	AIR PORTUGAL	S	A	0	0	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	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	50.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	100.0	1	8
	EDINBURGH	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	0.0	11	75.0	7	8
	GLASGOW	HI FLY MALTA	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	HI FLY MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	5	100.0	0	9
	LIVERPOOL (JOHN LENNON)	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	0	100.0	0	9
	GATWICK	AIR PORTUGAL	S	A	60	0	0	15.0	40.0	38.3	1.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	5	81.7	11	59
	GATWICK	AIR PORTUGAL	S	D	60	0	0	0.0	43.3	40.0	8.3	5.0	0.0	1.7	1.7	0.0	0.0	0.0	12	78.3	12	60

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	31.8	40.9	22.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	88.9	6	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	50.0	31.8	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	11	100.0	4	18
	GATWICK	EASYJET UK LTD	S	A	19	0	0	10.5	36.8	26.3	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	16	76.2	10	21
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	21.1	63.2	5.3	5.3	0.0	5.3	0.0	0.0	0.0	0.0	14	61.9	11	21
	LUTON	EASYJET UK 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	92.3	3	13
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	13
	LUTON	WIZZ AIR UK LTD	S	A	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	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	STANSTED	RYANAIR	S	A	80	0	0	6.3	37.5	36.3	8.8	6.3	3.8	0.0	1.3	0.0	0.0	0.0	14	78.2	10	78
	STANSTED	RYANAIR	S	D	80	0	0	0.0	25.0	38.8	20.0	12.5	3.8	0.0	0.0	0.0	0.0	0.0	16	49.4	22	77
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	0	13
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	100.0	0	13
	MANCHESTER	RYANAIR	S	A	13	0	0	15.4	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	13
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	13
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>508</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>37.2</b>	<b>36.2</b>	<b>10.4</b>	<b>5.7</b>	<b>2.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.7</b>	<b>10</b>	<b>465</b>
ORLANDO																						
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	5	4
	GLASGOW	VIRGIN ATLANTIC 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	20	50.0	34	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	1	13.9	33.3	13.9	8.3	11.1	13.9	0.0	2.8	0.0	0.0	2.8	27	72.2	13	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	1	0.0	30.6	25.0	13.9	16.7	8.3	2.8	0.0	0.0	0.0	2.8	23	75.0	14	36
	GATWICK	NORWEGIAN AIR UK LTD	S	A	21	0	0	23.8	33.3	19.0	9.5	9.5	0.0	4.8	0.0	0.0	0.0	0.0	14	68.8	14	16
	GATWICK	NORWEGIAN AIR UK LTD	S	D	21	0	0	0.0	38.1	47.6	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	5	17
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	3
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	43	0	0	60.5	25.6	2.3	4.7	4.7	2.3	0.0	0.0	0.0	0.0	0.0	6	69.4	21	47
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	0.0	23.3	44.2	23.3	0.0	4.7	4.7	0.0	0.0	0.0	0.0	16	50.0	30	46
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	70.0	16	20
	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	70.6	18	17

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

Origin/Destinations: O

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	36	0	0	27.8	30.6	27.8	8.3	2.8	0.0	0.0	2.8	0.0	0.0	0.0	10	75.0	12	32
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	36	0	0	0.0	19.4	55.6	8.3	5.6	8.3	2.8	0.0	0.0	0.0	17	75.0	11	32	
<b>TOTAL ORLANDO</b>					<b>280</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>28.7</b>	<b>28.7</b>	<b>11.3</b>	<b>6.4</b>	<b>5.3</b>	<b>1.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>70.0</b>	<b>17</b>	<b>310</b>
OSAKA (KANSAI)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	7.7	23.1	15.4	15.4	15.4	7.7	7.7	7.7	0.0	0.0	156	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	46.2	15.4	0.0	7.7	0.0	7.7	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL OSAKA (KANSAI)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>90</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)																						
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	8	21
	ABERDEEN	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	21
	ABERDEEN	SAS	S	A	25	0	0	4.0	56.0	24.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	7	69.2	13	24	
	ABERDEEN	SAS	S	D	25	0	0	0.0	48.0	32.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	7	73.1	12	24	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	11	29
	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	83.3	19	30
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	30	0	0	6.7	30.0	43.3	10.0	3.3	6.7	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	30	0	0	0.0	56.7	33.3	0.0	3.3	6.7	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	56	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	SAS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	115	0	0	6.1	30.4	35.7	9.6	15.7	2.6	0.0	0.0	0.0	0.0	13	80.2	10	101	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	114	0	0	0.0	33.3	40.4	11.4	11.4	3.5	0.0	0.0	0.0	0.0	13	70.3	18	101	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	24	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	26	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	23.7	29.0	23.7	12.9	7.5	2.2	1.1	0.0	0.0	0.0	12	79.6	8	103	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	52.7	35.5	4.3	6.5	1.1	0.0	0.0	0.0	0.0	6	82.5	8	103	
	HEATHROW	SAS	S	A	114	0	1	7.0	27.0	25.2	18.3	13.9	7.8	0.0	0.0	0.0	0.0	18	73.6	12	87	
	HEATHROW	SAS	S	D	115	0	1	0.0	49.1	27.6	10.3	6.0	5.2	0.9	0.0	0.0	0.0	12	75.3	11	88	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	19	0	0	0.0	5.3	31.6	36.8	15.8	5.3	0.0	0.0	0.0	0.0	0.0	33	78.0	13	50			
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	20	0	0	0.0	35.0	30.0	15.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	22	79.6	10	49			
	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	0.0	28.6	42.9	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	81.0	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
	STANSTED	RYANAIR	S	A	76	0	0	5.3	32.9	32.9	14.5	11.8	1.3	1.3	0.0	0.0	0.0	0.0	14	80.0	10	85			
	STANSTED	RYANAIR	S	D	76	0	0	0.0	48.7	44.7	1.3	3.9	1.3	0.0	0.0	0.0	0.0	0.0	5	84.7	9	85			
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	0.0	23.1	46.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	76.9	15	13			
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	84.6	15	13			
	MANCHESTER	SAS	S	A	39	0	0	2.6	38.5	28.2	15.4	7.7	2.6	2.6	0.0	2.6	0.0	0.0	30	90.0	7	30			
	MANCHESTER	SAS	S	D	38	0	1	2.6	38.5	33.3	7.7	5.1	7.7	2.6	0.0	0.0	0.0	2.6	17	93.3	6	30			
	MANCHESTER	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1096</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>38.1</b>	<b>32.6</b>	<b>11.0</b>	<b>9.3</b>	<b>3.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>78.5</b>	<b>11</b>	<b>1132</b>			
OSTRAVA																									
	STANSTED	RYANAIR	S	A	9	0	0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	4	17			
	STANSTED	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	94.1	4	17			
<b>TOTAL OSTRAVA</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>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>91.2</b>	<b>4</b>	<b>34</b>			
OTTAWA INTERNATIONAL																									
	HEATHROW	AIR CANADA	S	A	23	0	0	39.1	34.8	8.7	4.3	4.3	4.3	4.3	0.0	0.0	0.0	0.0	13	64.0	22	25			
	HEATHROW	AIR CANADA	S	D	23	0	0	0.0	52.2	34.8	8.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	10	88.0	10	25			
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>43.5</b>	<b>21.7</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.0</b>	<b>16</b>	<b>50</b>			
OVDA																									
	LUTON	WIZZ 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	2	9			
	LUTON	WIZZ 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	4	8			
<b>TOTAL OVDA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>17</b>			



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
PADERBORN																							
	SOUTHEND	ADRIA 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	77.8	11	9	
	SOUTHEND	ADRIA 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	88.9	6	9		
<b>TOTAL PADERBORN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
PALANGA																							
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	2	9	
	LUTON	WIZZ AIR UK 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	88.9	4	9	
	STANSTED	RYANAIR	S	A	8	0	0	25.0	12.5	25.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	42	87.5	7	8	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	8	
<b>TOTAL PALANGA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>40.0</b>	<b>31.4</b>	<b>14.3</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
PALERMO																							
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	9	
	STANSTED	RYANAIR	S	A	18	0	0	0.0	27.8	27.8	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	55.6	15	18	
	STANSTED	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	4	88.9	8	18	
<b>TOTAL PALERMO</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>32.7</b>	<b>45.5</b>	<b>10.9</b>	<b>7.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>9</b>	<b>54</b>	
PALMA DE MALLORCA																							
	BELFAST INTERNATIONAL	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	100.0	0	1	
	BELFAST 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	0	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	2	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	BIRMINGHAM	JET2.COM LTD	S	A	15	0	0	26.7	46.7	20.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9	
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	28.6	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	100.0	1	9	
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	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	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
BRISTOL	EASYJET UK LTD	S A	12	0	0	0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	12	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
BRISTOL	RYANAIR	S A	5	0	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
BRISTOL	RYANAIR	S D	5	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	11	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	7	0	0	0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	7	0	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	36	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	JET2.COM LTD	S A	3	0	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
EDINBURGH	JET2.COM LTD	S D	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
EDINBURGH	RYANAIR	S A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0			
EDINBURGH	RYANAIR	S D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0			
EDINBURGH	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EXETER	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	6	0	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	1			
GLASGOW	JET2.COM LTD	S D	6	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
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	0	100.0	4	1			
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	11	11			
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	15	10			
LEEDS BRADFORD	RYANAIR	S A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK 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	12	100.0	0	11		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	2	100.0	1	11		
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	11	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	46.2	15.4	15.4	0.0	0.0	0.0	7.7	0.0	0.0	20	92.3	10	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	13	92.3	11	13		
	GATWICK	EASYJET UK LTD	S	A	52	0	0	46.2	40.4	9.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1	92.6	6	54		
	GATWICK	EASYJET UK LTD	S	D	53	0	0	1.9	32.1	60.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	6	54		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	88.2	4	17		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	76.5	13	17		
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	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		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	13	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	13	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	12	0	0	25.0	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	11	11		
	LUTON	EASYJET UK LTD	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	2	81.8	13	11		
	LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	234	0.0	0	0		
	LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	A	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	20	10		
	STANSTED	EASYJET UK LTD	S	D	7	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10		
	STANSTED	JET2.COM LTD	S	A	10	0	0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	6		
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	6		
	STANSTED	RYANAIR	S	A	20	0	0	10.0	60.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	10	21		
	STANSTED	RYANAIR	S	D	20	0	0	0.0	65.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.5	6	21		
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	6	13		
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	58.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	9	13		

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
MANCHESTER	JET2.COM LTD		S	A	17	0	0	76.5	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	11	
MANCHESTER	JET2.COM 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	0.0	2	100.0	2	11	
MANCHESTER	RYANAIR		S	A	16	0	0	25.0	31.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	16		
MANCHESTER	RYANAIR		S	D	16	0	0	0.0	31.3	56.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	100.0	3	16		
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	100.0	0	1		
MANCHESTER	TUI AIRWAYS LTD		C	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD		C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
NEWCASTLE	JET2.COM LTD		S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	7		
NEWCASTLE	JET2.COM LTD		S	D	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	7		
NEWCASTLE	RYANAIR		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	14	0.0	0	0		
NEWCASTLE	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	16	0.0	0	0		
NEWCASTLE	TUI AIRWAYS LTD		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
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	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	0.0	0	0		
SOUTHEND	RYANAIR		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	16	0.0	0	0		
SOUTHEND	RYANAIR		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	6	0.0	0	0		
<b>TOTAL PALMA DE MALLORCA</b>					<b>553</b>	<b>26</b>	<b>0</b>	<b>14.2</b>	<b>40.4</b>	<b>30.6</b>	<b>6.9</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>6</b>	<b>82.6</b>	<b>6</b>	<b>448</b>	
PAPHOS																							
BELFAST INTERNATIONAL	JET2.COM LTD		S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
BELFAST INTERNATIONAL	JET2.COM LTD		S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
BIRMINGHAM	JET2.COM LTD		S	A	13	0	0	69.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	4	7		
BIRMINGHAM	JET2.COM LTD		S	D	13	0	0	0.0	15.4	69.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	11	100.0	3	7		
BIRMINGHAM	TUI AIRWAYS LTD		C	A	9	0	0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	90.0	4	10		
BIRMINGHAM	TUI AIRWAYS LTD		C	D	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	16	100.0	8	7		
BOURNEMOUTH	RYANAIR		S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	9		
BOURNEMOUTH	RYANAIR		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	6	11.1	36	9		
BOURNEMOUTH	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	22	66.7	10	3		
BOURNEMOUTH	TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	36	100.0	8	2		
BRISTOL	EASYJET UK LTD		S	A	13	0	0	15.4	46.2	30.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0	16	0.0	0	0		
BRISTOL	EASYJET UK LTD		S	D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
BRISTOL	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	8	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD		C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	4		
CARDIFF WALES	TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD		C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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							
	DONCASTER SHEFFIELD	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	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	1	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0	100.0	1	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	5	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	2	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8	
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	100.0	1	8	
	EDINBURGH	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	3	
	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	100.0	0	3	
	EDINBURGH	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	100.0	0	3	
	EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	8	2	
	EXETER	TUI AIRWAYS LTD	C	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	66	4	
	EXETER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	97	3	
	GLASGOW	JET2.COM LTD	S	A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	4	5	
	GLASGOW	JET2.COM LTD	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	5	
	GLASGOW	TUI AIRWAYS 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	100.0	1	4	
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	17	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	37	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	10	0	0	0.0	50.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	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	0	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	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	12	62.5	20	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	5	9	
	GATWICK	EASYJET UK LTD	S	A	32	0	0	43.8	31.3	18.8	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	97.0	2	33	
	GATWICK	EASYJET UK LTD	S	D	32	0	0	0.0	18.8	71.9	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	5	33	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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 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						
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	3	
	GATWICK	TUI AIRWAYS LTD	C	A	18	0	0	16.7	33.3	22.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	13	90.0	5	20	
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	60.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	18	100.0	3	16	
	LUTON	EASYJET UK LTD	S	A	17	0	0	11.8	58.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	9	17	
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	47.1	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	10	17	
	LUTON	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	4	
	LUTON	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	21	4	
	STANSTED	JET2.COM LTD	S	A	16	0	0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
	STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10	
	STANSTED	RYANAIR	S	A	30	0	0	46.7	26.7	23.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	10	30	
	STANSTED	TUI AIRWAYS LTD	C	A	7	0	0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8	
	STANSTED	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	5	100.0	1	7	
	MANCHESTER	EASYJET UK LTD	S	A	27	0	0	74.1	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	1	96.6	2	29	
	MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	19.2	61.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	9	90.0	6	30	
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	26.7	40.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	5	100.0	0	13	
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	20.0	46.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	10	100.0	3	13	
	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	100.0	0	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	100.0	3	3	
	MANCHESTER	TUI AIRWAYS LTD	C	A	16	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	18	
	MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	13.3	40.0	20.0	26.7	0.0	0.0	0.0	0.0	0.0	17	92.9	7	14	
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	3	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	16	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8	100.0	2	7	
<b>TOTAL PAPHOS</b>					<b>628</b>	<b>0</b>	<b>1</b>	<b>21.0</b>	<b>27.3</b>	<b>38.6</b>	<b>7.9</b>	<b>3.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>85.2</b>	<b>7</b>	<b>577</b>
PARIS (CHARLES DE GAULLE)																						
	ABERDEEN	AIR FRANCE	S	A	60	0	0	20.0	65.0	11.7	1.7	0.0	1.7	0.0	0.0	0.0	0.0	2	93.2	4	59	
	ABERDEEN	AIR FRANCE	S	D	60	0	0	0.0	56.7	31.7	8.3	3.3	0.0	0.0	0.0	0.0	0.0	5	86.4	7	59	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	24	0	0	0.0	29.2	70.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	17	0	0	0.0	11.8	52.9	23.5	5.9	5.9	0.0	0.0	0.0	0.0	15	50.0	20	18	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	5.9	5.9	0.0	0.0	0.0	0.0	9	61.1	13	18	
	BIRMINGHAM	AIR FRANCE	S	A	75	0	0	5.3	65.3	22.7	1.3	4.0	1.3	0.0	0.0	0.0	0.0	4	80.7	7	83	
	BIRMINGHAM	AIR FRANCE	S	D	75	0	0	0.0	54.7	36.0	2.7	2.7	4.0	0.0	0.0	0.0	0.0	6	77.1	10	83	

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	85	0	1	18.6	44.2	25.6	7.0	2.3	1.2	0.0	0.0	0.0	0.0	1.2	5	73.3	13	83			
BIRMINGHAM	FLYBE LTD	S D	85	0	0	0.0	16.5	65.9	11.8	4.7	1.2	0.0	0.0	0.0	0.0	0.0	10	59.3	22	84			
BRISTOL	EASYJET EUROPE	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0			
BRISTOL	EASYJET EUROPE	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	55	0	0	9.1	50.9	25.5	5.5	3.6	3.6	0.0	0.0	1.8	0.0	0.0	24	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	55	0	0	0.0	43.6	38.2	10.9	3.6	1.8	1.8	0.0	0.0	0.0	0.0	10	0.0	0	0			
CARDIFF WALES	FLYBE LTD	S A	34	0	0	0.0	32.4	55.9	8.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	9	82.8	9	29			
CARDIFF WALES	FLYBE LTD	S D	34	0	0	0.0	20.6	73.5	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	5	86.2	5	28			
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	8			
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	7	8			
EDINBURGH	AIR FRANCE	S A	60	0	0	13.3	56.7	25.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	93.0	4	86			
EDINBURGH	AIR FRANCE	S D	60	0	0	0.0	43.3	40.0	13.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	7	87.2	7	86			
EDINBURGH	EASYJET UK LTD	S A	47	0	0	10.6	38.3	31.9	4.3	8.5	6.4	0.0	0.0	0.0	0.0	0.0	12	54.2	22	48			
EDINBURGH	EASYJET UK LTD	S D	47	0	0	0.0	40.4	51.1	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	75.0	13	48			
EDINBURGH	FLYBE LTD	S D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
EXETER	FLYBE LTD	S A	54	0	0	3.7	59.3	25.9	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	70.4	16	54			
EXETER	FLYBE LTD	S D	55	0	0	0.0	54.5	38.2	3.6	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	78.2	15	54			
GLASGOW	EASYJET UK LTD	S A	26	0	0	7.7	46.2	19.2	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	56.7	20	30			
GLASGOW	EASYJET UK LTD	S D	26	0	0	0.0	30.8	46.2	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	7	30			
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	5.9	41.2	29.4	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	77.8	12	18			
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	5.9	64.7	17.6	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	9	100.0	3	18			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	14	0	0	21.4	42.9	28.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	82.4	8	17			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	14	0	0	0.0	78.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	88.2	6	17			
LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
LIVERPOOL (JOHN LENNON)	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	75	1			
GATWICK	EASYJET UK LTD	S A	73	0	0	28.8	47.9	19.2	2.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	2	90.7	6	75			
GATWICK	EASYJET UK LTD	S D	73	0	0	0.0	50.7	45.2	2.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	3	85.1	9	74			
GATWICK	VUELING AIRLINES	S A	93	0	0	25.8	57.0	14.0	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1	79.4	9	63			
GATWICK	VUELING AIRLINES	S D	93	0	0	0.0	58.1	34.4	2.2	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4	63.5	14	63			
HEATHROW	AIR FRANCE	S A	176	0	0	16.5	46.6	21.6	9.1	3.4	2.3	0.6	0.0	0.0	0.0	0.0	7	69.3	13	202			
HEATHROW	AIR FRANCE	S D	175	0	1	0.0	51.7	35.8	6.8	3.4	1.1	0.6	0.0	0.0	0.0	0.6	6	81.2	9	202			
HEATHROW	BRITISH AIRWAYS PLC	S A	195	0	0	7.7	47.7	26.2	7.2	8.2	2.6	0.5	0.0	0.0	0.0	0.0	9	66.8	14	189			

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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							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	0	0.0	33.7	51.5	8.2	5.1	1.5	0.0	0.0	0.0	0.0	0.0	8	80.0	11	189	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	0	0	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		
	LUTON	EASYJET EUROPE	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	LUTON	EASYJET EUROPE	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	16	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	77	0	0	6.5	28.6	42.9	13.0	9.1	0.0	0.0	0.0	0.0	0.0	9	65.8	13	79		
	LUTON	EASYJET UK LTD	S	D	77	0	0	0.0	50.6	39.0	7.8	2.6	0.0	0.0	0.0	0.0	0.0	5	87.2	6	78		
	STANSTED	EASYJET UK LTD	S	A	13	0	0	0.0	84.6	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	MANCHESTER	AIR FRANCE	S	A	90	0	0	14.4	67.8	13.3	1.1	2.2	1.1	0.0	0.0	0.0	0.0	3	86.2	8	87		
	MANCHESTER	AIR FRANCE	S	D	90	0	0	0.0	66.7	25.6	5.6	1.1	1.1	0.0	0.0	0.0	0.0	4	88.5	6	87		
	MANCHESTER	EASYJET UK LTD	S	A	54	0	0	22.2	38.9	25.9	9.3	1.9	1.9	0.0	0.0	0.0	0.0	6	57.1	19	49		
	MANCHESTER	EASYJET UK LTD	S	D	54	0	0	0.0	61.1	27.8	7.4	1.9	1.9	0.0	0.0	0.0	0.0	5	67.3	14	49		
	MANCHESTER	FLYBE LTD	S	A	111	0	0	23.4	60.4	14.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0	1	78.8	12	109		
	MANCHESTER	FLYBE LTD	S	D	111	0	0	0.0	22.5	70.3	4.5	2.7	0.0	0.0	0.0	0.0	0.0	5	77.9	11	111		
	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	100.0	0	1		
	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	23	1		
	NEWCASTLE	AIR FRANCE	S	A	82	0	0	23.2	59.8	13.4	1.2	1.2	1.2	0.0	0.0	0.0	0.0	3	87.6	7	89		
	NEWCASTLE	AIR FRANCE	S	D	82	0	0	0.0	22.0	63.4	9.8	1.2	3.7	0.0	0.0	0.0	0.0	9	86.5	9	89		
	SOUTHAMPTON	FLYBE LTD	S	A	64	0	0	9.4	46.9	37.5	3.1	1.6	1.6	0.0	0.0	0.0	0.0	5	80.8	9	50		
	SOUTHAMPTON	FLYBE LTD	S	D	64	0	0	1.6	15.6	70.3	7.8	4.7	0.0	0.0	0.0	0.0	0.0	6	88.5	8	51		
	SOUTHEND	EASYJET UK LTD	S	A	11	0	0	0.0	54.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	7	100.0	3	13		
	SOUTHEND	EASYJET UK LTD	S	D	11	0	0	9.1	45.5	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3202</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>46.6</b>	<b>35.0</b>	<b>6.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.6</b>	<b>11</b>	<b>3082</b>	
PARIS (ORLY)																							
	EDINBURGH	TRANSAVIA FRANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	EDINBURGH	TRANSAVIA FRANCE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2		
<b>TOTAL PARIS (ORLY)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>2.8</b>	<b>4</b>	<b>4</b>		
PERUGIA																							
	STANSTED	RYANAIR	S	A	16	0	0	12.5	31.3	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	11	81.3	13	16		
	STANSTED	RYANAIR	S	D	16	0	0	0.0	37.5	56.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5	100.0	3	17		
<b>TOTAL PERUGIA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>40.6</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>8</b>	<b>90.9</b>	<b>8</b>	<b>33</b>		
PESCARA																							
	STANSTED	RYANAIR	S	A	22	0	0	63.6	27.3	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	21		
	STANSTED	RYANAIR	S	D	22	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	95.2	3	21		
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>45.5</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.6</b>	<b>2</b>	<b>42</b>		



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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: P		NUMBER OF FLIGHTS														PERCENTAGE OF FLIGHTS LATE					NOV 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				
PHILADELPHIA INTERNATIONAL		HEATHROW	AMERICAN AIRLINES	S	A	27	0	0	63.0	25.9	3.7	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	6	70.9	28	55				
		HEATHROW	AMERICAN AIRLINES	S	D	27	0	0	0.0	55.6	33.3	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	13	55				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	1	32.0	36.0	20.0	2.0	4.0	4.0	0.0	0.0	0.0	0.0	2.0	7	60.0	31	30				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	1	0.0	12.0	52.0	22.0	10.0	2.0	0.0	0.0	0.0	0.0	2.0	13	50.0	21	30				
		MANCHESTER	AMERICAN AIRLINES	S	A	27	0	0	40.7	18.5	25.9	7.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	10	70.4	29	27				
		MANCHESTER	AMERICAN AIRLINES	S	D	27	0	0	7.4	74.1	11.1	0.0	0.0	0.0	3.7	3.7	0.0	0.0	0.0	15	63.0	22	27				
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>						<b>206</b>	<b>0</b>	<b>2</b>	<b>22.1</b>	<b>34.1</b>	<b>26.9</b>	<b>8.2</b>	<b>4.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>69.2</b>	<b>23</b>	<b>224</b>				
PHOENIX		HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	53.3	13.3	16.7	3.3	0.0	0.0	3.3	3.3	6.7	0.0	0.0	59	0.0	0	0				
		HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	3.3	70.0	10.0	6.7	3.3	3.3	0.0	3.3	0.0	0.0	0.0	12	0.0	0	0				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	27.6	24.1	17.2	6.9	13.8	6.9	0.0	0.0	0.0	0.0	3.4	15	76.7	15	30				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	6.9	17.2	20.7	34.5	13.8	3.4	0.0	0.0	0.0	3.4	41	56.7	21	30				
<b>TOTAL PHOENIX</b>						<b>116</b>	<b>0</b>	<b>2</b>	<b>21.2</b>	<b>28.8</b>	<b>15.3</b>	<b>9.3</b>	<b>12.7</b>	<b>5.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>32</b>	<b>66.7</b>	<b>18</b>	<b>60</b>				
PHU QUOC INTERNATIONAL		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	66.7	19	3					
		GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	4					
<b>TOTAL PHU QUOC INTERNATIONAL</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>15</b>	<b>7</b>					
PHUKET		GATWICK	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	100.0	7	3					
		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	4	80.0	6	5					
		MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	3					
		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	8	75.0	11	4					
<b>TOTAL PHUKET</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</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>4</b>	<b>86.7</b>	<b>7</b>	<b>15</b>					
PISA		BRISTOL	EASYJET UK LTD	S	A	9	0	1	0.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	7	0.0	0	0					
		BRISTOL	EASYJET UK LTD	S	D	9	0	1	0.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	5	0.0	0	0					
		GATWICK	EASYJET UK LTD	S	A	43	0	0	23.3	48.8	7.0	9.3	7.0	2.3	2.3	0.0	0.0	0.0	11	86.4	15	44					
		GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	37.2	41.9	7.0	9.3	4.7	0.0	0.0	0.0	0.0	12	97.7	5	44					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	23.3	33.3	3.3	13.3	0.0	0.0	0.0	0.0	0.0	9	92.6	4	26					

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	33.3	40.0	6.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	13	88.9	4	26
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9
	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	0	100.0	3	9
	STANSTED	BA CITYFLYER LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	STANSTED	RYANAIR	S	A	64	0	0	43.8	32.8	15.6	1.6	1.6	1.6	1.6	1.6	0.0	0.0	0.0	10	93.4	5	61
	STANSTED	RYANAIR	S	D	64	0	0	0.0	48.4	42.2	4.7	1.6	3.1	0.0	0.0	0.0	0.0	0.0	7	61.7	17	60
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	11	8
	MANCHESTER	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	87.5	12	8
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PISA</b>					<b>318</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>40.3</b>	<b>29.7</b>	<b>5.3</b>	<b>5.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>80.8</b>	<b>9</b>	<b>295</b>
PITTSBURGH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	18.8	43.8	12.5	6.3	6.3	6.3	0.0	0.0	6.3	0.0	0.0	58	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	0.0	29.4	47.1	11.8	0.0	0.0	5.9	0.0	0.0	0.0	5.9	14	0.0	0	0
<b>TOTAL PITTSBURGH</b>					<b>32</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>36.4</b>	<b>30.3</b>	<b>9.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PLOVDIV																						
	STANSTED	RYANAIR	S	A	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	10	13
	STANSTED	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	16	13
<b>TOTAL PLOVDIV</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>53.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.8</b>	<b>13</b>	<b>26</b>
PODGORICA																						
	STANSTED	MONTENEGRO AIRLINES	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	MONTENEGRO AIRLINES	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	95	0.0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	45	33.3	56	9
	STANSTED	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	7	55.6	12	9
<b>TOTAL PODGORICA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>44.4</b>	<b>34</b>	<b>18</b>
POITIERS																						
	STANSTED	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	88.9	4	9
	STANSTED	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	88.9	6	9
<b>TOTAL POITIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
PORT OF SPAIN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	59.1	18.2	13.6	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	15	100.0	1	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	4.8	47.6	14.3	19.0	4.8	4.8	4.8	0.0	0.0	0.0	36	68.2	12	22
<b>TOTAL PORT OF SPAIN</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>11.6</b>	<b>30.2</b>	<b>7.0</b>	<b>11.6</b>	<b>2.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.7</b>	<b>6</b>	<b>43</b>

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PORTO SANTO	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL PORTO SANTO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
POZNAN	BIRMINGHAM	WIZZ AIR	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	100.0	0	8	
	BIRMINGHAM	WIZZ AIR	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	8	100.0	2	8	
	BRISTOL	RYANAIR	S	A	13	0	0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	69.2	23.1	0.0	0.0	0.0	0.0	7.7	0.0	0.0	50	100.0	1	13	
	EDINBURGH	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	100.0	4	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	11	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	22	8	
	LIVERPOOL (JOHN LENNON)	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	62.5	22	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	82.4	6	34	
	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	79.4	11	34	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	43.3	46.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	66.7	23.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	RYANAIR	S	A	39	0	0	56.4	33.3	7.7	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1	81.6	7	38	
	STANSTED	RYANAIR	S	D	39	0	0	0.0	59.0	33.3	2.6	2.6	2.6	0.0	0.0	0.0	0.0	5	73.7	13	38	
<b>TOTAL POZNAN</b>					<b>244</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>52.0</b>	<b>19.7</b>	<b>2.9</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>5</b>	<b>74.2</b>	<b>8</b>	<b>220</b>	
PRAGUE	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	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	3	100.0	1	9	
	BIRMINGHAM	CSA CZECH AIRLINES	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	14	66.7	14	18	
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	16	18	
	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	100.0	2	1	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	44.4	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	16	88.9	13	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	15	88.9	4	9	
	BOURNEMOUTH	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	6	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	8	1	0	0.0	11.1	66.7	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	11	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	30	0	0	3.3	26.7	50.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	30	0	0	0.0	23.3	66.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	CARDIFF WALES	CSA CZECH AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	CARDIFF WALES	CSA CZECH AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9		
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	7.7	15.4	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	13	18		
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18		
	EDINBURGH	RYANAIR	S	A	17	0	0	5.9	64.7	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	17	13		
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	47.1	29.4	5.9	17.6	0.0	0.0	0.0	0.0	0.0	12	53.8	24	13		
	GLASGOW	JET2.COM LTD	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	100.0	2	9		
	GLASGOW	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	3	100.0	1	9		
	JERSEY	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	2	1		
	JERSEY	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	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	4	100.0	0	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	24	85.7	8	21		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	27	85.7	9	21		
	GATWICK	EASYJET UK LTD	S	A	54	0	0	3.7	40.7	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	74.6	9	59		
	GATWICK	EASYJET UK LTD	S	D	54	0	0	0.0	33.3	55.6	9.3	1.9	0.0	0.0	0.0	0.0	0.0	5	71.7	12	60		
	GATWICK	SMARTWINGS	S	A	6	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	19	66.7	13	18		
	GATWICK	SMARTWINGS	S	D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	12	55.6	13	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	0	32.6	37.0	14.5	7.2	6.5	2.2	0.0	0.0	0.0	0.0	8	81.5	9	145		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	0.0	37.7	48.6	3.6	5.8	3.6	0.7	0.0	0.0	0.0	10	86.3	7	145		
	LONDON CITY	AIR DOLOMITI	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		
	LONDON CITY	AIR DOLOMITI	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		
	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	100.0	0.0	0	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	30	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	9.7	45.2	32.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	38.7	54.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	13.6	50.0	18.2	13.6	0.0	4.5	0.0	0.0	0.0	0.0	10	80.8	10	26		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 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)
LUTON	WIZZ AIR UK LTD	S D	22	0	0	0.0	59.1	36.4	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.5	11	26
STANSTED	EASYJET UK LTD	S A	18	0	0	5.6	22.2	55.6	5.6	0.0	5.6	0.0	5.6	0.0	0.0	0.0	23	80.0	8	30	
STANSTED	EASYJET UK LTD	S D	18	0	0	0.0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	5	30	
STANSTED	RYANAIR	S A	79	0	0	8.9	55.7	19.0	13.9	2.5	0.0	0.0	0.0	0.0	0.0	0.0	6	86.3	6	73	
STANSTED	RYANAIR	S D	79	0	0	0.0	39.2	43.0	10.1	7.6	0.0	0.0	0.0	0.0	0.0	0.0	7	71.2	14	73	
MANCHESTER	EASYJET UK LTD	S A	39	0	0	23.1	41.0	20.5	5.1	7.7	2.6	0.0	0.0	0.0	0.0	0.0	9	66.7	12	39	
MANCHESTER	EASYJET UK LTD	S D	39	0	0	0.0	66.7	23.1	2.6	5.1	2.6	0.0	0.0	0.0	0.0	0.0	5	89.7	6	39	
MANCHESTER	JET2.COM LTD	S A	17	0	0	17.6	47.1	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	18	
MANCHESTER	JET2.COM LTD	S D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	10	18	
MANCHESTER	RYANAIR	S A	39	0	0	53.8	30.8	7.7	2.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
MANCHESTER	RYANAIR	S D	39	0	0	0.0	48.7	43.6	2.6	5.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
NEWCASTLE	JET2.COM LTD	S A	9	0	0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	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	0.0	3	100.0	2	9	
SOUTHEND	EASYJET UK LTD	S A	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	17	
SOUTHEND	EASYJET UK LTD	S D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	17	
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	52.9	33	17	
SOUTHEND	STOBART AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	21	17	
<b>TOTAL PRAGUE</b>			<b>1172</b>	<b>63</b>	<b>0</b>	<b>8.9</b>	<b>39.6</b>	<b>32.6</b>	<b>7.9</b>	<b>4.1</b>	<b>1.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>7</b>	<b>73.8</b>	<b>9</b>	<b>1137</b>	
PRESTWICK	GLASGOW	LOGANAIR LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	37	1	
<b>TOTAL PRESTWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>37</b>	<b>1</b>	
PREVEZA	HEATHROW	BRITISH AIRWAYS PLC	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PREVEZA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
PRISTINA	GATWICK	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	
	LUTON	WIZZ AIR UK LTD	S A	13	0	0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	20	
	LUTON	WIZZ AIR UK LTD	S D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	4	20	
	STANSTED	TUI AIRWAYS LTD	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	TUI AIRWAYS LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PRISTINA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>65.5</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	

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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							
PROVIDENCIALES																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	0.0	44.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	39	100.0	0	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	8	9	
<b>TOTAL PROVIDENCIALES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>23.5</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>83.3</b>	<b>4</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	0	1	
<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>100.0</b>	<b>0</b>	<b>1</b>	
PUERTO VALLARTA																							
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	60.0	12	5	
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4	
	MANCHESTER	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	21	100.0	7	4	
<b>TOTAL PUERTO VALLARTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</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>88.2</b>	<b>5</b>	<b>17</b>	
PUNTA CANA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	145	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	30.8	15.4	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	29	92.3	11	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	33.3	25.0	8.3	8.3	8.3	16.7	0.0	0.0	0.0	0.0	42	92.3	2	13	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	16	10	
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	8	
	GATWICK	TUI AIRWAYS LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	50.0	24	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	12	33.3	26	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	14	9	
<b>TOTAL PUNTA CANA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>20.6</b>	<b>38.2</b>	<b>13.2</b>	<b>7.4</b>	<b>5.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.5</b>	<b>14</b>	<b>71</b>	

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	3	0	0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
<b>TOTAL QINGDAO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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				
RABAT																						
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	8
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	9	8
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	38.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	20	84.6	15	13
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	16	13
<b>TOTAL RABAT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>52.3</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>0.0</b>	<b>13</b>	<b>83.3</b>	<b>14</b>	<b>42</b>
RALEIGH																						
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	21.4	50.0	14.3	7.1	0.0	3.6	3.6	0.0	0.0	0.0	0.0	10	96.3	4	27
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	0.0	67.9	21.4	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	5	100.0	0	27
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>58.9</b>	<b>17.9</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>98.1</b>	<b>2</b>	<b>54</b>
RENNES																						
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	GLASGOW	AIR X CHARTER	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	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	20	0.0	0	0
	GLASGOW	ENTER AIR	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GLASGOW	ENTER AIR	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	STANSTED	STOBART AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	42	0	1	27.9	46.5	20.9	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3	2	73.3	12	28
	SOUTHEND	STOBART AIR	S	D	43	0	0	2.3	58.1	34.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	29
<b>TOTAL RENNES</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>49.5</b>	<b>29.0</b>	<b>3.2</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>0.0</b>	<b>4</b>	<b>77.0</b>	<b>10</b>	<b>58</b>
REUS																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
	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	0.0	20	100.0	0	1
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	RYANAIR	S	A	6	0	0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	STANSTED	RYANAIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	8	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
	MANCHESTER	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1	
	SOUTHEND	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL REUS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>36.8</b>	<b>34.2</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>24</b>	
RHODES																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	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	4	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	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	
	GATWICK	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	100.0	0	2	
	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	100.0	0	2	
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	184	0.0	0	0	
	LUTON	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	25	0.0	0	0	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EASYJET UK LTD	S	D	1	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	
	STANSTED	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	1	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	100.0	0	1	
<b>TOTAL RHODES</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>46.5</b>	<b>23.3</b>	<b>4.7</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
RIGA																							
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	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	3	84.6	14	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	3	92.3	4	13	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	8	5	
	EDINBURGH	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	80.0	10	5	
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9	
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9	
	GATWICK	AIR BALTIC	S	A	39	0	0	15.4	51.3	23.1	5.1	2.6	2.6	0.0	0.0	0.0	0.0	0.0	6	91.5	7	47	
	GATWICK	AIR BALTIC	S	D	38	0	1	0.0	30.8	43.6	15.4	7.7	0.0	0.0	0.0	0.0	0.0	2.6	9	89.4	9	47	
	LUTON	WIZZ AIR	S	A	30	0	0	23.3	13.3	50.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	76.7	19	43	
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	16.7	70.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	72.1	23	43	
	STANSTED	RYANAIR	S	A	63	0	0	23.8	52.4	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	7	60	
	STANSTED	RYANAIR	S	D	63	0	0	0.0	54.0	36.5	6.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	8	60	
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	33	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9	
<b>TOTAL RIGA</b>					<b>357</b>	<b>0</b>	<b>1</b>	<b>10.9</b>	<b>42.5</b>	<b>37.7</b>	<b>6.1</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.5</b>	<b>11</b>	<b>388</b>	

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

		Origin/Destinations: R																		NOV 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
RIO DE JANEIRO (GALEAO)																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	17.6	35.3	41.2	5.9	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	D	17	0	0	0.0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	7.1	25.0	39.3	14.3	7.1	0.0	3.6	3.6	0.0	0.0	0.0	22	80.0	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	10.7	50.0	21.4	14.3	3.6	0.0	0.0	0.0	0.0	0.0	17	86.7	5	30	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>18.9</b>	<b>50.0</b>	<b>14.4</b>	<b>7.8</b>	<b>1.1</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>83.3</b>	<b>8</b>	<b>60</b>	
RIYADH																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60.0	23.3	10.0	0.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	86.7	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	63.3	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	12	83.3	11	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	0.0	10.0	33.3	26.7	26.7	3.3	0.0	0.0	0.0	0.0	0.0	23	50.0	19	24	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	0.0	56.7	20.0	10.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	10	75.0	8	24	
<b>TOTAL RIYADH</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>25.8</b>	<b>31.7</b>	<b>13.3</b>	<b>10.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>11</b>	<b>108</b>	
ROME (CIAMPINO)																							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	1063	1	
	EDINBURGH	RYANAIR	S	A	21	0	1	22.7	36.4	31.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	5	81.0	5	21	
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	59.1	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	21	
	STANSTED	RYANAIR	S	A	144	0	0	44.4	38.9	9.0	4.2	1.4	0.7	0.0	0.0	1.4	0.0	0.0	8	84.2	8	145	
	STANSTED	RYANAIR	S	D	144	0	0	0.0	52.8	36.1	3.5	4.2	3.5	0.0	0.0	0.0	0.0	0.0	7	56.8	20	145	
	MANCHESTER	RYANAIR	S	A	26	0	1	14.8	29.6	37.0	11.1	0.0	0.0	3.7	0.0	0.0	0.0	3.7	10	90.0	6	30	
	MANCHESTER	RYANAIR	S	D	26	0	1	0.0	29.6	51.9	7.4	0.0	7.4	0.0	0.0	0.0	0.0	3.7	11	90.0	7	30	
<b>TOTAL ROME (CIAMPINO)</b>					<b>383</b>	<b>0</b>	<b>3</b>	<b>18.9</b>	<b>43.8</b>	<b>27.2</b>	<b>4.1</b>	<b>2.3</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>75.5</b>	<b>14</b>	<b>394</b>	
ROME (FIUMICINO)																							
	BIRMINGHAM	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	0.0	42.9	21.4	21.4	0.0	7.1	0.0	7.1	0.0	0.0	0.0	27	81.8	13	11	
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	71.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	90.0	7	10	
	BRISTOL	EASYJET UK LTD	S	A	29	0	0	34.5	34.5	10.3	13.8	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	29	0	0	0.0	41.4	51.7	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	8	
	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	87.5	6	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	EDINBURGH	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GLASGOW	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	119	0.0	0	0	

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

		Origin/Destinations: R																	NOV 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	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	5	0.0	0	0
GLASGOW	JET2.COM 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	30	0.0	0	0
GLASGOW	JET2.COM LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	55.6	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	22	100.0	2	8
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	100.0	0	8
LEEDS BRADFORD	JET2.COM LTD	S	A	7	0	0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	7
LEEDS BRADFORD	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	9	8
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	88.2	7	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	0	100.0	0	17
GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	18.5	44.4	25.9	3.7	0.0	0.0	0.0	0.0	0.0	3.7	0.0	3.7	19	77.8	8	27
GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	1	0.0	26.9	57.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	4	81.5	9	27
GATWICK	EASYJET UK LTD	S	A	86	0	0	30.2	44.2	17.4	5.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.5	7	91
GATWICK	EASYJET UK LTD	S	D	86	0	0	0.0	34.9	58.1	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.0	5	91
GATWICK	VUELING AIRLINES	S	A	64	0	0	12.5	56.3	15.6	7.8	1.6	3.1	3.1	0.0	0.0	0.0	0.0	0.0	11	71.9	15	57
GATWICK	VUELING AIRLINES	S	D	64	0	0	0.0	37.5	37.5	7.8	9.4	1.6	3.1	1.6	1.6	0.0	0.0	0.0	23	54.4	22	57
HEATHROW	ALITALIA (CAI)	S	A	89	0	0	15.7	44.9	23.6	9.0	5.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	7	78.3	13	120
HEATHROW	ALITALIA (CAI)	S	D	89	0	0	0.0	47.2	37.1	10.1	3.4	1.1	1.1	0.0	0.0	0.0	0.0	0.0	8	62.5	17	119
HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	2	22.4	34.0	23.1	10.9	5.1	3.2	0.0	0.0	0.0	0.0	0.0	1.3	9	65.2	17	157
HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	2	0.0	33.8	47.8	11.5	3.8	1.9	0.0	0.0	0.0	0.0	0.0	1.3	8	81.0	10	157
LONDON CITY	BA CITYFLYER LTD	S	A	0	24	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	0.0	0	0
LONDON CITY	BA CITYFLYER LTD	S	D	0	24	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	4.0	0	0.0	0	0
LUTON	EASYJET UK LTD	S	A	15	0	0	13.3	40.0	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	7	16
LUTON	EASYJET UK LTD	S	D	15	0	0	0.0	46.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	16
MANCHESTER	JET2.COM LTD	S	A	22	0	0	27.3	40.9	22.7	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	11	94.7	3	19
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	19
NEWCASTLE	JET2.COM LTD	S	A	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	12	1
<b>TOTAL ROME (FIUMICINO)</b>				<b>1052</b>	<b>48</b>	<b>9</b>	<b>10.1</b>	<b>37.5</b>	<b>32.8</b>	<b>8.3</b>	<b>3.6</b>	<b>1.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.2</b>	<b>4.3</b>	<b>0.8</b>	<b>9</b>	<b>71.3</b>	<b>11</b>	<b>1079</b>	
ROTTERDAM	GLASGOW	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GLASGOW	JET2.COM LTD	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	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TRANSAVIA	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	TRANSAVIA	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	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	108	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.9	0	0.0	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	108	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	
	STANSTED	TRANSAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	0	1	
<b>TOTAL ROTTERDAM</b>					<b>6</b>	<b>216</b>	<b>1</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.9</b>	<b>0.4</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>1</b>	
ROVANIEMI																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	EXETER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	EXETER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	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	BRITISH AIRWAYS PLC	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	1	
	GATWICK	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	8	
	GATWICK	EASYJET UK 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	87.5	3	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	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	92.3	2	13	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	3	13	
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ROVANIEMI</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>40.0</b>	<b>42.2</b>	<b>6.7</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>2</b>	<b>43</b>	
RZESZOW																							
	BRISTOL	RYANAIR	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	9	0.0	0	0	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	16.7	66.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	7	13	
	LUTON	RYANAIR	S	A	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	23.1	24	13	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	53.8	17	13			
	STANSTED	RYANAIR	S	A	21	1	0	22.7	40.9	22.7	9.1	0.0	0.0	0.0	0.0	0.0	4.5	0.0	4	81.0	7	21			
	STANSTED	RYANAIR	S	D	22	0	0	0.0	45.5	36.4	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	6	21			
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8			
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8			
	SOUTHEND	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL RZESZOW</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>7.0</b>	<b>50.0</b>	<b>30.5</b>	<b>9.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>5</b>	<b>64.3</b>	<b>9</b>	<b>111</b>			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										NOV 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
SALONIKA																						
	GATWICK	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	0.0	20	1
	GATWICK	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	100.0	8	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	2	
	GATWICK	EASYJET UK LTD	S	A	22	0	0	45.5	22.7	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4	95.5	2	22	
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	36.4	59.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	7	22	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LUTON	WIZZ AIR 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	5	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	26	0	0	0.0	30.8	34.6	23.1	7.7	3.8	0.0	0.0	0.0	0.0	14	63.0	13	26	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	84.6	9	26	
	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	100.0	0	9	
	MANCHESTER	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	1	100.0	1	9	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	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	0.0	0	0	
<b>TOTAL SALONIKA</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>43.6</b>	<b>35.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.5</b>	<b>7</b>	<b>120</b>	
SALZBURG																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	92.3	4	13	
	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	87.5	2	8	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8	
	STANSTED	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	22	0	0	0.0	54.5	40.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	81.0	10	21	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	40.9	59.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	21	
<b>TOTAL SALZBURG</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>47.1</b>	<b>37.1</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.7</b>	<b>5</b>	<b>86</b>	
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	44.0	16.0	8.0	12.0	4.0	12.0	0.0	4.0	0.0	0.0	25	51.7	20	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	4.0	56.0	12.0	4.0	12.0	8.0	4.0	0.0	0.0	40	65.5	18	28	
<b>TOTAL SAN DIEGO</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>10.0</b>	<b>32.0</b>	<b>12.0</b>	<b>4.0</b>	<b>12.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>58.6</b>	<b>19</b>	<b>56</b>	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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				
SAN FRANCISCO																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	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	4	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	23.5	64.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	26.8	41.1	14.3	8.9	3.6	3.6	1.8	0.0	0.0	0.0	10	66.1	18	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	19.6	42.9	23.2	8.9	3.6	1.8	0.0	0.0	0.0	16	67.8	20	59	
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	37.5	37.5	10.7	7.1	5.4	1.8	0.0	0.0	0.0	0.0	5	72.2	13	54	
	HEATHROW	UNITED AIRLINES	S	D	56	0	0	1.8	69.6	17.9	1.8	5.4	1.8	0.0	0.0	1.8	0.0	12	85.2	9	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	35.6	33.9	13.6	11.9	5.1	0.0	0.0	0.0	0.0	0.0	5	78.9	10	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	0.0	45.8	33.9	5.1	8.5	6.8	0.0	0.0	0.0	0.0	12	66.7	18	57	
<b>TOTAL SAN FRANCISCO</b>					<b>377</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>39.8</b>	<b>24.4</b>	<b>9.5</b>	<b>5.8</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>15</b>	<b>340</b>
SAN JOSE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	2	16.7	25.0	29.2	8.3	8.3	0.0	0.0	4.2	0.0	0.0	8.3	16	44.8	29	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	4	0.0	15.4	38.5	11.5	7.7	7.7	3.8	0.0	0.0	0.0	15.4	21	79.3	22	29
<b>TOTAL SAN JOSE</b>					<b>44</b>	<b>0</b>	<b>6</b>	<b>8.0</b>	<b>20.0</b>	<b>34.0</b>	<b>10.0</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>12.0</b>	<b>19</b>	<b>62.1</b>	<b>25</b>	<b>58</b>
SAN JOSE COST RICA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	12.5	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	27	61.5	46	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	33.3	0.0	55.6	0.0	0.0	0.0	0.0	0.0	31	76.9	42	13	
<b>TOTAL SAN JOSE COST RICA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>23.5</b>	<b>0.0</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>29</b>	<b>69.2</b>	<b>44</b>	<b>26</b>	
SANDEFJORD(TORP)																						
	EDINBURGH	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	19	0.0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	9	84.6	10	13	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	11	13	
	MANCHESTER	RYANAIR	S	A	16	0	1	11.8	35.3	23.5	5.9	11.8	5.9	0.0	0.0	0.0	5.9	11	94.4	12	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	9	100.0	2	18	
<b>TOTAL SANDEFJORD (TORP)</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>35.8</b>	<b>30.2</b>	<b>11.3</b>	<b>9.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.3</b>	<b>8</b>	<b>62</b>	
SANFORD																						
	BIRMINGHAM	TUI AIRWAYS 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	100.0	0	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	13	3	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8	
	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	11	100.0	1	5	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										NOV 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		TUI AIRWAYS LTD		S A		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0 0				
		MANCHESTER		TUI AIRWAYS LTD		C A		7 0		0 0		0.0 42.9		28.6 28.6		0.0 0.0		0.0 0.0		0.0 0.0		8 8		100.0 2		7 7		
		MANCHESTER		TUI AIRWAYS LTD		C D		5 0		0 0		0.0 0.0		40.0 40.0		20.0 20.0		0.0 0.0		0.0 0.0		18 18		83.3 3		6 6		
		NEWCASTLE		TUI AIRWAYS LTD		S A		1 0		0 0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0.0 0		0 0		
<b>TOTAL SANFORD</b>								<b>30 0</b>		<b>0 0</b>		<b>16.7 26.7</b>		<b>30.0 20.0</b>		<b>6.7 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>9 9</b>		<b>94.1 3</b>		<b>34 34</b>		
SANTA CRUZ DE LA PALMA																												
		GATWICK		EASYJET UK LTD		S A		8 0		0 0		37.5 25.0		37.5 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 1		66.7 22		8 8		
		GATWICK		EASYJET UK LTD		S D		8 0		0 0		0.0 25.0		62.5 12.5		0.0 0.0		0.0 0.0		0.0 0.0		8 8		87.5 4		8 8		
		GATWICK		TUI AIRWAYS LTD		C A		5 0		0 0		20.0 60.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 2		80.0 9		5 5		
		GATWICK		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 6		60.0 20		5 5		
		MANCHESTER		TUI AIRWAYS LTD		C A		5 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		80.0 4		5 5		
		MANCHESTER		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0 0		6 6		
<b>TOTAL SANTA CRUZ DE LA PALMA</b>								<b>34 0</b>		<b>0 0</b>		<b>11.8 35.3</b>		<b>50.0 2.9</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>3 3</b>		<b>78.9 10</b>		<b>37 37</b>		
SANTANDER																												
		BRISTOL		EASYJET UK LTD		S A		2 0		0 0		50.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		134 134		0.0 0		0 0		
		BRISTOL		EASYJET UK LTD		S D		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0.0 0		0 0		
		EDINBURGH		RYANAIR		S A		8 0		0 0		12.5 37.5		37.5 0.0		12.5 0.0		0.0 0.0		0.0 0.0		6 6		100.0 4		8 8		
		EDINBURGH		RYANAIR		S D		8 0		0 0		0.0 75.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 1		87.5 6		8 8		
		STANSTED		RYANAIR		S A		21 0		0 0		9.5 52.4		33.3 0.0		0.0 0.0		0.0 0.0		4.8 0.0		20 20		81.8 5		22 22		
		STANSTED		RYANAIR		S D		21 0		0 0		0.0 38.1		57.1 4.8		0.0 0.0		0.0 0.0		0.0 0.0		3 3		86.4 5		22 22		
<b>TOTAL SANTANDER</b>								<b>61 0</b>		<b>0 0</b>		<b>6.6 47.5</b>		<b>39.3 1.6</b>		<b>1.6 1.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>13 13</b>		<b>86.7 5</b>		<b>60 60</b>		
SANTIAGO DE CHILE																												
		HEATHROW		BRITISH AIRWAYS PLC		S A		21 0		0 0		23.8 33.3		38.1 0.0		0.0 0.0		0.0 0.0		4.8 0.0		16 16		76.2 6		21 21		
		HEATHROW		BRITISH AIRWAYS PLC		S D		21 0		0 0		0.0 33.3		47.6 19.0		0.0 0.0		0.0 0.0		0.0 0.0		7 7		90.5 5		21 21		
<b>TOTAL SANTIAGO DE CHILE</b>								<b>42 0</b>		<b>0 0</b>		<b>11.9 33.3</b>		<b>42.9 9.5</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>11 11</b>		<b>83.3 5</b>		<b>42 42</b>		
SANTIAGO DE COMPOSTELA (SPAIN)																												
		STANSTED		RYANAIR		S A		16 0		0 0		6.3 75.0		18.8 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 1		92.3 2		13 13		
		STANSTED		RYANAIR		S D		16 0		0 0		0.0 12.5		81.3 6.3		0.0 0.0		0.0 0.0		0.0 0.0		6 6		61.5 16		13 13		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>								<b>32 0</b>		<b>0 0</b>		<b>3.1 43.8</b>		<b>50.0 3.1</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>4 4</b>		<b>76.9 9</b>		<b>26 26</b>		
SAO PAULO (GUARULHOS)																												
		HEATHROW		BRITISH AIRWAYS PLC		S A		30 0		0 0		60.0 23.3		6.7 3.3		0.0 3.3		0.0 0.0		3.3 0.0		21 21		94.7 3		38 38		
		HEATHROW		BRITISH AIRWAYS PLC		S D		30 0		0 0		0.0 20.0		43.3 23.3		10.0 0.0		3.3 0.0		0.0 0.0		17 17		66.7 14		39 39		
		HEATHROW		TAM LINHAS AEREAS		S A		30 0		0 0		20.0 36.7		30.0 0.0		10.0 3.3		0.0 0.0		0.0 0.0		8 8		60.0 19		30 30		

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

		Origin/Destinations: S																		NOV 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
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	0.0	73.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.7	9	30
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>38.3</b>	<b>25.0</b>	<b>8.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.2</b>	<b>11</b>	<b>137</b>
SATU MARE																						
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	21	13
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	13
<b>TOTAL SATU MARE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>12</b>	<b>26</b>
SEATTLE (TACOMA)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	28.6	40.5	26.2	2.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	5	63.4	18	40
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	0	0.0	16.7	54.8	16.7	11.9	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	17	42
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	10.0	43.3	33.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	63.3	13	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	33.3	40.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	6	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>32.6</b>	<b>38.9</b>	<b>10.4</b>	<b>6.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.0</b>	<b>14</b>	<b>142</b>
SEOUL (INCHEON)																						
	GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	HEATHROW	ASIANA AIRLINES	S	A	22	0	0	31.8	22.7	36.4	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	83.3	7	30
	HEATHROW	ASIANA AIRLINES	S	D	22	0	0	0.0	27.3	59.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	20.0	20.0	10.0	6.7	6.7	3.3	0.0	0.0	0.0	0.0	17	76.7	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	50.0	6.7	3.3	3.3	3.3	3.3	0.0	0.0	0.0	20	76.7	9	30
	HEATHROW	KOREAN AIR	S	A	30	0	0	13.3	16.7	33.3	23.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	14	70.0	14	30
	HEATHROW	KOREAN AIR	S	D	30	0	0	0.0	50.0	46.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>28.0</b>	<b>40.2</b>	<b>9.1</b>	<b>4.9</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.2</b>	<b>10</b>	<b>181</b>
SEVILLE																						
	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	1
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	76.9	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	44.4	11.1	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	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	55.6	17	9
	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	100.0	4	9
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	12.5	12.5	50.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	32	75.0	52	8
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	100.0	5	8

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

		Origin/Destinations: S																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	87.5	4	8
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	14	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	50.0	38.5	7.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	6	93.3	2	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	57.7	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	30
	GATWICK	EASYJET UK LTD	S	A	30	0	0	30.0	43.3	16.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	5	83.3	12	30
	GATWICK	EASYJET UK LTD	S	D	30	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	30
	GATWICK	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	1	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	13	0	0	15.4	38.5	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	6	13
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	84.6	5	13
	LUTON	RYANAIR	S	A	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	LUTON	RYANAIR	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	EUROPE AIRPOST	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	33	0	0	6.1	24.2	45.5	15.2	3.0	3.0	0.0	0.0	3.0	0.0	0.0	25	76.9	9	39
	STANSTED	RYANAIR	S	D	33	0	0	0.0	36.4	45.5	9.1	6.1	3.0	0.0	0.0	0.0	0.0	0.0	9	82.1	9	39
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	29.4	35.3	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	9
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	11.8	52.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	9	9
<b>TOTAL SEVILLE</b>					<b>332</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>38.6</b>	<b>34.0</b>	<b>8.7</b>	<b>4.5</b>	<b>2.4</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.7</b>	<b>8</b>	<b>293</b>
SEYCHELLES																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	21	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	30	87.5	6	8
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>23.5</b>	<b>0.0</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.6</b>	<b>14</b>	<b>17</b>
SHANGHAI (PU DONG)																						
	GATWICK	AIR CHINA	S	A	14	0	1	33.3	33.3	0.0	6.7	0.0	0.0	6.7	13.3	0.0	0.0	6.7	51	0.0	0	0
	GATWICK	AIR CHINA	S	D	14	0	1	0.0	26.7	40.0	6.7	13.3	6.7	0.0	0.0	0.0	0.0	6.7	19	0.0	0	0
	GATWICK	CHINA EASTERN AIRLINES	S	A	25	0	0	52.0	12.0	32.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	CHINA EASTERN AIRLINES	S	D	25	0	0	0.0	84.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	11.6	34.9	16.3	16.3	16.3	2.3	2.3	0.0	0.0	0.0	0.0	17	83.3	8	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	27.9	48.8	11.6	4.7	4.7	2.3	0.0	0.0	0.0	0.0	15	81.4	7	43
	HEATHROW	CHINA EASTERN AIRLINES	S	A	30	0	0	23.3	26.7	13.3	20.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	15	80.0	8	30
	HEATHROW	CHINA EASTERN AIRLINES	S	D	30	0	0	0.0	60.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	20.0	26.7	30.0	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	83.3	10	30

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 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	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	50.0	33.3	3.3	3.3	10.0	0.0	0.0	0.0	0.0	0.0	13	90.0	18	30
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>284</b>	<b>0</b>	<b>2</b>	<b>12.6</b>	<b>38.1</b>	<b>28.0</b>	<b>8.7</b>	<b>7.0</b>	<b>3.1</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>85.4</b>	<b>9</b>	<b>205</b>
SHANNON																						
	BIRMINGHAM	STOBART AIR	S	A	25	0	0	60.0	32.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	9	27	
	BIRMINGHAM	STOBART AIR	S	D	25	0	0	0.0	48.0	52.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.3	5	27	
	BRISTOL	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	RYANAIR	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	
	CARDIFF WALES	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	STOBART 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	35	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	27	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	11	0.0	0	0	
	EDINBURGH	AER LINGUS	S	A	17	0	0	11.8	64.7	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	18	
	EDINBURGH	AER LINGUS	S	D	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	2	18	
	GATWICK	RYANAIR	S	A	26	0	0	30.8	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	9	26	
	GATWICK	RYANAIR	S	D	26	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	13	26	
	HEATHROW	AER LINGUS	S	A	84	0	1	22.4	45.9	17.6	3.5	7.1	2.4	0.0	0.0	0.0	0.0	6	75.6	12	86	
	HEATHROW	AER LINGUS	S	D	84	0	1	0.0	65.9	22.4	2.4	7.1	1.2	0.0	0.0	0.0	0.0	6	75.6	13	86	
	STANSTED	RYANAIR	S	A	52	0	0	28.8	50.0	19.2	0.0	0.0	0.0	1.9	0.0	0.0	0.0	4	73.6	9	53	
	STANSTED	RYANAIR	S	D	52	0	0	0.0	36.5	57.7	5.8	0.0	0.0	0.0	0.0	0.0	0.0	4	55.8	18	52	
	MANCHESTER	RYANAIR	S	A	22	0	0	22.7	59.1	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	3	85.7	6	21	
	MANCHESTER	RYANAIR	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	5	61.9	12	21	
<b>TOTAL SHANNON</b>					<b>461</b>	<b>0</b>	<b>2</b>	<b>14.3</b>	<b>50.5</b>	<b>27.4</b>	<b>3.0</b>	<b>3.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4</b>	<b>76.2</b>	<b>11</b>	<b>461</b>
SHENZHEN (HUANGTIAN)																						
	HEATHROW	SHENZHEN AIRLINES	S	A	12	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	19	13	
	HEATHROW	SHENZHEN AIRLINES	S	D	12	0	0	8.3	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>29.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>11</b>	<b>26</b>	
SIALKOT																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL SIALKOT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

		Origin/Destinations: S																	NOV 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
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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
SIBIU		LUTON	WIZZ AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	96.3	10	27
	LUTON	WIZZ AIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26	
	SOUTHEND	WIZZ AIR	S	A	30	0	0	56.7	40.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	D	29	0	1	0.0	76.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	1	0.0	0	0	
<b>TOTAL SIBIU</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>27.4</b>	<b>58.1</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>1.6</b>	<b>1</b>	<b>96.2</b>	<b>7</b>	<b>53</b>
SINGAPORE		GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	3	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	88.2	8	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	50.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.3	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	40.0	20.0	23.3	3.3	0.0	0.0	0.0	0.0	20	66.7	16	30	
	HEATHROW	SINGAPORE AIRLINES	S	A	120	0	0	56.7	20.8	19.2	1.7	0.8	0.8	0.0	0.0	0.0	0.0	2	83.3	11	120	
	HEATHROW	SINGAPORE AIRLINES	S	D	120	0	0	0.0	50.0	41.7	7.5	0.8	0.0	0.0	0.0	0.0	0.0	4	89.2	6	120	
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	50.0	31.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	21	
	MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	0.0	57.1	33.3	4.8	0.0	4.8	0.0	0.0	0.0	0.0	6	81.0	9	21	
<b>TOTAL SINGAPORE</b>					<b>343</b>	<b>0</b>	<b>0</b>	<b>25.1</b>	<b>35.9</b>	<b>30.3</b>	<b>5.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.2</b>	<b>8</b>	<b>376</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	100.0	1	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	92.3	5	13	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	22.2	44.4	11.1	11.1	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	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL SKOPJE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>55.6</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
SOFIA		BIRMINGHAM	RYANAIR	S	A	14	0	0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
	BIRMINGHAM	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	18	92.3	5	13	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	13	62.5	18	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	75.0	10	8	
	LIVERPOOL (JOHN LENNON)	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	1	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9	
	GATWICK	EASYJET UK LTD	S	A	20	0	0	40.0	30.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	3	20	
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	35.0	50.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	7	85.0	5	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73.3	20.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2	76.9	8	26	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE												NOV 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)
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	6	26		
HEATHROW	BULGARIA AIR	S	A	17	0	1	27.8	50.0	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	5.6	8	94.7	2	19			
HEATHROW	BULGARIA AIR	S	D	17	0	1	0.0	38.9	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	5.6	10	84.2	7	19			
LUTON	WIZZ AIR	S	A	68	0	0	52.9	36.8	7.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.9	3	69			
LUTON	WIZZ AIR	S	D	68	0	0	0.0	36.8	55.9	5.9	1.5	0.0	0.0	0.0	0.0	0.0	0.0	5	87.0	7	69			
LUTON	WIZZ 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	40	1			
LUTON	WIZZ 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	1			
STANSTED	RYANAIR	S	A	79	0	2	19.8	48.1	19.8	6.2	0.0	2.5	0.0	1.2	0.0	0.0	2.5	7	93.7	3	63			
STANSTED	RYANAIR	S	D	79	0	2	0.0	50.6	40.7	0.0	2.5	3.7	0.0	0.0	0.0	0.0	2.5	6	87.3	7	63			
MANCHESTER	EASYJET UK 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	1	92.3	6	13			
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	5.9	41.2	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	4	13			
<b>TOTAL SOFIA</b>				<b>524</b>	<b>0</b>	<b>6</b>	<b>19.8</b>	<b>41.5</b>	<b>30.4</b>	<b>3.4</b>	<b>1.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>88.4</b>	<b>5</b>	<b>482</b>			
SONDERBORG																								
LIVERPOOL (JOHN LENNON)	AIR ALSIE	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
LIVERPOOL (JOHN LENNON)	AIR ALSIE	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 SONDERBORG</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
SOUTHAMPTON																								
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	100.0	1	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	60.0	14	5			
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	64	0	0	4.7	53.1	21.9	3.1	6.3	7.8	3.1	0.0	0.0	0.0	0.0	16	87.3	11	78			
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	64	0	0	1.6	45.3	31.3	6.3	4.7	6.3	4.7	0.0	0.0	0.0	0.0	15	87.3	10	78			
BIRMINGHAM	FLYBE LTD	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2			
BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	22	7			
EDINBURGH	FLYBE LTD	S	A	110	0	1	37.8	45.0	9.9	1.8	1.8	2.7	0.0	0.0	0.0	0.0	0.9	4	90.3	7	133			
EDINBURGH	FLYBE LTD	S	D	111	0	0	0.0	39.6	51.4	3.6	3.6	1.8	0.0	0.0	0.0	0.0	0.0	6	85.8	8	134			
EDINBURGH	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	FLYBE LTD	S	A	106	0	0	42.5	45.3	4.7	2.8	1.9	1.9	0.9	0.0	0.0	0.0	0.0	4	93.2	6	133			
GLASGOW	FLYBE LTD	S	D	106	0	0	0.0	60.4	34.0	0.9	1.9	1.9	0.0	0.9	0.0	0.0	0.0	6	85.1	8	134			
JERSEY	BLUE ISLANDS LIMITED	S	A	92	0	0	4.3	43.5	28.3	8.7	3.3	10.9	1.1	0.0	0.0	0.0	0.0	16	78.7	19	91			
JERSEY	BLUE ISLANDS LIMITED	S	D	96	0	0	1.0	34.4	37.5	9.4	8.3	8.3	1.0	0.0	0.0	0.0	0.0	16	82.7	12	96			
JERSEY	FLYBE LTD	S	A	34	0	0	2.9	76.5	17.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	79.4	17	33			
JERSEY	FLYBE LTD	S	D	34	0	0	0.0	58.8	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.6	20	33			
LEEDS BRADFORD	EASTERN AIRWAYS	S	A	57	0	6	28.6	46.0	9.5	1.6	1.6	1.6	1.6	0.0	0.0	0.0	9.5	6	93.8	3	48			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EASTERN AIRWAYS	S	D	57	0	5	0.0	29.0	54.8	4.8	1.6	1.6	0.0	0.0	0.0	0.0	8.1	4	91.7	3	48	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	150	0	2	9.9	57.9	18.4	3.9	4.6	3.3	0.0	0.7	0.0	0.0	1.3	8	88.5	9	128	
	MANCHESTER	FLYBE LTD	S	D	150	0	1	0.0	42.4	43.7	6.6	4.6	2.0	0.0	0.0	0.0	0.0	0.7	7	86.2	8	128	
	NEWCASTLE	FLYBE LTD	S	A	68	0	0	1.5	69.1	17.6	2.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	8	89.7	6	77	
	NEWCASTLE	FLYBE LTD	S	D	68	0	0	1.5	35.3	45.6	10.3	1.5	5.9	0.0	0.0	0.0	0.0	10	87.2	9	77		
<b>TOTAL SOUTHAMPTON</b>					<b>1375</b>	<b>0</b>	<b>15</b>	<b>9.7</b>	<b>47.4</b>	<b>29.1</b>	<b>4.7</b>	<b>3.4</b>	<b>3.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>8</b>	<b>86.6</b>	<b>9</b>	<b>1467</b>	
SOUTHEND																							
	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	216	1	1	
	ABERDEEN	LOGANAIR LTD	S	A	50	0	0	22.0	40.0	24.0	6.0	4.0	4.0	0.0	0.0	0.0	0.0	7	0.0	0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	50	0	0	0.0	62.0	22.0	10.0	6.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	69	0.0	0	0	0	
	BELFAST CITY (GEORGE BEST)	STOBART AIR	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	168	0.0	0	0	0	
	BIRMINGHAM	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	0	
	BIRMINGHAM	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	28	1	1	
	EXETER	STOBART AIR	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	
	GLASGOW	LOGANAIR LTD	S	A	49	0	1	2.0	26.0	46.0	16.0	8.0	0.0	0.0	0.0	0.0	2.0	11	0.0	0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	49	0	1	0.0	40.0	52.0	4.0	2.0	0.0	0.0	0.0	0.0	2.0	4	0.0	0	0	0	
	JERSEY	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	
	JERSEY	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0	
	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	86.5	9	70	70	
	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	88.0	9	71	71	
	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	100.0	2	1	1	
<b>TOTAL SOUTHEND</b>					<b>204</b>	<b>1</b>	<b>2</b>	<b>6.8</b>	<b>41.1</b>	<b>35.3</b>	<b>8.7</b>	<b>4.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>1.0</b>	<b>8</b>	<b>86.2</b>	<b>11</b>	<b>144</b>	
SPLIT																							
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	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	4	1
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SPLIT</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>6</b>
ST ATHAN																						
	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
<b>TOTAL ST ATHAN</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>
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	55.6	22	8
	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	88.9	0	8
<b>TOTAL ST JOHNS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>11</b>	<b>16</b>
ST KITTS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	37.5	0.0	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	77.8	12	9
	GATWICK	BRITISH AIRWAYS PLC	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	62.5	18	8
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>11.8</b>	<b>52.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.6</b>	<b>15</b>	<b>17</b>
ST LUCIA (HEWANORRA)																						
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	80.0	10	5
	GATWICK	TUI AIRWAYS 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	3	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	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	47	100.0	0	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	8	100.0	1	4
	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	75.0	7	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>33.3</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>86.4</b>	<b>5</b>	<b>22</b>
ST PETERSBURG																						
	GATWICK	ROSSIYA AIRLINES	S	A	30	0	0	6.7	50.0	36.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.7	4	30
	GATWICK	ROSSIYA AIRLINES	S	D	30	0	0	3.3	83.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	3	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	0.0	0.0	0	92.9	2	28
	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	92.9	4	28
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	0.0	16.7	56.7	16.7	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	60.0	20.0	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	POBEDA AIRLINES LLC	S	A	0	0	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	2	17



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

		Origin/Destinations: S																	NOV 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
	STANSTED	POBEDA AIRLINES LLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	13	17
<b>TOTAL ST PETERSBURG</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>52.5</b>	<b>31.7</b>	<b>8.3</b>	<b>0.8</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>7</b>	<b>91.3</b>	<b>4</b>	<b>150</b>
STANSTED	BELFAST INTERNATIONAL	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	BELFAST INTERNATIONAL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	134	0	0	14.9	58.2	18.7	5.2	2.2	0.7	0.0	0.0	0.0	0.0	0.0	4	87.0	6	146
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	134	0	0	1.5	64.9	23.9	6.0	3.0	0.0	0.7	0.0	0.0	0.0	0.0	5	86.4	9	147
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	96.7	2	90
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	96.7	2	90
	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	38	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	7	1
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
	BOURNEMOUTH	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
	BOURNEMOUTH	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1
	EDINBURGH	EASYJET UK LTD	S	A	113	0	1	14.9	50.9	22.8	8.8	1.8	0.0	0.0	0.0	0.0	0.0	0.9	4	77.1	12	118
	EDINBURGH	EASYJET UK LTD	S	D	114	0	0	2.6	53.5	28.1	12.3	2.6	0.9	0.0	0.0	0.0	0.0	0.0	6	79.7	11	118
	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	83.1	7	142
	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	86.6	6	142
	GLASGOW	EASYJET UK LTD	S	A	81	0	1	12.2	59.8	19.5	3.7	2.4	1.2	0.0	0.0	0.0	0.0	1.2	4	80.5	9	82
	GLASGOW	EASYJET UK LTD	S	D	80	0	1	1.2	63.0	23.5	8.6	1.2	1.2	0.0	0.0	0.0	0.0	1.2	5	85.4	7	82
	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	0	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	0.0	0.0	7	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	25	0.0	0	0
	LUTON	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	7	0.0	26	1
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	LUTON	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	LUTON	WIZZ AIR	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	JET2.COM 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	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0

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

		Origin/Destinations: S																	NOV 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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHAMPTON	TITAN AIRWAYS LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL STANSTED</b>					<b>687</b>	<b>0</b>	<b>5</b>	<b>7.8</b>	<b>56.6</b>	<b>23.0</b>	<b>8.1</b>	<b>3.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>84.7</b>	<b>8</b>	<b>1165</b>
STAVANGER	ABERDEEN	DANISH AIR TRANSPORT	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ABERDEEN	SAS	S	A	46	0	0	0.0	58.7	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	48
	ABERDEEN	SAS	S	D	46	0	0	2.2	65.2	30.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	48
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	67	0	4	2.8	70.4	9.9	2.8	7.0	1.4	0.0	0.0	0.0	0.0	5.6	5	94.2	2	51
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	66	0	4	1.4	67.1	14.3	2.9	8.6	0.0	0.0	0.0	0.0	0.0	5.7	5	92.3	3	51
	BOURNEMOUTH	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	LOGANAIR LTD	S	A	16	0	2	0.0	27.8	27.8	11.1	16.7	5.6	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	17	0	1	0.0	27.8	33.3	22.2	5.6	5.6	0.0	0.0	0.0	0.0	5.6	16	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	100.0	0	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	4
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	25	0	0	28.0	44.0	24.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	7	26
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	25	0	0	4.0	72.0	20.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.4	8	25
	HEATHROW	SAS	S	A	25	0	0	8.0	32.0	44.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	12	45.8	19	48
	HEATHROW	SAS	S	D	25	0	0	0.0	64.0	24.0	0.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	48
	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	7	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	1	13
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	76.9	8	13
	MANCHESTER	SAS	S	A	7	0	0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	SAS	S	D	7	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	81.8	19	22
	NEWCASTLE	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	21	21
	NEWCASTLE	LOGANAIR LTD	S	A	25	0	0	8.0	64.0	20.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	25	0	0	0.0	28.0	52.0	12.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL STAVANGER</b>					<b>472</b>	<b>0</b>	<b>11</b>	<b>4.1</b>	<b>57.3</b>	<b>24.8</b>	<b>4.1</b>	<b>5.2</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>82.8</b>	<b>9</b>	<b>424</b>

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

		Origin/Destinations: S																	NOV 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
STOCKHOLM (ARLANDA)																						
	EDINBURGH	NORWEGIAN AIR SHUTTLE	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	100.0	1	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	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	15	92.3	6	13
	EDINBURGH	SAS	S	A	15	0	0	0.0	33.3	46.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	4	12
	EDINBURGH	SAS	S	D	15	0	0	0.0	46.7	33.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	12
	LEEDS BRADFORD	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	106	0	0	19.8	46.2	19.8	6.6	2.8	2.8	0.9	0.9	0.0	0.0	0.0	10	77.6	11	134
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	105	0	0	0.0	49.5	37.1	3.8	2.9	1.9	1.0	2.9	1.0	0.0	0.0	18	78.4	10	134
	HEATHROW	BRITISH AIRWAYS PLC	S	A	131	0	0	20.6	52.7	13.0	8.4	4.6	0.8	0.0	0.0	0.0	0.0	0.0	5	79.6	10	136
	HEATHROW	BRITISH AIRWAYS PLC	S	D	131	0	0	0.0	42.7	43.5	6.1	6.1	0.8	0.8	0.0	0.0	0.0	0.0	8	77.4	11	136
	HEATHROW	SAS	S	A	92	0	0	3.3	29.3	43.5	10.9	7.6	5.4	0.0	0.0	0.0	0.0	0.0	13	63.8	16	114
	HEATHROW	SAS	S	D	92	0	0	0.0	51.1	32.6	9.8	4.3	2.2	0.0	0.0	0.0	0.0	0.0	8	69.3	12	113
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	73	0	0	8.2	39.7	32.9	12.3	2.7	4.1	0.0	0.0	0.0	0.0	0.0	10	55.4	21	56
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	72	0	0	0.0	52.8	36.1	4.2	4.2	2.8	0.0	0.0	0.0	0.0	0.0	6	77.6	14	58
	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	66.7	11	9
	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	3	9
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	18	9
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	17	44.4	26	9
	MANCHESTER	SAS	S	A	55	0	0	0.0	45.5	41.8	5.5	5.5	1.8	0.0	0.0	0.0	0.0	0.0	6	76.8	11	55
	MANCHESTER	SAS	S	D	55	0	0	0.0	54.5	29.1	9.1	5.5	1.8	0.0	0.0	0.0	0.0	0.0	6	78.6	10	55
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>978</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>45.4</b>	<b>33.0</b>	<b>7.5</b>	<b>4.9</b>	<b>2.6</b>	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.7</b>	<b>12</b>	<b>1078</b>
STOCKHOLM (SKAVSTA)																						
	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	55.6	34	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	55.6	30	9
	STANSTED	RYANAIR	S	A	46	0	0	34.8	43.5	13.0	2.2	2.2	0.0	2.2	2.2	0.0	0.0	0.0	13	88.9	10	63
	STANSTED	RYANAIR	S	D	46	0	0	0.0	52.2	39.1	6.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	15	64
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>47.8</b>	<b>26.1</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>15</b>	<b>145</b>
STORNOWAY																						
	EDINBURGH	LOGANAIR LTD	S	A	31	0	0	22.6	41.9	16.1	6.5	0.0	6.5	6.5	0.0	0.0	0.0	0.0	16	79.5	8	39
	EDINBURGH	LOGANAIR LTD	S	D	31	0	0	0.0	41.9	35.5	6.5	3.2	6.5	3.2	3.2	0.0	0.0	0.0	21	89.7	7	39

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	LOGANAIR LTD	S	A	97	0	0	5.2	39.2	32.0	10.3	7.2	4.1	2.1	0.0	0.0	0.0	0.0	13	87.5	5	104	
	GLASGOW	LOGANAIR LTD	S	D	97	0	0	0.0	30.9	48.5	6.2	8.2	4.1	2.1	0.0	0.0	0.0	0.0	13	85.6	6	104	
<b>TOTAL STORNOWAY</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>36.7</b>	<b>36.7</b>	<b>7.8</b>	<b>6.3</b>	<b>4.7</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.5</b>	<b>6</b>	<b>286</b>	
STUTT GART																							
	BIRMINGHAM	FLYBE LTD	S	A	46	0	0	45.7	47.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	20	48	
	BIRMINGHAM	FLYBE LTD	S	D	46	0	0	0.0	21.7	78.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	23	48	
	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	77.8	23	9	
	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	55.6	30	9	
	GATWICK	EASYJET UK LTD	S	A	33	0	0	30.3	36.4	21.2	9.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	7	85.0	6	40	
	GATWICK	EASYJET UK LTD	S	D	33	0	0	0.0	45.5	48.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	0	36.7	36.7	12.2	6.1	8.2	0.0	0.0	0.0	0.0	0.0	0.0	6	75.5	15	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	0	0.0	63.3	22.4	6.1	8.2	0.0	0.0	0.0	0.0	0.0	0.0	6	73.6	13	53	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	76	0	0	46.1	40.8	11.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	79.2	7	77	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	75	0	0	0.0	66.7	32.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2	75.3	11	77	
	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	82.4	7	17	
	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	94.1	3	17	
<b>TOTAL STUTT GART</b>					<b>407</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>46.4</b>	<b>27.5</b>	<b>2.9</b>	<b>2.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.5</b>	<b>12</b>	<b>488</b>	
SUCEAVA																							
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	25.0	28.6	14.3	10.7	0.0	3.6	10.7	7.1	0.0	0.0	0.0	42	64.0	28	24	
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	46.7	46.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	13	88.5	7	26	
<b>TOTAL SUCEAVA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>37.9</b>	<b>31.0</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.5</b>	<b>17</b>	<b>50</b>	
SULAYMANIYAH INT																							
	GATWICK	IRAQI AIRWAYS	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	IRAQI AIRWAYS	S	D	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	1	4		
<b>TOTAL SULAYMANIYAH INT</b>					<b>0</b>	<b>0</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>100.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>		
SUMBURGH																							
	ABERDEEN	LOGANAIR LTD	S	A	107	0	0	13.1	52.3	26.2	4.7	0.9	0.9	1.9	0.0	0.0	0.0	6	83.8	9	111		
	ABERDEEN	LOGANAIR LTD	S	D	107	0	1	0.9	52.8	34.3	8.3	0.0	0.9	1.9	0.0	0.0	0.9	7	89.2	6	111		
	EDINBURGH	LOGANAIR LTD	S	A	65	0	0	15.4	46.2	24.6	4.6	3.1	3.1	3.1	0.0	0.0	0.0	10	84.5	12	69		
	EDINBURGH	LOGANAIR LTD	S	D	64	0	0	0.0	32.8	45.3	7.8	3.1	9.4	1.6	0.0	0.0	0.0	17	78.6	15	70		
	GLASGOW	LOGANAIR LTD	S	A	30	0	0	10.0	46.7	26.7	6.7	10.0	0.0	0.0	0.0	0.0	0.0	7	80.0	13	35		
	GLASGOW	LOGANAIR LTD	S	D	30	0	0	0.0	26.7	46.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	10	91.4	4	35		
<b>TOTAL SUMBURGH</b>					<b>403</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>46.0</b>	<b>32.7</b>	<b>7.4</b>	<b>2.5</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>84.8</b>	<b>10</b>	<b>431</b>	
SYDNEY																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	76.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	3	90.0	9	30		

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

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	30	0	0	0.0	36.7	36.7	20.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	13	63.3	21	30	
	HEATHROW	QANTAS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	HEATHROW	QANTAS	S	A	27	0	3	0.0	0.0	30.0	30.0	16.7	6.7	0.0	0.0	6.7	0.0	10.0	90	20.0	32	30	
	HEATHROW	QANTAS	S	D	27	0	3	0.0	20.0	60.0	3.3	0.0	0.0	6.7	0.0	0.0	0.0	10.0	14	83.3	9	30	
<b>TOTAL SYDNEY</b>					<b>115</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>33.9</b>	<b>33.9</b>	<b>14.0</b>	<b>5.8</b>	<b>1.7</b>	<b>2.5</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>5.0</b>	<b>28</b>	<b>64.2</b>	<b>18</b>	<b>120</b>	
SZCZECIN (GOLENOW)																							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	14	8		
	LIVERPOOL (JOHN LENNON)	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	88.9	8	9		
	STANSTED	RYANAIR	S	A	21	0	0	14.3	57.1	19.0	0.0	4.8	4.8	0.0	0.0	0.0	0.0	8	85.7	5	21		
	STANSTED	RYANAIR	S	D	21	0	0	0.0	52.4	33.3	9.5	0.0	4.8	0.0	0.0	0.0	0.0	8	100.0	3	21		
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>62.1</b>	<b>24.1</b>	<b>3.4</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.8</b>	<b>6</b>	<b>59</b>		
SZYMANY (MAZURY)																							
	LUTON	WIZZ AIR UK 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	2	90.9	6	11		
	LUTON	WIZZ AIR 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	2	90.9	8	11		
	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	8	75.0	8	12		
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	6	13		
<b>TOTAL SZYMANY (MAZURY)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.1</b>	<b>47.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.2</b>	<b>7</b>	<b>47</b>		

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	88.2	5	17
	GATWICK	CHINA AIRLINES	S	D	18	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	3	17	
	HEATHROW	EVA AIR	S	A	30	0	0	56.7	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	6	30	
	HEATHROW	EVA AIR	S	D	30	0	0	0.0	26.7	56.7	10.0	3.3	0.0	3.3	0.0	0.0	0.0	10	66.7	12	30	
<b>TOTAL TAIPEI</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>36.5</b>	<b>32.3</b>	<b>6.3</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.9</b>	<b>7</b>	<b>94</b>	
TALLIN																						
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9	
	GATWICK	AIR BALTIC	S	A	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	8	
	GATWICK	AIR BALTIC	S	D	13	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	8	
	GATWICK	EASYJET UK LTD	S	A	8	0	0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	7	9	
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	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	66.7	11	9	
	LUTON	WIZZ 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	90.9	2	11	
	LUTON	WIZZ 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	0	11	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	50.0	42.9	0.0	0.0	0.0	7.1	0.0	0.0	0.0	11	94.1	5	17	
	STANSTED	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	7	100.0	3	17	
<b>TOTAL TALLIN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>43.2</b>	<b>39.8</b>	<b>6.8</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.7</b>	<b>6</b>	<b>126</b>	
TAMPA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	30.8	26.9	11.5	15.4	11.5	0.0	3.8	0.0	0.0	0.0	16	89.7	4	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	23.1	46.2	11.5	3.8	11.5	3.8	0.0	0.0	0.0	23	75.9	10	29	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	18	9	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
<b>TOTAL TAMPA</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>34.8</b>	<b>26.1</b>	<b>13.0</b>	<b>5.8</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.7</b>	<b>8</b>	<b>75</b>	
TANGIERS (IBN BATUTA)																						
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	22.2	11.1	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	16	55.6	30	9	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	16	44.4	39	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</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>16</b>	<b>50.0</b>	<b>34</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL																						
	STANSTED	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	2	75.0	8	8	

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

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	8	
<b>TOTAL TARDES-LOURDES INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	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	88.9	10	9	
	HEATHROW	UZBEKISTAN AIRLINES	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	8	87.5	6	8	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>17</b>	
TATRY-POPRAD																							
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	16	13	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	20	13	
<b>TOTAL TATRY-POPRAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>18</b>	<b>26</b>	
TBILISI																							
	GATWICK	GEORGIAN AIRWAYS	S	A	6	0	0	66.7	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	0	8	
	GATWICK	GEORGIAN AIRWAYS	S	D	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	0	8	
<b>TOTAL TBILISI</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>0</b>	<b>16</b>	
TEHRAN IMAM KHOMEINI																							
	HEATHROW	IRAN AIR	S	A	12	0	0	41.7	16.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	24	13	
	HEATHROW	IRAN AIR	S	D	12	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	84.6	20	13	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
TEL AVIV																							
	GLASGOW	ISR AIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	ISR AIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
	GATWICK	EASYJET UK LTD	S	A	12	0	0	8.3	33.3	16.7	0.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	24	69.2	10	13	
	GATWICK	EASYJET UK LTD	S	D	12	0	0	0.0	0.0	58.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	61.5	14	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	13.3	40.0	18.3	13.3	10.0	5.0	0.0	0.0	0.0	0.0	0.0	13	75.0	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	30.0	41.7	15.0	8.3	3.3	1.7	0.0	0.0	0.0	0.0	15	73.3	12	60	
	HEATHROW	EL AL	S	A	45	0	0	46.7	40.0	6.7	2.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	2	89.4	5	47	
	HEATHROW	EL AL	S	D	45	0	0	8.9	55.6	28.9	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.7	13	46	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	13.3	23.3	26.7	13.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	36.7	63.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	54	0	0	20.4	20.4	27.8	14.8	14.8	1.9	0.0	0.0	0.0	0.0	0.0	15	70.9	12	55	
	LUTON	EASYJET UK LTD	S	D	55	0	0	0.0	10.9	61.8	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	9	55	
	LUTON	EL AL	S	A	18	0	1	36.8	31.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	5.3	2	94.4	3	18		

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
	LUTON	EL AL	S	D	17	0	0	0.0	23.5	58.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	9	88.9	9	18
	LUTON	WIZZ AIR UK LTD	S	A	26	0	0	19.2	42.3	26.9	3.8	3.8	3.8	0.0	0.0	0.0	0.0	6	92.6	4	27
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	20.0	60.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	27
	STANSTED	ARKIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	16	13
	STANSTED	ARKIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	12
	STANSTED	EASYJET UK LTD	S	A	7	0	0	0.0	57.1	14.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	18	75.0	16	8
	STANSTED	EASYJET UK 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	4	75.0	9	8
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	7.7	38.5	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	16	44.4	31	9
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	8.3	75.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8	77.8	12	9
	MANCHESTER	EL AL	S	A	8	0	0	62.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	8	0.0	0	0
	MANCHESTER	EL AL	S	D	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL TEL AVIV</b>					<b>545</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>30.2</b>	<b>35.7</b>	<b>9.9</b>	<b>8.8</b>	<b>2.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.6</b>	<b>11</b>	<b>500</b>
TENERIFE (SURREINA SOFIA)																					
	ABERDEEN	TUI AIRWAYS LTD	C	A	8	0	0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	8
	ABERDEEN	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	5	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	44.4	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	4	81.8	5	11
	BELFAST INTERNATIONAL	JET2.COM LTD	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	2	100.0	3	11
	BELFAST INTERNATIONAL	RYANAIR	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	12	66.7	11	9
	BELFAST INTERNATIONAL	RYANAIR	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	44.4	25	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	8	13
	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	76.9	8	13
	BIRMINGHAM	JET2.COM LTD	S	A	55	0	0	56.4	21.8	20.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1	90.6	3	32
	BIRMINGHAM	JET2.COM LTD	S	D	53	0	0	0.0	20.8	73.6	3.8	1.9	0.0	0.0	0.0	0.0	0.0	5	93.8	4	32
	BIRMINGHAM	RYANAIR	S	A	17	0	0	35.3	29.4	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	6	88.2	11	17
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	9	88.2	14	17
	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	72.7	14	22
	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	57.1	21	20
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	11.8	41.2	5.9	29.4	5.9	0.0	0.0	5.9	0.0	0.0	27	66.7	16	18
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	17.6	52.9	11.8	11.8	0.0	0.0	5.9	0.0	0.0	30	77.8	12	18
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4
	BOURNEMOUTH	RYANAIR	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	100.0	0	4
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	26	77.8	11	9



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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	88.9	4	9		
BRISTOL	EASYJET UK LTD	S A	17	0	0	29.4	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	17	0	0	0.0	17.6	64.7	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
BRISTOL	RYANAIR	S A	13	0	0	7.7	30.8	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
BRISTOL	RYANAIR	S D	13	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	12	0	0	25.0	33.3	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	13	0	0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
CARDIFF WALES	RYANAIR	S A	9	1	0	10.0	10.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	15	77.8	8	9		
CARDIFF WALES	RYANAIR	S D	9	0	0	0.0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	77.8	11	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	50.0	18	2		
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	8	13		
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	0.0	6	76.9	8	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	13	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	27	0	0	48.1	11.1	29.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	23		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0.0	53.8	30.8	3.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	91.3	6	23		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	27	0	0	25.9	25.9	37.0	3.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	12	26		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	27	0	0	0.0	48.1	37.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	9	26		
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	94.1	3	17		
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	88.2	12	17		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	46.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	100.0	2	13		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	69.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15	100.0	2	13		
EDINBURGH	EASYJET UK LTD	S A	13	0	0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	6	13		
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	15.4	69.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	13	13		
EDINBURGH	JET2.COM LTD	S A	18	0	0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	16		
EDINBURGH	JET2.COM LTD	S D	20	0	0	0.0	80.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	5	16		
EDINBURGH	RYANAIR	S A	17	0	2	5.3	26.3	10.5	26.3	10.5	0.0	5.3	0.0	5.3	0.0	10.5	64	70.6	12	17			
EDINBURGH	RYANAIR	S D	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	0.0	7	94.1	4	17		
EDINBURGH	TUI AIRWAYS LTD	C 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	0.0	7	88.9	45	9		
EDINBURGH	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	0.0	9	88.9	38	9		
EXETER	TUI AIRWAYS LTD	C A	13	0	0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	1	12		
EXETER	TUI AIRWAYS LTD	C 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	1	100.0	2	13		

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	35	0	0	25.7	34.3	28.6	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	3	22		
GLASGOW	JET2.COM LTD	S D	36	0	0	0.0	66.7	25.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	22		
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	83.3	14	24		
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	76.9	6	26		
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	9		
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	39	9		
LEEDS BRADFORD	JET2.COM LTD	S A	38	0	2	22.5	42.5	12.5	10.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	5.0	7	96.7	1	30		
LEEDS BRADFORD	JET2.COM LTD	S D	38	0	0	0.0	44.7	47.4	5.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	96.7	2	30		
LEEDS BRADFORD	RYANAIR	S A	13	0	0	15.4	46.2	15.4	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	76.9	10	12		
LEEDS BRADFORD	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	0.0	8	100.0	3	13		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	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	0.0	17	80.0	6	5		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	S A	39	0	0	51.3	20.5	12.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.0	6	43		
GATWICK	BRITISH AIRWAYS PLC	S D	39	0	0	0.0	35.9	48.7	10.3	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.4	8	43		
GATWICK	EASYJET UK LTD	S A	54	0	0	46.3	29.6	18.5	0.0	1.9	1.9	0.0	0.0	1.9	0.0	0.0	0.0	11	96.2	3	52		
GATWICK	EASYJET UK LTD	S D	54	0	0	0.0	13.0	66.7	14.8	3.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	8	52		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	17	0	0	17.6	29.4	35.3	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	17	76.5	11	17		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	17	0	0	0.0	52.9	41.2	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	100.0	3	17		
GATWICK	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	1	1		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	19	25		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	25		
GATWICK	TUI AIRWAYS LTD	C A	25	0	0	12.0	24.0	16.0	32.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	64.3	21	28		
GATWICK	TUI AIRWAYS LTD	C D	23	0	0	0.0	4.3	60.9	26.1	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	14	86.2	7	28		
GATWICK	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	14	4		

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

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4	
LUTON	EASYJET UK LTD	S A	11	0	0	0.0	45.5	27.3	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	6	13		
LUTON	EASYJET UK LTD	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	11	84.6	11	13		
LUTON	RYANAIR	S A	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	10	8		
LUTON	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	100.0	3	8		
LUTON	TUI AIRWAYS LTD	C A	7	0	0	0.0	28.6	0.0	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	17	9		
LUTON	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	9		
LUTON	WIZZ AIR UK 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	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
STANSTED	JET2.COM LTD	S A	43	0	0	46.5	25.6	16.3	7.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	32		
STANSTED	JET2.COM LTD	S D	42	0	0	0.0	50.0	47.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	32		
STANSTED	RYANAIR	S A	38	0	0	10.5	23.7	36.8	18.4	7.9	2.6	0.0	0.0	0.0	0.0	0.0	12	76.7	10	43		
STANSTED	RYANAIR	S D	38	0	0	0.0	39.5	44.7	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	79.1	10	43		
STANSTED	TUI AIRWAYS LTD	C A	6	0	0	0.0	16.7	33.3	33.3	0.0	0.0	0.0	0.0	16.7	0.0	0.0	242	55.6	50	9		
STANSTED	TUI AIRWAYS LTD	C D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	39	9		
MANCHESTER	EASYJET UK LTD	S A	38	0	0	47.4	26.3	18.4	0.0	2.6	0.0	0.0	2.6	2.6	0.0	0.0	21	100.0	1	35		
MANCHESTER	EASYJET UK LTD	S D	38	0	0	0.0	34.2	52.6	7.9	2.6	0.0	0.0	2.6	0.0	0.0	0.0	13	88.6	5	35		
MANCHESTER	JET2.COM LTD	S A	64	0	0	37.5	25.0	21.9	7.8	4.7	1.6	1.6	0.0	0.0	0.0	0.0	8	87.8	5	41		
MANCHESTER	JET2.COM LTD	S D	61	0	0	0.0	8.2	73.8	13.1	1.6	3.3	0.0	0.0	0.0	0.0	0.0	10	66.7	12	41		
MANCHESTER	RYANAIR	S A	44	0	0	27.3	38.6	18.2	9.1	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	84.6	7	39		
MANCHESTER	RYANAIR	S D	44	0	0	0.0	27.3	54.5	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	92.3	5	39		
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	64.9	14	37		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	16	39		
MANCHESTER	TUI AIRWAYS LTD	C A	29	0	0	0.0	24.1	37.9	31.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	16	40		
MANCHESTER	TUI AIRWAYS LTD	C D	28	0	0	0.0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.5	11	40		
NEWCASTLE	EASYJET UK LTD	S A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	9		
NEWCASTLE	EASYJET UK LTD	S D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	18	8		
NEWCASTLE	JET2.COM LTD	S A	25	0	0	40.0	28.0	24.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	4	18		
NEWCASTLE	JET2.COM LTD	S D	25	0	0	0.0	36.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	18		
NEWCASTLE	RYANAIR	S A	13	0	0	30.8	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	7	13		
NEWCASTLE	RYANAIR	S D	13	0	0	0.0	15.4	53.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	15	13		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	11	13		
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	76.9	15	13		
NEWCASTLE	TUI AIRWAYS LTD	S A	13	0	0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	11		
NEWCASTLE	TUI AIRWAYS LTD	S D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	90.9	7	11		

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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
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	18	8
	SOUTHEND	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	2	75.0	9	8	
	SOUTHEND	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1914</b>	<b>1</b>	<b>4</b>	<b>14.4</b>	<b>31.5</b>	<b>37.1</b>	<b>9.7</b>	<b>5.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.2</b>	<b>10</b>	<b>79.5</b>	<b>9</b>	<b>1953</b>
THIRA (SANTORINI)																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	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	100.0	1	2	
<b>TOTAL THIRA (SANTORINI)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
TIANJIN																						
	HEATHROW	TIANJIN AIRLINES	S	A	12	0	2	0.0	7.1	7.1	7.1	42.9	21.4	0.0	0.0	0.0	0.0	14.3	47	65.0	14	20
	HEATHROW	TIANJIN AIRLINES	S	D	12	0	2	0.0	28.6	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14.3	8	100.0	2	20
<b>TOTAL TIANJIN</b>					<b>24</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>17.9</b>	<b>25.0</b>	<b>7.1</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>28</b>	<b>82.5</b>	<b>8</b>	<b>40</b>
TIMISOARA																						
	DONCASTER SHEFFIELD	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	1	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LUTON	WIZZ AIR	S	A	30	0	0	30.0	46.7	20.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	30	
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	12	30	
<b>TOTAL TIMISOARA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>46.2</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.7</b>	<b>11</b>	<b>60</b>	
TIRANA																						
	CARDIFF WALES	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	54.8	25.8	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	4	88.2	6	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	67.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	8	91.2	8	34	
	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	100.0	1	2	
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	31.8	36.4	9.1	13.6	9.1	0.0	0.0	0.0	0.0	0.0	6	58.8	17	17	
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	9.5	66.7	14.3	9.5	0.0	0.0	0.0	0.0	0.0	13	82.4	9	17	
<b>TOTAL TIRANA</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>24.8</b>	<b>39.0</b>	<b>7.6</b>	<b>3.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>9</b>	<b>108</b>	
TIREE																						
	GLASGOW	LOGANAIR LTD	S	A	47	0	7	33.3	33.3	11.1	1.9	1.9	1.9	3.7	0.0	0.0	0.0	13.0	11	70.9	15	49
	GLASGOW	LOGANAIR LTD	S	D	49	0	4	3.8	56.6	17.0	7.5	1.9	3.8	1.9	0.0	0.0	0.0	7.5	10	71.2	19	49
<b>TOTAL TIREE</b>					<b>96</b>	<b>0</b>	<b>11</b>	<b>18.7</b>	<b>44.9</b>	<b>14.0</b>	<b>4.7</b>	<b>1.9</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>11</b>	<b>71.0</b>	<b>17</b>	<b>98</b>
TIRGU MURES																						
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	46.2	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	5	17	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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	WIZZ AIR UK LTD	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	7	17	
<b>TOTAL TIRGU MURES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>57.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
TOBAGO																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	GATWICK	BRITISH AIRWAYS PLC	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	55.6	21	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	12.5	37.5	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	21	75.0	11	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	27	87.5	9	8		
	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	100.0	11	3		
<b>TOTAL TOBAGO</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>26.5</b>	<b>32.4</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.6</b>	<b>11</b>	<b>36</b>	
TOKYO (HANEDA)																							
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	26.7	16.7	40.0	13.3	0.0	3.3	0.0	0.0	0.0	0.0	8	86.7	5	30		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	0.0	53.3	43.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	5	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	20.0	36.7	16.7	13.3	3.3	6.7	3.3	0.0	0.0	0.0	19	76.7	9	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	20.0	66.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	7	80.0	13	30		
	HEATHROW	JAPAN AIRLINES	S	A	60	0	0	13.3	38.3	35.0	11.7	1.7	0.0	0.0	0.0	0.0	0.0	4	91.7	3	60		
	HEATHROW	JAPAN AIRLINES	S	D	60	0	0	0.0	48.3	48.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	88.3	7	60		
<b>TOTAL TOKYO (HANEDA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>37.5</b>	<b>41.7</b>	<b>8.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>7</b>	<b>240</b>		
TOKYO (NARITA)																							
	HEATHROW	AEROFLOT	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	87.5	3	8		
	HEATHROW	AEROFLOT	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	13.3	23.3	40.0	6.7	10.0	3.3	0.0	0.0	0.0	3.3	14	86.7	9	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	36.7	23.3	16.7	6.7	0.0	3.3	0.0	0.0	26	70.0	15	30		
<b>TOTAL TOKYO (NARITA)</b>					<b>76</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>26.0</b>	<b>36.4</b>	<b>11.7</b>	<b>10.4</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>80.5</b>	<b>10</b>	<b>77</b>	
TORONTO																							
	GLASGOW	AIR TRANSAT	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	6	83.3	4	6		
	GLASGOW	AIR TRANSAT	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12	83.3	10	6		
	LEEDS BRADFORD	SUNWING AIRLINES INC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1		
	GATWICK	AIR TRANSAT	S	A	30	0	0	16.7	33.3	16.7	13.3	10.0	6.7	3.3	0.0	0.0	0.0	18	66.7	21	30		
	GATWICK	AIR TRANSAT	S	D	30	0	0	0.0	33.3	56.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	9	86.7	14	30		
	GATWICK	WEST JET AIRLINES	S	A	30	0	0	73.3	10.0	3.3	3.3	6.7	0.0	0.0	3.3	0.0	0.0	11	71.9	21	30		

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

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PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	WEST JET AIRLINES	S	D	30	0	0	0.0	6.7	46.7	13.3	20.0	3.3	3.3	6.7	0.0	0.0	0.0	38	59.4	25	30	
	HEATHROW	AIR CANADA	S	A	116	0	0	18.1	16.4	31.9	14.7	12.9	6.0	0.0	0.0	0.0	0.0	0.0	16	61.4	20	114	
	HEATHROW	AIR CANADA	S	D	116	0	0	0.0	37.9	46.6	10.3	3.4	0.9	0.0	0.9	0.0	0.0	0.0	9	87.7	8	113	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	16.7	48.3	16.7	8.3	1.7	5.0	3.3	0.0	0.0	0.0	0.0	14	63.5	31	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	18.3	41.7	26.7	11.7	0.0	1.7	0.0	0.0	0.0	0.0	16	58.8	30	51	
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	50.0	12.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	88.9	20	9	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	0.0	50.0	12.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	24	77.8	15	9	
<b>TOTAL TORONTO</b>					<b>506</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>28.3</b>	<b>33.4</b>	<b>12.3</b>	<b>8.1</b>	<b>3.2</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>71.2</b>	<b>19</b>	<b>480</b>	
TOULOUSE (BLAGNAC)	BELFAST CITY (GEORGE BEST)	CHARTRIGHT 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	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	17	0	0	5.9	58.8	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	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	4	0.0	0	0	
	BRISTOL	LOGANAIR LTD	C	A	31	0	0	19.4	58.1	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	LOGANAIR LTD	C	D	31	0	0	6.5	48.4	25.8	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	14	0.0	0	0	
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	100.0	2	8	
	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	100.0	0	17	
	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	100.0	1	17	
	GATWICK	EASYJET UK LTD	S	A	47	0	0	19.1	44.7	17.0	4.3	12.8	0.0	0.0	2.1	0.0	0.0	0.0	14	81.0	8	58	
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	19.1	46.8	10.6	19.1	4.3	0.0	0.0	0.0	0.0	0.0	16	75.9	11	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	23.8	36.9	21.4	7.1	7.1	0.0	2.4	1.2	0.0	0.0	0.0	12	84.0	9	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	0.0	51.2	34.5	6.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	79.0	9	81	
	LUTON	EASYJET UK LTD	S	A	3	0	0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	66.7	10	9	
	LUTON	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	54.5	15	11	
	STANSTED	RYANAIR	S	A	54	0	0	14.8	48.1	33.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	78.3	13	60	
	STANSTED	RYANAIR	S	D	54	0	0	0.0	51.9	40.7	5.6	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	78.3	9	60	
	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	90.0	3	10	
	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	90.0	3	10	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>489</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>44.6</b>	<b>30.9</b>	<b>5.9</b>	<b>6.3</b>	<b>1.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.0</b>	<b>9</b>	<b>489</b>	
TOURS	STANSTED	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	2	77.8	35	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								
	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	3	77.8	10	9		
<b>TOTAL TOURS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>22</b>	<b>18</b>		
TREVISO																								
	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	100.0	5	1			
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1			
	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	100.0	9	8			
	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	100.0	2	8			
	EDINBURGH	RYANAIR	S	A	9	0	0	33.3	11.1	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	1	12			
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	91.7	3	12			
	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	86.4	7	81			
	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	81.7	8	82			
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	92.3	2	13			
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	3	92.3	5	13			
	SOUTHEND	RYANAIR	S	A	12	0	0	41.7	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
	SOUTHEND	RYANAIR	S	D	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
<b>TOTAL TREVISO</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>46.3</b>	<b>29.9</b>	<b>3.0</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>6</b>	<b>87.4</b>	<b>6</b>	<b>231</b>			
TRIESTE (RONCHI DEI LEGIONARI)																								
	STANSTED	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	92.3	3	13			
	STANSTED	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	100.0	3	13			
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>72.2</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>3</b>	<b>26</b>			
TROMSOE																								
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	18	0	0	5.6	27.8	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	52.9	21	16			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	3	82.4	9	17			
<b>TOTAL TROMSOE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>50.0</b>	<b>33.3</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.6</b>	<b>15</b>	<b>33</b>			
TRONDHEIM (VAERNES)																								
	EDINBURGH	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	EDINBURGH	DANISH AIR TRANSPORT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2			
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	12	0	1	7.7	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	7.7	4	84.6	7	26			

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	12	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	4	26		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>24</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>68.0</b>	<b>20.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>89.7</b>	<b>5</b>	<b>58</b>			
TUNIS																									
	GATWICK	TUNISAIR	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	63.6	23	11			
	GATWICK	TUNISAIR	S	D	9	0	0	0.0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	54.5	29	11			
	HEATHROW	TUNISAIR	S	A	18	0	0	0.0	27.8	11.1	38.9	5.6	16.7	0.0	0.0	0.0	0.0	0.0	26	35.3	46	17			
	HEATHROW	TUNISAIR	S	D	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	35.3	52	17			
<b>TOTAL TUNIS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.4</b>	<b>25.9</b>	<b>31.5</b>	<b>9.3</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>23</b>	<b>44.6</b>	<b>40</b>	<b>56</b>			
TURIN																									
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	42.2	33.3	15.6	4.4	2.2	0.0	0.0	2.2	0.0	0.0	0.0	8	82.2	10	45			
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	60.0	31.1	0.0	6.7	2.2	0.0	0.0	0.0	0.0	0.0	7	91.1	8	45			
	LUTON	ALITALIA (CAI)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5			
	LUTON	ALITALIA (CAI)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5			
	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	77.8	20	9			
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	9			
	STANSTED	RYANAIR	S	A	35	0	0	14.3	60.0	20.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	6	83.3	8	30			
	STANSTED	RYANAIR	S	D	35	0	0	0.0	54.3	40.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	8	30			
	MANCHESTER	AEROFLOT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
	MANCHESTER	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1			
	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	20.0	28	5			
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
<b>TOTAL TURIN</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>51.3</b>	<b>26.3</b>	<b>3.1</b>	<b>2.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.1</b>	<b>10</b>	<b>189</b>			



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

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ULAN BATOR	GATWICK	CUBANA	C	A	0	0	0	0.0	0.0	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 ULAN BATOR</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>			

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																							
	ABERDEEN	ATLANTIC AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	ABERDEEN	ATLANTIC AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1	
	EDINBURGH	ATLANTIC AIRWAYS	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	1	66.7	38	9		
	EDINBURGH	ATLANTIC AIRWAYS	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	1	66.7	37	9		
<b>TOTAL VAGAR</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>64.7</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>2</b>	<b>70.0</b>	<b>33</b>	<b>20</b>		
VALENCIA																							
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	13		
	EDINBURGH	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13		
	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	94.4	2	18		
	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	88.9	6	18		
	GATWICK	EASYJET UK LTD	S	A	67	0	0	32.8	47.8	17.9	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2	86.6	6	67		
	GATWICK	EASYJET UK LTD	S	D	67	0	0	0.0	49.3	49.3	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2	94.0	6	67		
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	GATWICK	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	2	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	40.0	23.3	3.3	3.3	6.7	0.0	0.0	0.0	0.0	8	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	50.0	30.0	16.7	0.0	3.3	0.0	0.0	0.0	0.0	9	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	9	0	0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	92.3	5	13		
	LUTON	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	2	92.3	5	13		
	STANSTED	RYANAIR	S	A	32	0	0	21.9	43.8	28.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	39		
	STANSTED	RYANAIR	S	D	32	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.9	4	39		
	MANCHESTER	RYANAIR	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	1	100.0	3	9		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	66.7	18	9		
<b>TOTAL VALENCIA</b>					<b>318</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>47.8</b>	<b>33.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>5</b>	<b>318</b>		
VAN NUYS																							
	GATWICK	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL VAN NUYS</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: V		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					NOV 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			
VANCOUVER		HEATHROW	AIR CANADA	S	A	30	0	0	13.3	46.7	30.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	13	30			
		HEATHROW	AIR CANADA	S	D	30	0	0	0.0	53.3	43.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	11	30			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	26.7	43.3	3.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	18	53.3	28	30			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	46.7	6.7	20.0	10.0	3.3	0.0	0.0	0.0	0.0	26	60.0	19	30			
<b>TOTAL VANCOUVER</b>						<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>40.8</b>	<b>5.0</b>	<b>9.2</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>13</b>	<b>63.3</b>	<b>18</b>	<b>120</b>			
VARADERO		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	25.0	33	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	100.0	9	5				
<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</b>	<b>66.7</b>	<b>20</b>	<b>9</b>				
VARNA		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	37.5	37.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	0.0	0	0			
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	0.0	0	0			
		LUTON	WIZZ AIR	S	A	21	0	0	42.9	47.6	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	2	22			
		LUTON	WIZZ AIR	S	D	21	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	4	22			
<b>TOTAL VARNA</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>48.3</b>	<b>27.6</b>	<b>0.0</b>	<b>0.0</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>7</b>	<b>95.5</b>	<b>3</b>	<b>44</b>			
VASTERAS		STANSTED	RYANAIR	S	A	14	0	0	0.0	35.7	28.6	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	8	17			
		STANSTED	RYANAIR	S	D	14	0	0	0.0	57.1	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	76.5	7	17			
<b>TOTAL VASTERAS</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>21.4</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.5</b>	<b>7</b>	<b>34</b>			
VAXJO		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	1				
		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	3	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</b>	<b>50.0</b>	<b>2</b>	<b>2</b>				
VENICE		BELFAST INTERNATIONAL	EASYJET UK 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	55.6	24	9				
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	36	9			
		BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
		BIRMINGHAM	JET2.COM LTD	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	2			
		BIRMINGHAM	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	3	0.0	0	0			
		BIRMINGHAM	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
		BRISTOL	EASYJET EUROPE	S	A	18	0	0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
		BRISTOL	EASYJET EUROPE	S	D	18	0	0	0.0	83.3	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BRISTOL	RYANAIR	S	A	22	0	0	4.5	40.9	31.8	9.1	9.1	0.0	0.0	0.0	4.5	0.0	0.0	28	0.0	0	0
BRISTOL	RYANAIR	S	D	22	0	0	0.0	68.2	18.2	4.5	4.5	0.0	0.0	0.0	4.5	0.0	0.0	24	0.0	0	0
EDINBURGH	EASYJET EUROPE	S	A	21	0	0	66.7	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EDINBURGH	EASYJET EUROPE	S	D	21	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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	85.7	10	14
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	78.6	14	14
GLASGOW	EASYJET UK LTD	S	A	9	0	0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8
GLASGOW	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	0.0	4	87.5	3	8
LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1
LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
LIVERPOOL (JOHN LENNON)	EASYJET UK 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	100.0	1	8
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
GATWICK	BRITISH AIRWAYS PLC	S	A	76	0	0	47.4	31.6	10.5	5.3	2.6	1.3	1.3	0.0	0.0	0.0	0.0	6	83.3	7	78
GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	1	0.0	54.5	31.2	7.8	2.6	1.3	1.3	0.0	0.0	0.0	1.3	7	91.0	5	78
GATWICK	EASYJET UK LTD	S	A	89	0	0	37.1	38.2	20.2	3.4	0.0	1.1	0.0	0.0	0.0	0.0	0.0	3	87.0	7	92
GATWICK	EASYJET UK LTD	S	D	89	0	0	0.0	42.7	46.1	7.9	2.2	1.1	0.0	0.0	0.0	0.0	0.0	5	85.9	8	92
HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	0	45.9	21.6	24.3	2.7	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5	82.8	8	58
HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	29.7	59.5	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	6	70.7	11	58
LONDON CITY	BA CITYFLYER LTD	S	A	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
LONDON CITY	BA CITYFLYER LTD	S	D	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
LUTON	EASYJET UK LTD	S	A	15	0	1	12.5	31.3	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	6.3	8	78.6	7	14
LUTON	EASYJET UK LTD	S	D	15	0	1	0.0	37.5	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	3	100.0	2	14
STANSTED	RYANAIR	S	A	82	0	0	0.0	7.3	35.4	29.3	14.6	8.5	2.4	1.2	1.2	0.0	0.0	43	0.0	0	0
STANSTED	RYANAIR	S	D	82	0	0	0.0	68.3	20.7	3.7	4.9	2.4	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
MANCHESTER	EASYJET UK LTD	S	A	17	0	1	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1	77.8	15	18
MANCHESTER	EASYJET UK LTD	S	D	17	0	1	0.0	55.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5.6	3	77.8	14	18
MANCHESTER	JET2.COM LTD	S	A	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	9	100.0	0	1
MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	30.0	60.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1
<b>TOTAL VENICE</b>				<b>825</b>	<b>20</b>	<b>5</b>	<b>14.5</b>	<b>41.2</b>	<b>27.6</b>	<b>7.2</b>	<b>3.8</b>	<b>1.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.4</b>	<b>2.4</b>	<b>0.6</b>	<b>10</b>	<b>72.1</b>	<b>8</b>	<b>606</b>
VERONA VILLAFRANCA	BIRMINGHAM	RYANAIR	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	7	87.5	8	8

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	BIRMINGHAM	RYANAIR	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60.0	23.3	13.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	3	86.7	12	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	56.7	33.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	6	93.3	3	30		
	GATWICK	EASYJET UK LTD	S	A	14	0	0	14.3	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	13	18		
	GATWICK	EASYJET UK LTD	S	D	14	0	1	0.0	46.7	40.0	6.7	0.0	0.0	0.0	0.0	0.0	6.7	3	83.3	9	18		
	STANSTED	RYANAIR	S	A	13	0	0	0.0	46.2	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	13		
	STANSTED	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	13		
	MANCHESTER	EASYJET UK 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	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL VERONA VILLAFRANCA VIENNA</b>					<b>142</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>49.0</b>	<b>30.1</b>	<b>4.2</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.6</b>	<b>7</b>	<b>138</b>		
	BELFAST INTERNATIONAL	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	20	1		
	BELFAST INTERNATIONAL	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	100.0	0	1		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	17		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	70.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	6	17		
	BIRMINGHAM	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	13	66.7	12	3		
	BIRMINGHAM	LAUDA MOTION GMBH	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	0.0	0	0		
	BIRMINGHAM	LAUDA MOTION GMBH	S	D	13	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	53.8	30.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	11	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	55.6	11.1	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11	87.5	8	8		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8		
	EDINBURGH	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9		
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9		
	EDINBURGH	LAUDA MOTION GMBH	S	A	12	0	0	8.3	66.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	EDINBURGH	LAUDA MOTION GMBH	S	D	12	0	0	0.0	8.3	66.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		

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

Origin/Destinations: V

NUMBER OF FLIGHTS

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NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											NOV 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	LAUDA MOTION GMBH	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	13	30
	GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	14	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	66.7	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2	86.4	7	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	66.7	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	6	22
	GATWICK	EASYJET UK LTD	S	A	48	0	0	4.2	45.8	29.2	14.6	4.2	2.1	0.0	0.0	0.0	0.0	0.0	9	68.0	15	50
	GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	27.1	62.5	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	84.0	10	50
	HEATHROW	AUSTRIAN AIRLINES	S	A	120	0	0	11.7	37.5	35.8	10.8	2.5	0.8	0.8	0.0	0.0	0.0	0.0	7	67.8	13	90
	HEATHROW	AUSTRIAN AIRLINES	S	D	119	0	1	0.0	12.5	60.0	19.2	4.2	2.5	0.8	0.0	0.0	0.0	0.8	12	68.9	17	90
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	46.1	32.2	13.2	5.3	2.6	0.7	0.0	0.0	0.0	0.0	0.0	4	80.8	11	151
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	0.0	34.9	52.6	9.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.4	8	151
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	70.6	25	17
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.6	20	17
	STANSTED	LAUDA MOTION GMBH	S	A	60	0	0	13.3	53.3	25.0	3.3	0.0	1.7	0.0	3.3	0.0	0.0	0.0	15	61.7	17	60
	STANSTED	LAUDA MOTION GMBH	S	D	60	0	0	0.0	23.3	63.3	6.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	8	48.3	25	60
	MANCHESTER	AUSTRIAN AIRLINES	S	A	21	0	0	14.3	52.4	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	1	21
	MANCHESTER	AUSTRIAN AIRLINES	S	D	21	0	0	0.0	66.7	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	95.5	2	21
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	7	13
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	6	13
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	13	2
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	1
<b>TOTAL VIENNA</b>					<b>1040</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>35.1</b>	<b>38.8</b>	<b>8.5</b>	<b>3.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>75.2</b>	<b>12</b>	<b>994</b>
VILNIUS	BELFAST INTERNATIONAL	WIZZ AIR	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	2	8
	BELFAST INTERNATIONAL	WIZZ AIR	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	0	62.5	14	8
	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	88.9	5	9

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	RYANAIR	S	D	0	0	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		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	88.9	5	9		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	88.9	8	9		
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	4	8		
	LEEDS BRADFORD	RYANAIR	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	2	100.0	2	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	49	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	98.0	2.0	0	0.0	0	0		
	LUTON	RYANAIR	S	A	26	0	0	3.8	50.0	34.6	11.5	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	5	26		
	LUTON	RYANAIR	S	D	26	0	0	0.0	34.6	61.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	4	26		
	LUTON	WIZZ AIR	S	A	21	0	0	47.6	52.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	39		
	LUTON	WIZZ AIR	S	D	21	0	0	0.0	76.2	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.2	7	39		
	STANSTED	RYANAIR	S	A	26	0	0	3.8	53.8	23.1	11.5	7.7	0.0	0.0	0.0	0.0	0.0	7	96.7	3	30		
	STANSTED	RYANAIR	S	D	26	0	0	0.0	42.3	38.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	7	86.7	7	30		
	SOUTHEND	LOT-POLISH AIRLINES	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	SOUTHEND	RYANAIR	S	A	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	SOUTHEND	RYANAIR	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		
	SOUTHEND	WIZZ AIR	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		
	SOUTHEND	WIZZ AIR	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL VILNIUS</b>					<b>236</b>	<b>99</b>	<b>1</b>	<b>6.8</b>	<b>35.7</b>	<b>22.6</b>	<b>3.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.5</b>	<b>0.3</b>	<b>3</b>	<b>92.1</b>	<b>5</b>	<b>277</b>	

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	100.0	0	8
	BIRMINGHAM	WIZZ AIR	S	D	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	87.5	6	8
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	11
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	11
	LIVERPOOL (JOHN LENNON)	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	66.7	13	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	66.7	22	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	47.1	25	17
	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	88.2	5	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	19.0	31.0	25.9	12.1	8.6	3.4	0.0	0.0	0.0	0.0	0.0	11	60.0	18	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	29.3	53.4	8.6	5.2	3.4	0.0	0.0	0.0	0.0	0.0	10	81.8	10	55
	HEATHROW	LOT-POLISH AIRLINES	S	A	85	0	1	7.0	40.7	25.6	8.1	12.8	2.3	2.3	0.0	0.0	0.0	1.2	15	77.9	14	85
	HEATHROW	LOT-POLISH AIRLINES	S	D	85	0	1	0.0	19.8	47.7	15.1	10.5	4.7	0.0	1.2	0.0	0.0	1.2	17	79.1	15	85
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	50	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	49	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.1	3.9	0	0.0	0	0	
	LUTON	WIZZ AIR	S	A	94	0	0	22.3	47.9	14.9	11.7	2.1	1.1	0.0	0.0	0.0	0.0	0.0	5	88.9	6	99
	LUTON	WIZZ AIR	S	D	94	0	0	0.0	59.6	33.0	5.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	83.8	10	99
	LUTON	WIZZ 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	172	2
<b>TOTAL WARSAW (CHOPIN)</b>					<b>529</b>	<b>99</b>	<b>4</b>	<b>7.4</b>	<b>34.5</b>	<b>26.6</b>	<b>7.8</b>	<b>4.9</b>	<b>2.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>15.7</b>	<b>0.6</b>	<b>9</b>	<b>79.7</b>	<b>12</b>	<b>570</b>
WARSAW (MODLIN MASOVIA)																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8
	BIRMINGHAM	RYANAIR	S	A	13	0	0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	92.3	6	13
	BRISTOL	RYANAIR	S	A	17	0	0	35.3	41.2	11.8	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	10	0.0	0	0
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	47.1	41.2	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	12	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	32	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	10	13
	EDINBURGH	RYANAIR	S	A	29	0	0	51.7	37.9	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	5	17
	EDINBURGH	RYANAIR	S	D	29	0	0	3.4	48.3	44.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	10	17



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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GLASGOW	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	11	0.0	0	0		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	87.5	4	8		
	LEEDS BRADFORD	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	1	100.0	1	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	58.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	1	17		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	17		
	STANSTED	RYANAIR	S	A	90	0	0	42.2	41.1	12.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	2	83.0	17	100		
	STANSTED	RYANAIR	S	D	90	0	0	0.0	55.6	34.4	7.8	2.2	0.0	0.0	0.0	0.0	0.0	5	70.7	13	99		
	MANCHESTER	RYANAIR	S	A	9	0	0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13		
	MANCHESTER	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	5	84.6	4	13		
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	3	9		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>391</b>	<b>0</b>	<b>1</b>	<b>21.2</b>	<b>45.4</b>	<b>25.8</b>	<b>5.9</b>	<b>0.8</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>78.1</b>	<b>10</b>	<b>395</b>		
WASHINGTON (DULLES)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	2	9.4	34.0	24.5	13.2	5.7	5.7	0.0	3.8	0.0	0.0	3.8	21	71.2	15	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	4	0.0	12.7	45.5	18.2	10.9	1.8	1.8	1.8	0.0	0.0	7.3	23	67.1	15	71	
	HEATHROW	UNITED AIRLINES	S	A	85	0	1	36.0	37.2	18.6	4.7	0.0	2.3	0.0	0.0	0.0	1.2	4	81.0	9	83		
	HEATHROW	UNITED AIRLINES	S	D	85	0	1	1.2	64.0	25.6	1.2	2.3	4.7	0.0	0.0	0.0	1.2	7	91.7	5	83		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	34.5	37.9	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.7	3	27		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	51.7	31.0	10.3	6.9	0.0	0.0	0.0	0.0	0.0	6	75.9	8	27		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>330</b>	<b>0</b>	<b>8</b>	<b>13.9</b>	<b>40.8</b>	<b>27.5</b>	<b>7.4</b>	<b>3.8</b>	<b>3.0</b>	<b>0.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>10</b>	<b>79.0</b>	<b>10</b>	<b>362</b>	
WICK JOHN O GROATS																							
	ABERDEEN	FLYBE LTD	S	A	23	0	7	3.3	40.0	3.3	6.7	10.0	3.3	10.0	0.0	0.0	0.0	23.3	30	51.2	23	37	
	ABERDEEN	FLYBE LTD	S	D	23	0	7	0.0	30.0	16.7	6.7	10.0	3.3	10.0	0.0	0.0	0.0	23.3	30	65.9	13	37	
	EDINBURGH	LOGANAIR LTD	S	A	22	0	1	21.7	39.1	30.4	0.0	4.3	0.0	0.0	0.0	0.0	4.3	3	80.8	3	23		
	EDINBURGH	LOGANAIR LTD	S	D	22	0	1	0.0	65.2	17.4	8.7	0.0	4.3	0.0	0.0	0.0	4.3	7	100.0	1	23		
<b>TOTAL WICK JOHN O GROATS</b>					<b>90</b>	<b>0</b>	<b>16</b>	<b>5.7</b>	<b>42.5</b>	<b>16.0</b>	<b>5.7</b>	<b>6.6</b>	<b>2.8</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.1</b>	<b>18</b>	<b>70.2</b>	<b>12</b>	<b>120</b>	
WROCLAW																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	17	9		
	BELFAST INTERNATIONAL	RYANAIR	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	88.9	4	9		
	BIRMINGHAM	WIZZ AIR	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	87.5	10	8		

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	WIZZ AIR	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	75.0	15	8		
	BRISTOL	RYANAIR	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		
	BRISTOL	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	0	0		
	DONCASTER SHEFFIELD	WIZZ AIR	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	100.0	0	9		
	DONCASTER SHEFFIELD	WIZZ AIR	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	100.0	0	9		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	17.6	52.9	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3	82.4	8	17		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	5	88.2	8	17		
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9		
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9		
	GLASGOW	RYANAIR	S	A	9	0	0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9		
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	9	88.9	6	9		
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	9	77.8	12	9		
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	66.7	14	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	87.5	3	8		
	LIVERPOOL (JOHN LENNON)	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	87.5	2	8		
	LUTON	WIZZ AIR	S	A	30	0	0	3.3	40.0	40.0	6.7	10.0	0.0	0.0	0.0	0.0	0.0	10	97.4	1	39		
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	26.7	53.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	9	92.3	3	39		
	STANSTED	RYANAIR	S	A	52	0	0	38.5	46.2	11.5	1.9	1.9	0.0	0.0	0.0	0.0	0.0	2	85.4	13	48		
	STANSTED	RYANAIR	S	D	52	0	0	0.0	57.7	26.9	9.6	5.8	0.0	0.0	0.0	0.0	0.0	6	62.5	17	48		
	MANCHESTER	RYANAIR	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	88.9	11	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	77.8	9	9		
	NEWCASTLE	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9		
	NEWCASTLE	RYANAIR	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	9	88.9	3	9		
<b>TOTAL WROCLAW</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>50.0</b>	<b>24.4</b>	<b>5.0</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>4</b>	<b>82.2</b>	<b>8</b>	<b>366</b>		
WUHAN TIANHE INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	13	0	0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	8	76.9	25	13		
	HEATHROW	CHINA SOUTHERN	S	D	13	0	0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	9	13		
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>57.7</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.6</b>	<b>17</b>	<b>26</b>		

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZAGREB	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	47.2	30.6	13.9	2.8	2.8	2.8	0.0	0.0	0.0	0.0	0.0	5	82.8	8	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	33.3	52.8	11.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	7	96.6	3	29
	HEATHROW	CROATIA AIRLINES	S	A	18	0	0	0.0	16.7	66.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	70.6	12	17
	HEATHROW	CROATIA AIRLINES	S	D	18	0	0	0.0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	23.5	26	17
<b>TOTAL ZAGREB</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>25.0</b>	<b>39.8</b>	<b>12.0</b>	<b>2.8</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.9</b>	<b>11</b>	<b>92</b>
ZAKINTHOS	STANSTED	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	21	0	0	14.3	61.9	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	17	21
	STANSTED	RYANAIR	S	D	21	0	0	0.0	71.4	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	7	21
<b>TOTAL ZARAGOZA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>66.7</b>	<b>21.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.5</b>	<b>12</b>	<b>42</b>
ZHENGZHOU XINZHENG	HEATHROW	CHINA SOUTHERN	S	A	6	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
	HEATHROW	CHINA SOUTHERN	S	D	6	0	0	16.7	83.3	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 ZHENGZHOU XINZHENG</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZURICH	BIRMINGHAM	SWISS AIRLINES	S	A	51	0	0	9.8	49.0	35.3	3.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.1	5	54
	BIRMINGHAM	SWISS AIRLINES	S	D	51	0	0	2.0	25.5	64.7	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	12	54
	EDINBURGH	EDELWEISS AIR	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9
	EDINBURGH	EDELWEISS AIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9
	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	43	0	1	18.2	56.8	15.9	2.3	4.5	0.0	0.0	0.0	0.0	0.0	2.3	3	77.8	9	45
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	44.2	48.8	4.7	0.0	0.0	0.0	2.3	0.0	0.0	0.0	8	86.7	8	45
	GATWICK	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	24.2	40.6	24.8	6.7	2.4	1.2	0.0	0.0	0.0	0.0	0.0	5	76.1	12	158
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	0.0	44.2	41.8	9.7	2.4	0.6	1.2	0.0	0.0	0.0	0.0	7	75.5	12	158
	HEATHROW	SWISS AIRLINES	S	A	209	0	1	15.2	44.8	26.2	6.7	5.2	1.4	0.0	0.0	0.0	0.0	0.5	6	77.6	10	207
	HEATHROW	SWISS AIRLINES	S	D	208	0	2	0.0	34.8	47.6	8.1	6.2	2.4	0.0	0.0	0.0	0.0	1.0	9	71.0	13	206
	LONDON CITY	BA CITYFLYER LTD	S	A	0	92	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	0	92	0	0.0	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	SWISS AIRLINES	S	A	0	138	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.5	3.5	0	0.0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	0	136	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.4	5.6	0	0.0	0	0

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	31	0	1	3.1	56.3	18.8	3.1	12.5	3.1	0.0	0.0	0.0	0.0	3.1	10	83.9	6	31			
LUTON	EASYJET UK LTD	S D	31	0	0	3.2	41.9	35.5	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	87.1	6	31			
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	0.0	46	1			
STANSTED	SWISS AIRLINES	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	SWISS AIRLINES	S A	60	0	1	6.6	50.8	37.7	1.6	0.0	0.0	1.6	0.0	0.0	0.0	1.6	4	80.0	13	57			
MANCHESTER	SWISS AIRLINES	S D	60	0	0	0.0	36.7	46.7	13.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	8	71.7	18	57			
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	13	0.0	0	0			
<b>TOTAL ZURICH</b>			<b>1137</b>	<b>458</b>	<b>21</b>	<b>5.7</b>	<b>29.8</b>	<b>26.1</b>	<b>5.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>28.3</b>	<b>1.3</b>	<b>7</b>	<b>52.8</b>	<b>11</b>	<b>1124</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	20	0	0	5.0	35.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	90.5	8	21
SCHEDULED FLIGHTS(ALL ROUTES)	3061	1	95	7.5	53.1	24.1	5.6	3.7	1.9	0.7	0.3	0.0	0.0	3.0	8	78.1	9	3139
<b>AIRPORT TOTAL</b>	<b>3081</b>	<b>1</b>	<b>95</b>	<b>7.5</b>	<b>53.0</b>	<b>24.1</b>	<b>5.6</b>	<b>3.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>8</b>	<b>78.2</b>	<b>9</b>	<b>3160</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 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)	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	12
SCHEDULED FLIGHTS(ALL ROUTES)	2541	0	15	8.6	53.4	27.1	4.6	3.5	1.6	0.5	0.1	0.0	0.0	0.6	6	84.1	10	2723	
<b>AIRPORT TOTAL</b>	<b>2547</b>	<b>0</b>	<b>15</b>	<b>8.7</b>	<b>53.4</b>	<b>27.1</b>	<b>4.6</b>	<b>3.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>84.1</b>	<b>10</b>	<b>2735</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	14	0	0	14.3	28.6	21.4	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	74.6	12	71
SCHEDULED FLIGHTS(ALL ROUTES)	2782	0	0	9.7	58.4	22.4	5.2	3.1	1.0	0.1	0.1	0.0	0.0	0.0	5	86.2	8	3249
<b>AIRPORT TOTAL</b>	<b>2796</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>58.3</b>	<b>22.4</b>	<b>5.2</b>	<b>3.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.9</b>	<b>8</b>	<b>3320</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	254	0	0	10.2	24.0	39.0	15.4	8.7	1.2	0.4	0.8	0.4	0.0	0.0	19	73.6	26	254
SCHEDULED FLIGHTS(ALL ROUTES)	6493	0	24	11.7	42.0	34.0	6.8	3.4	1.2	0.4	0.2	0.0	0.0	0.4	7	79.5	12	6942
<b>AIRPORT TOTAL</b>	<b>6747</b>	<b>0</b>	<b>24</b>	<b>11.6</b>	<b>41.3</b>	<b>34.2</b>	<b>7.1</b>	<b>3.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>79.2</b>	<b>12</b>	<b>7196</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	53	0	0	1.9	47.2	32.1	11.3	0.0	3.8	3.8	0.0	0.0	0.0	0.0	13	81.6	11	49
SCHEDULED FLIGHTS(ALL ROUTES)	202	1	0	7.4	42.4	39.4	7.9	1.0	0.5	0.0	1.0	0.0	0.5	0.0	7	84.8	18	132
<b>AIRPORT TOTAL</b>	<b>255</b>	<b>1</b>	<b>0</b>	<b>6.3</b>	<b>43.4</b>	<b>37.9</b>	<b>8.6</b>	<b>0.8</b>	<b>1.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>8</b>	<b>84.0</b>	<b>16</b>	<b>181</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	202	0	0	9.9	44.6	29.2	6.9	3.5	5.0	0.5	0.0	0.5	0.0	0.0	14	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	3720	0	5	7.6	46.4	32.3	6.9	4.4	1.5	0.5	0.2	0.1	0.0	0.1	8	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>3922</b>	<b>0</b>	<b>5</b>	<b>7.7</b>	<b>46.3</b>	<b>32.1</b>	<b>6.9</b>	<b>4.3</b>	<b>1.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	112	6	0	3.4	23.7	46.6	10.2	9.3	1.7	0.0	0.0	0.0	5.1	0.0	10	79.1	9	110
SCHEDULED FLIGHTS(ALL ROUTES)	888	11	4	6.8	43.6	35.7	6.0	3.1	1.6	1.1	0.4	0.1	1.2	0.4	8	81.5	11	940
<b>AIRPORT TOTAL</b>	<b>1000</b>	<b>17</b>	<b>4</b>	<b>6.4</b>	<b>41.3</b>	<b>36.9</b>	<b>6.5</b>	<b>3.8</b>	<b>1.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>1.7</b>	<b>0.4</b>	<b>9</b>	<b>81.2</b>	<b>11</b>	<b>1050</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	91	0	0	8.8	41.8	41.8	4.4	2.2	1.1	0.0	0.0	0.0	0.0	0.0	5	90.9	3	88
SCHEDULED FLIGHTS(ALL ROUTES)	288	0	0	25.7	40.3	26.0	3.1	3.1	0.7	0.7	0.0	0.3	0.0	0.0	7	91.0	8	398
<b>AIRPORT TOTAL</b>	<b>379</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>40.6</b>	<b>29.8</b>	<b>3.4</b>	<b>2.9</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.0</b>	<b>8</b>	<b>486</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	30	1
SCHEDULED FLIGHTS(ALL ROUTES)	282	0	4	5.6	44.1	31.8	4.2	6.6	4.5	1.4	0.3	0.0	0.0	1.4	12	86.1	9	274
<b>AIRPORT TOTAL</b>	<b>284</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>43.8</b>	<b>32.3</b>	<b>4.2</b>	<b>6.6</b>	<b>4.5</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>85.8</b>	<b>9</b>	<b>275</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	96	0	0	9.4	32.3	39.6	7.3	4.2	4.2	3.1	0.0	0.0	0.0	0.0	14	88.4	9	86
SCHEDULED FLIGHTS(ALL ROUTES)	1716	0	6	9.3	45.5	30.2	7.8	4.1	2.1	0.3	0.3	0.0	0.0	0.3	8	84.2	9	1796
<b>AIRPORT TOTAL</b>	<b>1812</b>	<b>0</b>	<b>6</b>	<b>9.3</b>	<b>44.8</b>	<b>30.7</b>	<b>7.8</b>	<b>4.1</b>	<b>2.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>84.4</b>	<b>9</b>	<b>1882</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	51	0	1	19.2	26.9	42.3	3.8	5.8	0.0	0.0	0.0	0.0	0.0	1.9	6	87.5	20	48
SCHEDULED FLIGHTS(ALL ROUTES)	8784	0	45	10.9	46.9	29.6	6.5	3.6	1.5	0.4	0.1	0.0	0.0	0.5	7	81.3	11	8860
<b>AIRPORT TOTAL</b>	<b>8835</b>	<b>0</b>	<b>46</b>	<b>11.0</b>	<b>46.8</b>	<b>29.7</b>	<b>6.4</b>	<b>3.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>81.3</b>	<b>11</b>	<b>8908</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	63	0	0	17.5	46.0	25.4	9.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	16	60
SCHEDULED FLIGHTS(ALL ROUTES)	764	4	0	7.7	49.9	31.1	6.0	2.6	1.4	0.7	0.1	0.0	0.5	0.0	6	77.6	15	870
<b>AIRPORT TOTAL</b>	<b>827</b>	<b>4</b>	<b>0</b>	<b>8.4</b>	<b>49.6</b>	<b>30.7</b>	<b>6.3</b>	<b>2.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>6</b>	<b>78.0</b>	<b>16</b>	<b>930</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	480	0	12	7.7	17.7	41.7	16.9	9.6	3.3	0.6	0.2	0.0	0.0	2.4	15	68.6	18	531
SCHEDULED FLIGHTS(ALL ROUTES)	17680	0	43	13.7	42.3	30.2	7.1	4.1	1.6	0.5	0.3	0.1	0.0	0.2	8	80.1	11	18476
<b>AIRPORT TOTAL</b>	<b>18160</b>	<b>0</b>	<b>55</b>	<b>13.5</b>	<b>41.6</b>	<b>30.5</b>	<b>7.4</b>	<b>4.3</b>	<b>1.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>79.7</b>	<b>11</b>	<b>19007</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	97	0	0	5.2	38.1	37.1	11.3	4.1	4.1	0.0	0.0	0.0	0.0	0.0	10	61.2	22	103
SCHEDULED FLIGHTS(ALL ROUTES)	5430	0	26	9.6	51.2	26.0	6.4	4.1	1.7	0.4	0.2	0.0	0.0	0.5	7	84.1	9	5711
<b>AIRPORT TOTAL</b>	<b>5527</b>	<b>0</b>	<b>26</b>	<b>9.5</b>	<b>50.9</b>	<b>26.2</b>	<b>6.5</b>	<b>4.1</b>	<b>1.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>83.7</b>	<b>9</b>	<b>5814</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	9	0	0	22.2	11.1	33.3	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	36	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	37743	0	199	12.8	39.2	30.9	8.3	5.3	2.2	0.5	0.2	0.1	0.0	0.5	10	76.3	12	37761
<b>AIRPORT TOTAL</b>	<b>37752</b>	<b>0</b>	<b>199</b>	<b>12.8</b>	<b>39.2</b>	<b>30.9</b>	<b>8.3</b>	<b>5.3</b>	<b>2.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>76.3</b>	<b>12</b>	<b>37761</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	3
SCHEDULED FLIGHTS(ALL ROUTES)	959	0	15	14.0	41.8	30.4	6.1	3.3	1.5	0.6	0.6	0.2	0.0	1.5	10	76.2	22	1030
<b>AIRPORT TOTAL</b>	<b>959</b>	<b>0</b>	<b>15</b>	<b>14.0</b>	<b>41.8</b>	<b>30.4</b>	<b>6.1</b>	<b>3.3</b>	<b>1.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>76.2</b>	<b>22</b>	<b>1033</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	20.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	25	88.9	5	9
SCHEDULED FLIGHTS(ALL ROUTES)	1732	0	3	10.4	49.7	25.5	6.5	4.3	2.7	0.5	0.2	0.0	0.0	0.2	8	76.0	17	1535
<b>AIRPORT TOTAL</b>	<b>1742</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>49.6</b>	<b>25.6</b>	<b>6.6</b>	<b>4.4</b>	<b>2.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>76.1</b>	<b>17</b>	<b>1544</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	44	100.0	0	5
SCHEDULED FLIGHTS(ALL ROUTES)	1771	0	20	9.5	48.4	29.4	6.1	3.1	1.6	0.4	0.2	0.0	0.0	1.1	7	85.8	9	1840
<b>AIRPORT TOTAL</b>	<b>1773</b>	<b>0</b>	<b>20</b>	<b>9.5</b>	<b>48.4</b>	<b>29.4</b>	<b>6.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>85.8</b>	<b>9</b>	<b>1845</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	24	0	0	12.5	8.3	33.3	29.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	18	88.9	9	18
SCHEDULED FLIGHTS(ALL ROUTES)	2165	0	2	11.6	52.2	26.9	4.0	2.4	2.1	0.4	0.3	0.0	0.0	0.1	6	89.5	7	2477
<b>AIRPORT TOTAL</b>	<b>2189</b>	<b>0</b>	<b>2</b>	<b>11.6</b>	<b>51.7</b>	<b>26.9</b>	<b>4.2</b>	<b>2.5</b>	<b>2.1</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>6</b>	<b>89.5</b>	<b>7</b>	<b>2495</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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
SCHEDULED FLIGHTS(ALL ROUTES)	0	6409	88	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>AIRPORT TOTAL</b>	<b>0</b>	<b>6411</b>	<b>88</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	39	0	0	0.0	17.9	35.9	17.9	15.4	5.1	5.1	2.6	0.0	0.0	0.0	31	69.1	14	55
SCHEDULED FLIGHTS(ALL ROUTES)	6896	0	12	9.7	42.1	33.9	7.3	4.5	1.7	0.3	0.3	0.0	0.0	0.2	8	84.5	9	7063
<b>AIRPORT TOTAL</b>	<b>6935</b>	<b>0</b>	<b>12</b>	<b>9.6</b>	<b>42.0</b>	<b>34.0</b>	<b>7.4</b>	<b>4.6</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>84.4</b>	<b>9</b>	<b>7118</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	474	0	0	8.6	16.9	46.6	15.8	9.9	1.9	0.2	0.0	0.0	0.0	0.0	12	75.2	13	511
SCHEDULED FLIGHTS(ALL ROUTES)	12625	0	62	9.8	43.9	33.3	6.9	3.6	1.5	0.3	0.2	0.0	0.0	0.5	7	83.3	10	13027
<b>AIRPORT TOTAL</b>	<b>13099</b>	<b>0</b>	<b>62</b>	<b>9.7</b>	<b>42.9</b>	<b>33.8</b>	<b>7.2</b>	<b>3.8</b>	<b>1.6</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>83.0</b>	<b>10</b>	<b>13538</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	12	0	0	0.0	25.0	41.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2572	0	31	8.0	39.0	38.3	7.2	4.0	1.8	0.2	0.2	0.0	0.0	1.2	8	80.1	11	2481
<b>AIRPORT TOTAL</b>	<b>2584</b>	<b>0</b>	<b>31</b>	<b>7.9</b>	<b>38.9</b>	<b>38.4</b>	<b>7.3</b>	<b>4.1</b>	<b>1.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>80.1</b>	<b>11</b>	<b>2481</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	1	3
SCHEDULED FLIGHTS(ALL ROUTES)	2414	0	36	4.8	46.0	33.9	5.6	4.2	2.9	0.9	0.3	0.0	0.0	1.5	9	83.5	12	2508
<b>AIRPORT TOTAL</b>	<b>2419</b>	<b>0</b>	<b>36</b>	<b>4.8</b>	<b>45.9</b>	<b>33.9</b>	<b>5.7</b>	<b>4.2</b>	<b>2.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>83.4</b>	<b>12</b>	<b>2511</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	1457	0	17	8.5	50.3	28.2	6.1	3.7	1.6	0.1	0.2	0.1	0.0	1.2	7	83.5	11	1201
<b>AIRPORT TOTAL</b>	<b>1457</b>	<b>0</b>	<b>17</b>	<b>8.5</b>	<b>50.3</b>	<b>28.2</b>	<b>6.1</b>	<b>3.7</b>	<b>1.6</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>83.5</b>	<b>11</b>	<b>1201</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2019

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

NOV 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										NOV 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	55	0	0	18.2	30.9	27.3	10.9	5.5	3.6	1.8	0.0	1.8	0.0	0.0	37	75.3	20	80
SCHEDULED FLIGHTS(ALL ROUTES)	11502	2	17	9.5	47.2	30.4	7.3	3.8	1.2	0.2	0.2	0.0	0.0	0.1	7	78.6	11	12378
<b>AIRPORT TOTAL</b>	<b>11557</b>	<b>2</b>	<b>17</b>	<b>9.5</b>	<b>47.1</b>	<b>30.3</b>	<b>7.3</b>	<b>3.8</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>78.5</b>	<b>11</b>	<b>12458</b>