

# Punctuality Statistics



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## Full and Summary Analysis

October 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 OCTOBER 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BELGIUM</b>																					
BRUSSELS	LOGANAIR LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CANADA</b>																					
TORONTO	SUNWING AIRLINES INC	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL TORONTO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	62	0	0	0.0	40.3	37.1	11.3	6.5	4.8	0.0	0.0	0.0	0.0	0.0	11	59.6	14	50	
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>37.1</b>	<b>11.3</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>59.6</b>	<b>14</b>	<b>50</b>	
ESBJERG	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.9	20	44	
ESBJERG	DANISH AIR TRANSPORT	S	32	0	0	0.0	12.5	65.6	15.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
ESBJERG	LOGANAIR LTD	S	54	0	2	1.8	30.4	48.2	12.5	3.6	0.0	0.0	0.0	0.0	0.0	3.6	7	0.0	0	0	
<b>TOTAL ESBJERG</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>23.9</b>	<b>54.5</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>8</b>	<b>60.9</b>	<b>20</b>	<b>44</b>	
<b>TOTAL DENMARK</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>30.7</b>	<b>47.3</b>	<b>12.7</b>	<b>5.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>60.2</b>	<b>17</b>	<b>94</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	120	0	0	3.3	53.3	38.3	4.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3	92.7	4	124	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>53.3</b>	<b>38.3</b>	<b>4.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.7</b>	<b>4</b>	<b>124</b>	
<b>TOTAL FRANCE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>53.3</b>	<b>38.3</b>	<b>4.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.7</b>	<b>4</b>	<b>124</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	28.6	14.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	53	57.1	18	7	
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>57.1</b>	<b>18</b>	<b>7</b>	
<b>TOTAL GREECE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>57.1</b>	<b>18</b>	<b>7</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	84	0	0	9.5	39.3	35.7	8.3	0.0	4.8	2.4	0.0	0.0	0.0	0.0	11	86.4	5	88	
<b>TOTAL DUBLIN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>39.3</b>	<b>35.7</b>	<b>8.3</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.4</b>	<b>5</b>	<b>88</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>39.3</b>	<b>35.7</b>	<b>8.3</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.4</b>	<b>5</b>	<b>88</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	6.3	18.8	43.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	78.6	12	14	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	126	0	0	1.6	34.1	41.3	12.7	6.3	3.2	0.0	0.8	0.0	0.0	0.0	13	89.2	5	130	
AMSTERDAM	KLM CITYHOPPER	S	181	0	0	3.3	30.4	39.8	15.5	9.4	1.7	0.0	0.0	0.0	0.0	0.0	11	86.5	6	170	



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		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL AMSTERDAM</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>31.9</b>	<b>40.4</b>	<b>14.3</b>	<b>8.1</b>	<b>2.3</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>87.7</b>	<b>5</b>	<b>300</b>
<b>TOTAL NETHERLANDS</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>31.9</b>	<b>40.4</b>	<b>14.3</b>	<b>8.1</b>	<b>2.3</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>87.7</b>	<b>5</b>	<b>300</b>
<b>NORWAY</b>																				
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	116	0	0	0.9	47.4	38.8	4.3	3.4	5.2	0.0	0.0	0.0	0.0	0.0	8	82.0	5	94
<b>TOTAL BERGEN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>47.4</b>	<b>38.8</b>	<b>4.3</b>	<b>3.4</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.0</b>	<b>5</b>	<b>94</b>
<b>OSLO (GARDERMOEN)</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	42
<b>OSLO (GARDERMOEN)</b>	SAS	S	53	0	1	0.0	57.4	33.3	3.7	3.7	0.0	0.0	0.0	0.0	0.0	1.9	4	87.0	6	54
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>57.4</b>	<b>33.3</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>1.9</b>	<b>4</b>	<b>78.1</b>	<b>11</b>	<b>96</b>
<b>STAVANGER</b>	DANISH AIR TRANSPORT	S	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>STAVANGER</b>	SAS	S	97	0	3	0.0	53.0	38.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3	81.1	8	106
<b>STAVANGER</b>	WIDEROE FLYVESELSKAP A/S	S	152	0	2	3.2	66.2	25.3	1.3	0.0	2.6	0.0	0.0	0.0	0.0	1.3	3	86.1	4	104
<b>TOTAL STAVANGER</b>			<b>253</b>	<b>0</b>	<b>5</b>	<b>1.9</b>	<b>61.2</b>	<b>29.8</b>	<b>3.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3</b>	<b>83.6</b>	<b>6</b>	<b>210</b>
<b>TOTAL NORWAY</b>			<b>422</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>57.0</b>	<b>32.7</b>	<b>3.7</b>	<b>1.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>82.0</b>	<b>7</b>	<b>400</b>
<b>POLAND</b>																				
<b>GDANSK</b>	WIZZ AIR	S	26	0	0	7.7	30.8	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	14	18
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>53.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>53.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	RYANAIR	S	16	0	0	31.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	79.2	8	24
<b>TOTAL FARO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.2</b>	<b>8</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.2</b>	<b>8</b>	<b>24</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	RYANAIR	S	18	0	0	16.7	33.3	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	68.8	9	16
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.8</b>	<b>9</b>	<b>16</b>
<b>IBIZA</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	71.4	7	7
<b>TOTAL IBIZA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</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>22</b>	<b>71.4</b>	<b>7</b>	<b>7</b>
<b>MALAGA</b>	RYANAIR	S	14	0	0	7.1	35.7	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	17	14
<b>TOTAL MALAGA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>42.9</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.6</b>	<b>17</b>	<b>14</b>
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	21	0	0	4.8	19.0	47.6	4.8	4.8	4.8	4.8	9.5	0.0	0.0	0.0	35	56.3	28	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.0</b>	<b>47.6</b>	<b>4.8</b>	<b>4.8</b>	<b>4.8</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>56.3</b>	<b>28</b>	<b>16</b>
<b>REUS</b>	TUI AIRWAYS LTD	C	7	0	0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	7
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>7</b>
<b>TOTAL SPAIN</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>23.9</b>	<b>37.3</b>	<b>9.0</b>	<b>13.4</b>	<b>1.5</b>	<b>1.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.7</b>	<b>15</b>	<b>60</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9
<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>77.8</b>	<b>7</b>	<b>9</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	17	0	0	0.0	17.6	35.3	23.5	0.0	11.8	0.0	5.9	5.9	0.0	0.0	96	66.7	13	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>96</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>96</b>	<b>70.4</b>	<b>11</b>	<b>27</b>	
DALAMAN	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	22	5	
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>71.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.0</b>	<b>22</b>	<b>5</b>	
<b>TOTAL TURKEY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>71.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.0</b>	<b>22</b>	<b>5</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	52	0	0	1.9	38.5	42.3	3.8	1.9	7.7	0.0	3.8	0.0	0.0	0.0	17	100.0	1	50	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>38.5</b>	<b>42.3</b>	<b>3.8</b>	<b>1.9</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>1</b>	<b>50</b>	
BIRMINGHAM	FLYBE LTD	S	148	0	0	2.7	50.7	33.8	6.8	3.4	0.7	2.0	0.0	0.0	0.0	0.0	7	87.7	10	162	
<b>TOTAL BIRMINGHAM</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>50.7</b>	<b>33.8</b>	<b>6.8</b>	<b>3.4</b>	<b>0.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.7</b>	<b>10</b>	<b>162</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	69.2	20	50	
BRISTOL	LOGANAIR LTD	S	54	0	0	3.7	44.4	37.0	9.3	1.9	0.0	3.7	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>44.4</b>	<b>37.0</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.2</b>	<b>20</b>	<b>50</b>	
CARDIFF WALES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	17.0	21	12	
<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>17.0</b>	<b>21</b>	<b>12</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	108	0	14	9.0	44.3	23.0	4.1	3.3	4.1	0.0	0.8	0.0	0.0	11.5	9	51.6	26	101	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>108</b>	<b>0</b>	<b>14</b>	<b>9.0</b>	<b>44.3</b>	<b>23.0</b>	<b>4.1</b>	<b>3.3</b>	<b>4.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>9</b>	<b>51.6</b>	<b>26</b>	<b>101</b>	
EDINBURGH	LOGANAIR LTD	S	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	122	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>122</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER	EUROPE AIRPOST	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	
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>	
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.6	16	110	
<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>3</b>	<b>69.6</b>	<b>16</b>	<b>110</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	376	0	2	6.6	43.9	25.1	10.8	7.4	3.4	1.1	1.1	0.0	0.0	0.5	13	77.6	9	414	
HEATHROW	FLYBE LTD	S	170	0	0	8.8	37.1	36.5	11.8	3.5	1.2	1.2	0.0	0.0	0.0	0.0	9	84.1	8	170	
<b>TOTAL HEATHROW</b>			<b>546</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>41.8</b>	<b>28.6</b>	<b>11.1</b>	<b>6.2</b>	<b>2.7</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>79.5</b>	<b>9</b>	<b>584</b>	
HUMBERSIDE	FLYBE LTD	S	110	0	27	21.9	20.4	10.2	7.3	9.5	6.6	2.9	1.5	0.0	0.0	19.7	24	55.2	25	124	
<b>TOTAL HUMBERSIDE</b>			<b>110</b>	<b>0</b>	<b>27</b>	<b>21.9</b>	<b>20.4</b>	<b>10.2</b>	<b>7.3</b>	<b>9.5</b>	<b>6.6</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19.7</b>	<b>24</b>	<b>55.2</b>	<b>25</b>	<b>124</b>	
KIRKWALL	LOGANAIR 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	81	100.0	5	2	
KIRKWALL	LOGANAIR LTD	S	175	0	0	12.6	50.3	23.4	3.4	2.9	5.1	0.6	1.7	0.0	0.0	0.0	12	90.5	6	173	
<b>TOTAL KIRKWALL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>23.3</b>	<b>3.4</b>	<b>2.8</b>	<b>5.7</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.6</b>	<b>6</b>	<b>175</b>	

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
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	47.0	38	88
<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>47.0</b>	<b>38</b>	<b>88</b>
LUTON	EASYJET UK LTD	S	54	0	0	3.7	42.6	27.8	13.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	15	52
<b>TOTAL LUTON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>42.6</b>	<b>27.8</b>	<b>13.0</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.1</b>	<b>15</b>	<b>52</b>
MANCHESTER	FLYBE LTD	S	318	0	0	3.5	49.4	35.8	4.4	4.4	1.3	1.3	0.0	0.0	0.0	0.0	7	84.0	8	303
<b>TOTAL MANCHESTER</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>49.4</b>	<b>35.8</b>	<b>4.4</b>	<b>4.4</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.0</b>	<b>8</b>	<b>303</b>
NEWCASTLE	FLYBE LTD	S	105	0	18	1.6	48.8	28.5	3.3	1.6	0.8	0.0	0.8	0.0	0.0	14.6	7	42.1	28	83
NEWCASTLE	LOGANAIR LTD	S	126	0	4	0.8	47.7	33.8	6.2	3.1	3.1	0.8	1.5	0.0	0.0	3.1	13	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>231</b>	<b>0</b>	<b>22</b>	<b>1.2</b>	<b>48.2</b>	<b>31.2</b>	<b>4.7</b>	<b>2.4</b>	<b>2.0</b>	<b>0.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>10</b>	<b>42.1</b>	<b>28</b>	<b>83</b>
NORWICH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
NORWICH	FLYBE LTD	S	119	0	18	5.1	40.1	38.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	13.1	3	64.0	16	137
NORWICH	LOGANAIR LTD	S	135	0	2	1.5	49.6	35.8	7.3	2.2	1.5	0.0	0.7	0.0	0.0	1.5	8	0.0	0	0
<b>TOTAL NORWICH</b>			<b>254</b>	<b>0</b>	<b>20</b>	<b>3.3</b>	<b>44.9</b>	<b>36.9</b>	<b>5.5</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>5</b>	<b>63.6</b>	<b>17</b>	<b>138</b>
SOUTHAMPTON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
SOUTHEND	LOGANAIR LTD	S	108	0	0	8.3	48.1	31.5	6.5	1.9	2.8	0.0	0.9	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>48.1</b>	<b>31.5</b>	<b>6.5</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STORNOWAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.5	22	36
<b>TOTAL STORNOWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>43.5</b>	<b>22</b>	<b>36</b>
SUMBURGH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	29.3	76	118
SUMBURGH	LOGANAIR LTD	S	262	0	2	6.1	42.0	36.7	4.9	3.8	4.9	0.8	0.0	0.0	0.0	0.8	10	80.7	13	249
<b>TOTAL SUMBURGH</b>			<b>262</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>42.0</b>	<b>36.7</b>	<b>4.9</b>	<b>3.8</b>	<b>4.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>58.8</b>	<b>33</b>	<b>367</b>
WICK JOHN O GROATS	FLYBE LTD	S	74	0	2	5.3	57.9	18.4	6.6	5.3	3.9	0.0	0.0	0.0	0.0	2.6	7	47.1	46	66
<b>TOTAL WICK JOHN O GROATS</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>57.9</b>	<b>18.4</b>	<b>6.6</b>	<b>5.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>47.1</b>	<b>46</b>	<b>66</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2499</b>	<b>0</b>	<b>89</b>	<b>6.4</b>	<b>44.4</b>	<b>30.4</b>	<b>6.6</b>	<b>4.3</b>	<b>2.9</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>10</b>	<b>68.5</b>	<b>17</b>	<b>2502</b>
<b>TOTAL ABERDEEN</b>			<b>3745</b>	<b>0</b>	<b>97</b>	<b>5.4</b>	<b>43.6</b>	<b>33.0</b>	<b>7.3</b>	<b>4.3</b>	<b>2.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10</b>	<b>72.4</b>	<b>14</b>	<b>3663</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
SHANNON	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	62	0	0	0.0	30.6	51.6	12.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	87.1	5	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>51.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.1</b>	<b>5</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>51.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.1</b>	<b>5</b>	<b>62</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14	
<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>14</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>14</b>	
<b>SPAIN</b>																					
MALAGA	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14	
<b>TOTAL MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>3</b>	<b>14</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>92.9</b>	<b>3</b>	<b>14</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	52	0	0	5.8	40.4	34.6	5.8	3.8	5.8	0.0	3.8	0.0	0.0	0.0	17	98.0	2	51	
<b>TOTAL ABERDEEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>40.4</b>	<b>34.6</b>	<b>5.8</b>	<b>3.8</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>17</b>	<b>98.0</b>	<b>2</b>	<b>51</b>	
BELFAST INTERNATIONAL	FLYBE LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	27	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>27</b>	<b>2</b>	
BIRMINGHAM	FLYBE LTD	S	374	0	0	2.4	51.1	36.9	6.4	1.6	1.3	0.0	0.3	0.0	0.0	0.0	5	81.5	11	391	
<b>TOTAL BIRMINGHAM</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>51.1</b>	<b>36.9</b>	<b>6.4</b>	<b>1.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.5</b>	<b>11</b>	<b>391</b>	
BRISTOL	AIR X CHARTER	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>	
CARDIFF WALES	FLYBE LTD	S	54	0	0	9.3	44.4	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.0	2	98	
<b>TOTAL CARDIFF WALES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>44.4</b>	<b>46.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.0</b>	<b>2</b>	<b>98</b>	
CARLISLE	LOGANAIR LTD	S	34	0	0	8.8	73.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>73.5</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	27	0	1	0.0	42.9	39.3	7.1	0.0	3.6	3.6	0.0	0.0	0.0	3.6	12	100.0	2	34	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>42.9</b>	<b>39.3</b>	<b>7.1</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>3.6</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>34</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	189	0	1	4.2	51.6	34.7	2.1	4.2	2.6	0.0	0.0	0.0	0.0	0.5	6	85.7	7	201	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>51.6</b>	<b>34.7</b>	<b>2.1</b>	<b>4.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>6</b>	<b>85.7</b>	<b>7</b>	<b>201</b>	
EDINBURGH	FLYBE LTD	S	228	0	0	4.4	45.2	38.2	8.3	2.2	1.8	0.0	0.0	0.0	0.0	0.0	6	87.4	8	222	
<b>TOTAL EDINBURGH</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>45.2</b>	<b>38.2</b>	<b>8.3</b>	<b>2.2</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>87.4</b>	<b>8</b>	<b>222</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
EXETER	FLYBE LTD	S	36	0	0	5.6	63.9	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.4	4	42	
<b>TOTAL EXETER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>63.9</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>1</b>	<b>84.4</b>	<b>4</b>	<b>42</b>	
FARNBOROUGH	NETJETS TRANSPORTES AEREOS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	2	
<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>16</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
GLASGOW	FLYBE LTD	S	198	0	0	1.0	53.0	35.9	6.1	1.0	3.0	0.0	0.0	0.0	0.0	0.0	5	91.2	4	215	
<b>TOTAL GLASGOW</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>53.0</b>	<b>35.9</b>	<b>6.1</b>	<b>1.0</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>5</b>	<b>91.2</b>	<b>4</b>	<b>215</b>	
HEATHROW	AER LINGUS	S	214	0	2	11.1	39.8	31.5	8.8	6.5	1.4	0.0	0.0	0.0	0.0	0.9	7	78.0	9	186	
HEATHROW	BRITISH AIRWAYS PLC	S	302	0	6	3.2	43.2	34.4	9.7	5.5	1.9	0.0	0.0	0.0	0.0	1.9	8	77.6	9	272	
<b>TOTAL HEATHROW</b>			<b>516</b>	<b>0</b>	<b>8</b>	<b>6.5</b>	<b>41.8</b>	<b>33.2</b>	<b>9.4</b>	<b>5.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>8</b>	<b>77.7</b>	<b>9</b>	<b>458</b>	
INVERNESS	FLYBE LTD	S	40	0	0	7.5	52.5	32.5	2.5	2.5	0.0	2.5	0.0	0.0	0.0	0.0	8	76.0	9	50	
<b>TOTAL INVERNESS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>52.5</b>	<b>32.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.0</b>	<b>9</b>	<b>50</b>	
LEEDS BRADFORD	FLYBE LTD	S	215	0	3	6.4	47.7	32.6	7.3	3.7	0.9	0.0	0.0	0.0	0.0	1.4	5	86.6	5	212	
<b>TOTAL LEEDS BRADFORD</b>			<b>215</b>	<b>0</b>	<b>3</b>	<b>6.4</b>	<b>47.7</b>	<b>32.6</b>	<b>7.3</b>	<b>3.7</b>	<b>0.9</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>86.6</b>	<b>5</b>	<b>212</b>	
LIVERPOOL (JOHN LENNON)	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	27	95.2	1	42	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>95.2</b>	<b>1</b>	<b>42</b>	
LONDON CITY	FLYBE LTD	S	311	0	2	6.4	34.5	36.1	11.8	5.8	3.5	1.0	0.3	0.0	0.0	0.6	12	81.3	8	308	
<b>TOTAL LONDON CITY</b>			<b>311</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>34.5</b>	<b>36.1</b>	<b>11.8</b>	<b>5.8</b>	<b>3.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>81.3</b>	<b>8</b>	<b>308</b>	
MANCHESTER	FLYBE LTD	S	389	0	2	3.1	44.5	37.3	5.1	5.4	3.1	0.8	0.3	0.0	0.0	0.5	9	86.0	7	380	
MANCHESTER	TAG AVIATION (UK) LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>390</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>44.6</b>	<b>37.2</b>	<b>5.1</b>	<b>5.4</b>	<b>3.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>86.0</b>	<b>7</b>	<b>380</b>	
SOUTHAMPTON	FLYBE LTD	S	156	0	0	4.5	51.3	33.3	4.5	4.5	1.9	0.0	0.0	0.0	0.0	0.0	6	83.7	11	176	
<b>TOTAL SOUTHAMPTON</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>51.3</b>	<b>33.3</b>	<b>4.5</b>	<b>4.5</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>6</b>	<b>83.7</b>	<b>11</b>	<b>176</b>	
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	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>7</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2826</b>	<b>0</b>	<b>17</b>	<b>4.7</b>	<b>46.1</b>	<b>35.2</b>	<b>7.0</b>	<b>3.8</b>	<b>2.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>84.5</b>	<b>8</b>	<b>2885</b>	
USA																					
WINDSOR LOCKS BRADLEY INTL	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1	
<b>TOTAL WINDSOR LOCKS BRADLEY INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43</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>0.0</b>	<b>43</b>	<b>1</b>	
<b>TOTAL BELFAST CITY</b>			<b>2888</b>	<b>0</b>	<b>17</b>	<b>4.6</b>	<b>45.8</b>	<b>35.5</b>	<b>7.1</b>	<b>3.9</b>	<b>2.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>84.6</b>	<b>7</b>	<b>2977</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>BOSNIA-HERZEGOVINA</b>																					
SARAJEVO	CROATIA AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
<b>TOTAL SARAJEVO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 BOSNIA-CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
DUBROVNIK	EASYJET UK LTD	S	14	0	0	14.3	21.4	50.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0	13	78.6	6	14		
DUBROVNIK	JET2.COM LTD	S	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	100.0	3	8		
<b>TOTAL DUBROVNIK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>22.7</b>	<b>50.0</b>	<b>0.0</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.4</b>	<b>5</b>	<b>22</b>		
SPLIT	EASYJET UK LTD	S	12	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	2	15		
<b>TOTAL SPLIT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>41.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.3</b>	<b>2</b>	<b>15</b>		
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>47.1</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.2</b>	<b>4</b>	<b>37</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	100.0	3	9		
LARNACA	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	9	0.0	0	0		
<b>TOTAL LARNACA</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>9</b>	<b>100.0</b>	<b>3</b>	<b>9</b>		
PAPHOS	JET2.COM LTD	S	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	4	8		
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>8</b>		
<b>TOTAL CYPRUS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</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>4</b>	<b>94.1</b>	<b>3</b>	<b>17</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	6	100.0	0	2		
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>EGYPT</b>																					
CAIRO	ALMASRIA UNIVERSAL AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL CAIRO</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>26</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
<b>TOTAL BORDEAUX</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
NICE	EASYJET UK LTD	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	5	8		
<b>TOTAL NICE</b>			<b>4</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>8</b>	<b>87.5</b>	<b>5</b>	<b>8</b>		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	40	0	0	0.0	32.5	32.5	10.0	12.5	12.5	0.0	0.0	0.0	0.0	19	63.0	20	54		
PARIS (CHARLES DE GAULLE)	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	6	2		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.5</b>	<b>32.5</b>	<b>10.0</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>19</b>	<b>64.3</b>	<b>20</b>	<b>56</b>		
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TARBES-LOURDES INTERNATIONAL	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	0.0	32	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>29.5</b>	<b>13.6</b>	<b>11.4</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.1</b>	<b>17</b>	<b>70</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	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	3	93.8	6	16	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL GERMANY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>GREECE</b>																					
CORFU	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	26	100.0	0	1	
<b>TOTAL CORFU</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>	
HERAKLION	JET2.COM LTD	S	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	10	
<b>TOTAL HERAKLION</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
RHODES	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	3	100.0	4	8	
<b>TOTAL RHODES</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>3</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
ZAKINTHOS	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	3	
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>3</b>	
<b>TOTAL GREECE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>36.4</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>6</b>	<b>100.0</b>	<b>3</b>	<b>22</b>	
<b>ICELAND</b>																					
KEFLAVIK	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	75.0	23	12	
<b>TOTAL KEFLAVIK</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>75.0</b>	<b>23</b>	<b>12</b>	
<b>TOTAL ICELAND</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>75.0</b>	<b>23</b>	<b>12</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	18	0	0	5.6	66.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	10	18	
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
GENOA	SIRIO	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL GENOA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET UK LTD	S	10	0	0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	2	16	
NAPLES	JET2.COM LTD	S	8	0	0	12.5	37.5	0.0	12.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	60	100.0	3	2	
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
PISA	SIRIO	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 PISA</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>	
VENICE	EASYJET UK LTD	S	16	0	0	0.0	43.8	25.0	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	77.8	11	18	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>53.7</b>	<b>14.8</b>	<b>11.1</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.2</b>	<b>8</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>JORDAN</b>																					
AMMAN	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	84	1	
<b>TOTAL AMMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>84</b>	<b>1</b>	
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>84</b>	<b>1</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	18	0	0	11.1	11.1	44.4	16.7	0.0	11.1	0.0	5.6	0.0	0.0	0.0	23	66.7	15	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	8	
MALTA	RYANAIR	S	16	0	0	12.5	50.0	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	83.3	11	18	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>9</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>9</b>	<b>26</b>	
<b>MOROCCO</b>																					
MARRAKESH	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	0	0.0	0	0	
<b>TOTAL MARRAKESH</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 MOROCCO</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>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	90	0	0	0.0	24.4	36.7	21.1	11.1	6.7	0.0	0.0	0.0	0.0	0.0	16	55.8	19	86	
<b>TOTAL AMSTERDAM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.4</b>	<b>36.7</b>	<b>21.1</b>	<b>11.1</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>55.8</b>	<b>19</b>	<b>86</b>	
<b>TOTAL NETHERLANDS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.4</b>	<b>36.7</b>	<b>21.1</b>	<b>11.1</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>55.8</b>	<b>19</b>	<b>86</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	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	3	77.8	26	18	
<b>TOTAL GDANSK</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>3</b>	<b>77.8</b>	<b>26</b>	<b>18</b>	
KRAKOW	EASYJET UK LTD	S	28	0	0	7.1	39.3	39.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	96.2	5	26	
KRAKOW	RYANAIR	S	26	0	0	3.8	23.1	34.6	11.5	11.5	7.7	7.7	0.0	0.0	0.0	0.0	26	57.7	39	26	
<b>TOTAL KRAKOW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>31.5</b>	<b>37.0</b>	<b>9.3</b>	<b>5.6</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.9</b>	<b>22</b>	<b>52</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	66.7	15	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>66.7</b>	<b>15</b>	<b>18</b>	
WROCLAW	RYANAIR	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	11	66.7	16	18	
<b>TOTAL WROCLAW</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>11</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>34.9</b>	<b>36.0</b>	<b>14.0</b>	<b>4.7</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>14</b>	<b>73.6</b>	<b>20</b>	<b>106</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	94	0	0	3.2	39.4	41.5	10.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	63.8	21	94	
FARO	JET2.COM LTD	S	34	0	0	32.4	50.0	11.8	2.9	0.0	0.0	0.0	2.9	0.0	0.0	0.0	11	100.0	2	26	
FARO	RYANAIR	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	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 FARO</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>43.1</b>	<b>31.3</b>	<b>7.6</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.7</b>	<b>17</b>	<b>120</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>43.1</b>	<b>31.3</b>	<b>7.6</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.7</b>	<b>17</b>	<b>120</b>	
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	25.0	37.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	100.0	4	10	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>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>100.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL PORTUGAL SAUDI ARABIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>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>100.0</b>	<b>4</b>	<b>10</b>	
<b>RIYADH</b>	JOURNEY AVIATION	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 RIYADH</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 SAUDI ARABIA SPAIN</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>ALICANTE</b>	EASYJET UK LTD	S	71	0	0	11.3	40.8	28.2	7.0	7.0	2.8	2.8	0.0	0.0	0.0	0.0	12	74.7	13	75	
<b>ALICANTE</b>	JET2.COM LTD	S	32	0	0	3.1	43.8	34.4	12.5	3.1	3.1	0.0	0.0	0.0	0.0	0.0	8	94.1	4	34	
<b>ALICANTE</b>	RYANAIR	S	42	0	0	4.8	31.0	33.3	9.5	9.5	11.9	0.0	0.0	0.0	0.0	0.0	19	68.2	16	44	
<b>TOTAL ALICANTE</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>38.6</b>	<b>31.0</b>	<b>9.0</b>	<b>6.9</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>13</b>	<b>77.1</b>	<b>12</b>	<b>153</b>	
<b>BARCELONA</b>	EASYJET EUROPE	S	14	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>BARCELONA</b>	EASYJET UK LTD	S	22	0	0	0.0	45.5	31.8	4.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	13	81.6	20	38	
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>47.2</b>	<b>2.8</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>12</b>	<b>81.6</b>	<b>20</b>	<b>38</b>	
<b>GIRONA</b>	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	15	16	
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>62.5</b>	<b>15</b>	<b>16</b>	
<b>IBIZA</b>	EASYJET UK LTD	S	16	0	0	12.5	25.0	25.0	18.8	6.3	0.0	0.0	12.5	0.0	0.0	0.0	42	87.5	7	16	
<b>IBIZA</b>	JET2.COM LTD	S	8	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	55	4	
<b>IBIZA</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>TOTAL IBIZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>25.0</b>	<b>20.8</b>	<b>4.2</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>36</b>	<b>81.0</b>	<b>16</b>	<b>21</b>	
<b>MALAGA</b>	EASYJET UK LTD	S	84	0	0	6.0	46.4	33.3	6.0	4.8	2.4	1.2	0.0	0.0	0.0	0.0	9	68.7	17	82	
<b>MALAGA</b>	JET2.COM LTD	S	12	0	0	8.3	50.0	16.7	0.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	28	62.5	24	8	
<b>MALAGA</b>	RYANAIR	S	34	0	0	5.9	35.3	52.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	76.2	21	42	
<b>MALAGA</b>	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	26	100.0	8	1	
<b>TOTAL MALAGA</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>43.5</b>	<b>36.6</b>	<b>5.3</b>	<b>4.6</b>	<b>2.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.9</b>	<b>18</b>	<b>133</b>	
<b>PALMA DE MALLORCA</b>	EASYJET EUROPE	S	44	0	0	0.0	4.5	31.8	11.4	20.5	27.3	2.3	2.3	0.0	0.0	0.0	44	0.0	0	0	
<b>PALMA DE MALLORCA</b>	EASYJET UK LTD	S	34	0	0	11.8	41.2	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.2	36	90	
<b>PALMA DE MALLORCA</b>	JET2.COM LTD	S	26	0	0	19.2	26.9	46.2	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	87.5	6	24	
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	68	50.0	11	2	
<b>TOTAL PALMA DE MALLORCA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>21.7</b>	<b>36.8</b>	<b>8.5</b>	<b>9.4</b>	<b>12.3</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>67.2</b>	<b>29</b>	<b>116</b>	
<b>REUS</b>	JET2.COM LTD	S	12	0	0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8	
<b>REUS</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL REUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
VALENCIA	EASYJET 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	93.8	3	16	
<b>TOTAL VALENCIA</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>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>488</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>35.5</b>	<b>34.6</b>	<b>7.8</b>	<b>6.8</b>	<b>5.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.0</b>	<b>18</b>	<b>503</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	10	2	
ARRECIFE	JET2.COM LTD	S	28	0	0	25.0	35.7	32.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	25	18	
ARRECIFE	RYANAIR	S	16	0	0	0.0	43.8	37.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	55.6	17	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	71.4	10	14	
ARRECIFE	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	30	100.0	0	1	
<b>TOTAL ARRECIFE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>37.7</b>	<b>32.1</b>	<b>7.5</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.2</b>	<b>17</b>	<b>53</b>	
FUERTEVENTURA	EASYJET UK LTD	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	3	50.0	9	2	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	55.6	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	100.0	1	17	
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>54.2</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.7</b>	<b>2</b>	<b>19</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	27.8	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	6	17	
LAS PALMAS	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	90	100.0	0	1	
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>26.3</b>	<b>52.6</b>	<b>10.5</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>0.0</b>	<b>7</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	25.0	30.6	33.3	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	6.3	50.0	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	17	16	
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	90.9	5	22	
TENERIFE (SURREINA SOFIA)	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	
TENERIFE (SURREINA SOFIA)	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	46	50.0	719	2	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>35.2</b>	<b>27.8</b>	<b>13.0</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>6</b>	<b>86.4</b>	<b>29</b>	<b>66</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>41.3</b>	<b>24.7</b>	<b>8.0</b>	<b>4.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.5</b>	<b>19</b>	<b>156</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	8	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	60.0	17	10	
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>87.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.2</b>	<b>13</b>	<b>18</b>	
DALAMAN	ATLASJET 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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
DALAMAN	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	162	0.0	0	0	
DALAMAN	JET2.COM 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	6	0.0	0	0	
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	62.5	17	16	
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.5</b>	<b>17</b>	<b>16</b>	
<b>TOTAL TURKEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>72.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.6</b>	<b>15</b>	<b>34</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	EASYJET UK LTD	S	162	0	0	3.7	64.8	24.1	3.1	1.9	2.5	0.0	0.0	0.0	0.0	0.0	5	76.4	11	161	
BIRMINGHAM	FLYBE 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	27	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>64.0</b>	<b>24.4</b>	<b>3.0</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>6</b>	<b>76.4</b>	<b>11</b>	<b>161</b>	
BRISTOL	EASYJET UK LTD	S	166	0	0	2.4	42.2	29.5	11.4	7.2	7.2	0.0	0.0	0.0	0.0	0.0	14	55.3	20	148	
<b>TOTAL BRISTOL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>42.2</b>	<b>29.5</b>	<b>11.4</b>	<b>7.2</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>55.3</b>	<b>20</b>	<b>148</b>	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>27</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	S	216	0	0	4.6	46.3	26.9	9.3	10.6	0.5	1.4	0.5	0.0	0.0	0.0	11	59.5	20	218	
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	0.0	37	1	
<b>TOTAL EDINBURGH</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>46.3</b>	<b>26.9</b>	<b>9.3</b>	<b>10.6</b>	<b>0.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>59.3</b>	<b>20</b>	<b>219</b>	
GATWICK	EASYJET UK LTD	S	374	0	0	5.1	34.2	24.9	15.2	12.8	6.1	1.6	0.0	0.0	0.0	0.0	18	63.9	18	364	
<b>TOTAL GATWICK</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>34.2</b>	<b>24.9</b>	<b>15.2</b>	<b>12.8</b>	<b>6.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>63.9</b>	<b>18</b>	<b>364</b>	
GLASGOW	EASYJET UK LTD	S	188	0	0	6.4	56.4	24.5	6.4	2.7	3.7	0.0	0.0	0.0	0.0	0.0	7	76.1	13	186	
<b>TOTAL GLASGOW</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>56.4</b>	<b>24.5</b>	<b>6.4</b>	<b>2.7</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>76.1</b>	<b>13</b>	<b>186</b>	
ISLE OF MAN	EASYJET UK LTD	S	16	0	0	18.8	37.5	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	18	
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
JERSEY	EASYJET UK LTD	S	16	0	0	6.3	50.0	25.0	6.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	81.3	6	16	
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	316	0	0	8.2	67.4	14.6	2.8	4.7	1.6	0.6	0.0	0.0	0.0	0.0	6	86.9	8	312	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>67.4</b>	<b>14.6</b>	<b>2.8</b>	<b>4.7</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.9</b>	<b>8</b>	<b>312</b>	
LUTON	EASYJET UK LTD	S	210	0	0	5.7	37.1	23.8	18.1	6.7	8.1	0.5	0.0	0.0	0.0	0.0	16	74.3	11	210	
<b>TOTAL LUTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.1</b>	<b>23.8</b>	<b>18.1</b>	<b>6.7</b>	<b>8.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>74.3</b>	<b>11</b>	<b>210</b>	
MANCHESTER	EASYJET UK LTD	S	192	0	0	13.0	49.5	22.4	7.8	4.7	2.6	0.0	0.0	0.0	0.0	0.0	7	76.0	15	148	
MANCHESTER	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	8	1	
MANCHESTER	RYANAIR	S	84	0	0	13.1	69.0	14.3	1.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	8	100	
<b>TOTAL MANCHESTER</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>55.4</b>	<b>19.9</b>	<b>5.8</b>	<b>4.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.7</b>	<b>12</b>	<b>249</b>	
NEWCASTLE	EASYJET UK LTD	S	170	0	0	5.9	51.2	30.0	7.1	2.9	1.8	1.2	0.0	0.0	0.0	0.0	8	72.9	13	170	
<b>TOTAL NEWCASTLE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>51.2</b>	<b>30.0</b>	<b>7.1</b>	<b>2.9</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.9</b>	<b>13</b>	<b>170</b>	
STANSTED	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STANSTED	EASYJET UK LTD	S	252	0	0	4.0	50.8	25.4	6.7	8.7	3.6	0.8	0.0	0.0	0.0	0.0	10	75.4	12	244
STANSTED	RYANAIR	S	16	0	0	6.3	18.8	18.8	18.8	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	85.5	7	186
<b>TOTAL STANSTED</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>48.9</b>	<b>25.0</b>	<b>7.5</b>	<b>10.4</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>11</b>	<b>79.8</b>	<b>10</b>	<b>431</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2380</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>49.8</b>	<b>23.7</b>	<b>8.9</b>	<b>7.0</b>	<b>3.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.8</b>	<b>13</b>	<b>2486</b>
<b>USA</b>																				
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	16
<b>TOTAL NEWBURGH/USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>16</b>
PITTSBURGH	JOURNEY AVIATION	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL PITTSBURGH</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>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	2	16
<b>TOTAL PROVIDENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
VAN NUYS	JOURNEY AVIATION	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	33	0.0	0	0
<b>TOTAL VAN NUYS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</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>84.4</b>	<b>5</b>	<b>32</b>
<b>TOTAL BELFAST</b>			<b>3609</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>45.4</b>	<b>26.8</b>	<b>9.0</b>	<b>6.7</b>	<b>3.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.3</b>	<b>14</b>	<b>3809</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	EMIRATES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1	
VIENNA	EUROWINGS LUFTVERKEHRS	S	32	0	2	5.9	23.5	32.4	11.8	11.8	8.8	0.0	0.0	0.0	0.0	5.9	18	59.1	16	38	
VIENNA	LAUDA MOTION GMBH	S	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL VIENNA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>23.7</b>	<b>31.6</b>	<b>13.2</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>19</b>	<b>57.8</b>	<b>18</b>	<b>39</b>	
<b>TOTAL AUSTRIA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>23.7</b>	<b>31.6</b>	<b>13.2</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>19</b>	<b>57.8</b>	<b>18</b>	<b>39</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	154	0	0	0.6	31.2	52.6	11.0	3.2	1.3	0.0	0.0	0.0	0.0	0.0	8	76.0	11	152	
<b>TOTAL BRUSSELS</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>31.2</b>	<b>52.6</b>	<b>11.0</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.0</b>	<b>11</b>	<b>152</b>	
<b>TOTAL BELGIUM</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>31.2</b>	<b>52.6</b>	<b>11.0</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.0</b>	<b>11</b>	<b>152</b>	
<b>BULGARIA</b>																					
BURGAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	2		
<b>TOTAL BURGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>2</b>		
SOFIA	RYANAIR	S	30	0	0	0.0	26.7	43.3	13.3	10.0	6.7	0.0	0.0	0.0	0.0	16	61.5	16	26		
<b>TOTAL SOFIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>43.3</b>	<b>13.3</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.5</b>	<b>16</b>	<b>26</b>		
<b>TOTAL BULGARIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>43.3</b>	<b>13.3</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.3</b>	<b>15</b>	<b>28</b>		
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	22.2	11.1	50.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	12	88.9	6	9		
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.9</b>	<b>6</b>	<b>9</b>		
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	14	60.0	23	10		
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.0</b>	<b>23</b>	<b>10</b>		
<b>TOTAL CAPE VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>15.4</b>	<b>42.3</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.7</b>	<b>15</b>	<b>19</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	44.4	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18		
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	62.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	11	87.5	7	16		
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>23.5</b>	<b>38.2</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.1</b>	<b>3</b>	<b>34</b>		
PULA	JET2.COM 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	41	0.0	0	0		
PULA	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	100.0	4	3		
<b>TOTAL PULA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>4</b>	<b>3</b>		
SPLIT	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	3	8		
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>3</b>	<b>8</b>		
<b>TOTAL CROATIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.1</b>	<b>33.3</b>	<b>6.7</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.3</b>	<b>3</b>	<b>45</b>		
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	30	0	0	20.0	23.3	26.7	16.7	10.0	3.3	0.0	0.0	0.0	0.0	12	46.9	32	32		
LARNACA	JET2.COM LTD	S	33	0	0	24.2	12.1	42.4	9.1	12.1	0.0	0.0	0.0	0.0	0.0	9	88.9	8	18		
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	44.4	144	18		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	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	5	0.0	0	0
LARNACA	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
LARNACA	TUI AIRWAYS LTD	C	24	0	0	8.3	25.0	41.7	0.0	4.2	16.7	4.2	0.0	0.0	0.0	0.0	28	65.2	17	23
<b>TOTAL LARNACA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>19.1</b>	<b>38.2</b>	<b>9.0</b>	<b>9.0</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>15</b>	<b>59.3</b>	<b>46</b>	<b>91</b>
PAPHOS	JET2.COM LTD	S	36	0	0	22.2	25.0	30.6	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	9	26
PAPHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	22	10
PAPHOS	TUI AIRWAYS LTD	C	26	0	0	3.8	19.2	50.0	7.7	19.2	0.0	0.0	0.0	0.0	0.0	0.0	15	72.7	15	33
<b>TOTAL PAPHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>22.6</b>	<b>38.7</b>	<b>11.3</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>11</b>	<b>75.4</b>	<b>14</b>	<b>69</b>
<b>TOTAL CYPRUS</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>20.5</b>	<b>38.4</b>	<b>9.9</b>	<b>10.6</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.3</b>	<b>32</b>	<b>160</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	CSA CZECH AIRLINES	S	48	0	0	0.0	0.0	37.5	12.5	33.3	12.5	2.1	2.1	0.0	0.0	0.0	39	44.0	43	50
PRAGUE	JET2.COM LTD	S	16	0	0	6.3	18.8	25.0	12.5	0.0	31.3	6.3	0.0	0.0	0.0	0.0	40	81.3	9	16
<b>TOTAL PRAGUE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>4.7</b>	<b>34.4</b>	<b>12.5</b>	<b>25.0</b>	<b>17.2</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>53.0</b>	<b>35</b>	<b>66</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>4.7</b>	<b>34.4</b>	<b>12.5</b>	<b>25.0</b>	<b>17.2</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>53.0</b>	<b>35</b>	<b>66</b>
<b>DENMARK</b>																				
BILLUND	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
COPENHAGEN	SAS	S	106	0	0	0.0	28.3	50.9	14.2	4.7	1.9	0.0	0.0	0.0	0.0	0.0	9	84.0	7	94
<b>TOTAL COPENHAGEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>50.9</b>	<b>14.2</b>	<b>4.7</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>9</b>	<b>84.0</b>	<b>7</b>	<b>94</b>
<b>TOTAL DENMARK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>50.9</b>	<b>14.2</b>	<b>4.7</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>9</b>	<b>84.2</b>	<b>7</b>	<b>95</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	76.5	32	17
PUNTA CANA	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 PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>30</b>	<b>18</b>
<b>TOTAL DOMINICAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>30</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	84.6	6	26
HURGHADA	TUI AIRWAYS LTD	S	17	0	0	0.0	29.4	52.9	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	17	66.7	14	18
HURGHADA	WEST ATLANTIC UK LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	76	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>47.4</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>77.3</b>	<b>9</b>	<b>44</b>
MARSA ALAM	EUROATLANTIC AIRWAYS	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	175	0.0	0	0
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	80.0	10	10
<b>TOTAL MARSA ALAM</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>175</b>	<b>80.0</b>	<b>10</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>45.0</b>	<b>5.0</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>31</b>	<b>77.8</b>	<b>9</b>	<b>54</b>
<b>ESTONIA</b>																				
TALLIN	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
TALLIN	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	22	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL TALLIN</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>22</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL ESTONIA</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>22</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>FRANCE</b>																					
BERGERAC	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	96.7	5	30		
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.7</b>	<b>5</b>	<b>30</b>		
BORDEAUX	FLYBE LTD	S	10	0	0	10.0	40.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	11	82.1	6	28		
<b>TOTAL BORDEAUX</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</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>11</b>	<b>82.1</b>	<b>6</b>	<b>28</b>		
LIMOGES	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	107	1		
<b>TOTAL LIMOGES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>107</b>	<b>1</b>		
LYON	FLYBE LTD	S	28	0	0	3.6	32.1	46.4	14.3	3.6	0.0	0.0	0.0	0.0	0.0	7	75.0	13	44		
<b>TOTAL LYON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>46.4</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>13</b>	<b>44</b>		
NANTES	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	83.3	13	30		
<b>TOTAL NANTES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>13</b>	<b>30</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	166	0	0	1.2	50.6	41.6	3.6	3.0	0.0	0.0	0.0	0.0	0.0	5	81.0	8	166		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	178	0	0	3.9	29.2	47.8	10.1	5.1	2.8	0.0	1.1	0.0	0.0	12	86.3	7	182		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.5</b>	<b>44.8</b>	<b>7.0</b>	<b>4.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.7</b>	<b>8</b>	<b>348</b>		
PERPIGNAN	RYANAIR	S	16	0	0	12.5	25.0	31.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	14	100.0	3	16		
<b>TOTAL PERPIGNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>3</b>	<b>16</b>		
<b>TOTAL FRANCE</b>																					
<b>TOTAL FRANCE</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>38.4</b>	<b>43.7</b>	<b>8.0</b>	<b>4.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.0</b>	<b>8</b>	<b>497</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2		
BERLIN (TEGEL)	FLYBE LTD	S	52	0	0	0.0	13.5	40.4	19.2	23.1	3.8	0.0	0.0	0.0	0.0	19	77.8	9	62		
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>40.4</b>	<b>19.2</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.9</b>	<b>9</b>	<b>64</b>		
DORTMUND	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	14	0.0	0	0		
<b>TOTAL DORTMUND</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	154	0	0	0.0	21.4	38.3	26.0	9.1	3.9	1.3	0.0	0.0	0.0	17	65.9	15	161		
DUSSELDORF	FLYBE LTD	S	152	0	0	2.0	23.0	47.4	10.5	13.2	3.3	0.7	0.0	0.0	0.0	14	80.0	11	204		
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
<b>TOTAL DUSSELDORF</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>22.2</b>	<b>42.8</b>	<b>18.3</b>	<b>11.1</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.8</b>	<b>13</b>	<b>366</b>		
FRANKFURT MAIN	LUFTHANSA	S	245	0	0	0.0	27.8	49.8	11.4	9.8	1.2	0.0	0.0	0.0	0.0	11	82.5	9	244		
<b>TOTAL FRANKFURT MAIN</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>49.8</b>	<b>11.4</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>11</b>	<b>82.5</b>	<b>9</b>	<b>244</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	50.0	43	2		
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>43</b>	<b>2</b>		
HAMBURG	FLYBE LTD	S	20	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	13	65.2	14	46		
<b>TOTAL HAMBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.2</b>	<b>14</b>	<b>46</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HANOVER	FLYBE LTD	S	22	0	0	4.5	31.8	36.4	9.1	4.5	4.5	9.1	0.0	0.0	0.0	0.0	21	45.7	21	46	
<b>TOTAL HANOVER</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>36.4</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>45.7</b>	<b>21</b>	<b>46</b>	
MUNICH	JET2.COM LTD	C	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
MUNICH	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	0.0	0	0	
MUNICH	LUFTHANSA	S	165	0	3	0.0	25.6	49.4	15.5	6.5	0.6	0.6	0.0	0.0	0.0	1.8	11	84.5	8	164	
MUNICH	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL MUNICH</b>			<b>170</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>26.0</b>	<b>48.6</b>	<b>15.6</b>	<b>6.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>84.7</b>	<b>8</b>	<b>166</b>	
STUTT GART	FLYBE LTD	S	94	0	0	9.6	20.2	42.6	12.8	7.4	7.4	0.0	0.0	0.0	0.0	0.0	15	80.4	13	96	
STUTT GART	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	35	1	
<b>TOTAL STUTT GART</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>20.2</b>	<b>42.6</b>	<b>12.8</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.6</b>	<b>13</b>	<b>97</b>	
<b>TOTAL GERMANY</b>			<b>910</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>23.9</b>	<b>45.7</b>	<b>15.0</b>	<b>10.3</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>76.7</b>	<b>11</b>	<b>1031</b>	
<b>GREECE</b>																					
CHANIA	JET2.COM LTD	S	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	0.0	0	0	
CHANIA	RYANAIR	S	18	0	0	0.0	16.7	27.8	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	18.8	32	16	
CHANIA	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	3	88.9	7	9	
CHANIA	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 CHANIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>21.6</b>	<b>37.8</b>	<b>10.8</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>46.2</b>	<b>22</b>	<b>26</b>	
CORFU	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	19	1	
CORFU	JET2.COM LTD	S	16	0	0	6.3	37.5	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
CORFU	RYANAIR	S	20	0	0	0.0	40.0	40.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	29	87.5	5	16	
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	16	
CORFU	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CORFU	TUI AIRWAYS LTD	C	14	0	0	14.3	21.4	35.7	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	36	62.5	15	8	
CORFU	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	6	1	
<b>TOTAL CORFU</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>33.3</b>	<b>41.2</b>	<b>9.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.0</b>	<b>7</b>	<b>42</b>	
HERAKLION	JET2.COM LTD	S	42	0	0	19.0	35.7	28.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.0	4	25	
HERAKLION	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	17	18	
HERAKLION	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	9	0.0	0	0	
HERAKLION	TUI AIRWAYS LTD	C	9	0	0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	7	7	
<b>TOTAL HERAKLION</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>32.7</b>	<b>28.8</b>	<b>17.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.0</b>	<b>9</b>	<b>50</b>	
KALAMATA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL KALAMATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
KEFALLINIA	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	
KEFALLINIA	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	9	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL KEFALLINIA</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>100.0</b>	<b>0</b>	<b>4</b>
KOS	JET2.COM LTD	S	25	0	0	20.0	28.0	44.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	10
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	15	17
KOS	TUI AIRWAYS LTD	C	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8
<b>TOTAL KOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>29.4</b>	<b>44.1</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.9</b>	<b>10</b>	<b>35</b>
MYTILINI	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MYTILINI	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL MYTILINI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
PREVEZA	FLYBE 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	19	100.0	0	2
PREVEZA	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	21	1
<b>TOTAL PREVEZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>7</b>	<b>3</b>
RHODES	JET2.COM LTD	S	31	0	0	3.2	29.0	51.6	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	6	18
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	93.8	4	16
RHODES	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	4	0.0	0	0
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.0	5	25
RHODES	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL RHODES</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>32.7</b>	<b>51.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>5</b>	<b>60</b>
SALONIKA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
SALONIKA	TUI AIRWAYS LTD	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SALONIKA</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>5</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
SKIATHOS	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 SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
THIRA (SANTORINI)	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	6
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	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	0.0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>6</b>
ZAKINTHOS	JET2.COM LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	4
ZAKINTHOS	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	9	36
ZAKINTHOS	TUI AIRWAYS LTD	C	16	0	0	18.8	12.5	37.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	68.8	13	16
<b>TOTAL ZAKINTHOS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>18.2</b>	<b>40.9</b>	<b>13.6</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.1</b>	<b>10</b>	<b>56</b>
<b>TOTAL GREECE</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>29.7</b>	<b>40.6</b>	<b>12.5</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.7</b>	<b>9</b>	<b>289</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	26	0	0	0.0	19.2	46.2	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	14	80.8	8	26
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	28	0	0	10.7	32.1	28.6	10.7	14.3	3.6	0.0	0.0	0.0	0.0	0.0	12	93.1	3	29
<b>TOTAL AMRITSAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.1</b>	<b>28.6</b>	<b>10.7</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>12</b>	<b>93.1</b>	<b>3</b>	<b>29</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
DELHI	AIR INDIA	S	26	0	0	7.7	11.5	38.5	11.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	27	72.4	12	29	
<b>TOTAL DELHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>38.5</b>	<b>11.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>72.4</b>	<b>12</b>	<b>29</b>	
<b>TOTAL INDIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>14.8</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.8</b>	<b>8</b>	<b>58</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	119	0	0	27.7	48.7	13.4	4.2	2.5	2.5	0.0	0.8	0.0	0.0	0.0	7	91.5	6	117	
<b>TOTAL CORK</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>48.7</b>	<b>13.4</b>	<b>4.2</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.5</b>	<b>6</b>	<b>117</b>	
DUBLIN	AER LINGUS	S	186	0	0	6.5	37.1	37.1	11.8	4.3	2.7	0.5	0.0	0.0	0.0	0.0	10	66.5	13	174	
DUBLIN	RYANAIR	S	326	0	0	11.3	32.2	27.0	16.6	8.9	2.8	0.6	0.0	0.6	0.0	0.0	15	68.9	16	328	
DUBLIN	STOBART AIR	S	122	0	0	4.9	40.2	39.3	4.9	5.7	3.3	0.8	0.8	0.0	0.0	0.0	12	84.1	8	126	
<b>TOTAL DUBLIN</b>			<b>634</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>35.2</b>	<b>32.3</b>	<b>12.9</b>	<b>6.9</b>	<b>2.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.3</b>	<b>14</b>	<b>628</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	42	0	0	21.4	33.3	26.2	7.1	4.8	7.1	0.0	0.0	0.0	0.0	0.0	11	70.0	17	48	
IRELAND WEST(KNOCK)	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	88	1	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>33.3</b>	<b>26.2</b>	<b>7.1</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>68.6</b>	<b>19</b>	<b>49</b>	
SHANNON	STOBART AIR	S	61	0	1	35.5	37.1	17.7	1.6	1.6	1.6	0.0	1.6	1.6	0.0	1.6	13	88.7	4	61	
<b>TOTAL SHANNON</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>35.5</b>	<b>37.1</b>	<b>17.7</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>88.7</b>	<b>4</b>	<b>61</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>856</b>	<b>0</b>	<b>1</b>	<b>13.9</b>	<b>37.1</b>	<b>28.4</b>	<b>10.6</b>	<b>5.8</b>	<b>2.9</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>75.1</b>	<b>12</b>	<b>855</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	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 ALGHERO (FERTILIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	7	0	0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	7	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>7</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>7</b>	
COMISO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	10	
<b>TOTAL COMISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>5</b>	<b>10</b>	
FLORENCE	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
MILAN (MALPENSA)	FLYBE LTD	S	52	0	0	0.0	17.3	44.2	15.4	9.6	9.6	0.0	3.8	0.0	0.0	0.0	26	82.3	8	62	
<b>TOTAL MILAN (MALPENSA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.3</b>	<b>44.2</b>	<b>15.4</b>	<b>9.6</b>	<b>9.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>82.3</b>	<b>8</b>	<b>62</b>	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	44.4	33.3	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	12	94.4	2	18	
NAPLES	TUI AIRWAYS LTD	C	27	0	0	0.0	14.8	55.6	11.1	7.4	3.7	7.4	0.0	0.0	0.0	0.0	24	93.8	7	16	
<b>TOTAL NAPLES</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>46.7</b>	<b>8.9</b>	<b>6.7</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	
PISA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
PISA	JET2.COM LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	16	

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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 PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.2</b>	<b>4</b>	<b>17</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	34	0	0	2.9	44.1	35.3	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	79.4	11	34	
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>44.1</b>	<b>35.3</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>12</b>	<b>79.4</b>	<b>11</b>	<b>34</b>	
VENICE	JET2.COM LTD	S	16	0	0	0.0	0.0	56.3	25.0	6.3	0.0	6.3	0.0	6.3	0.0	0.0	62	83.3	8	18	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
VERONA VILLAFRANCA	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	
VERONA VILLAFRANCA	RYANAIR	S	14	0	0	0.0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	94.4	4	18	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>24.4</b>	<b>44.9</b>	<b>13.6</b>	<b>6.8</b>	<b>5.7</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.2</b>	<b>7</b>	<b>210</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	18	0	0	16.7	0.0	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	10	18	
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	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>83.3</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>83.3</b>	<b>8</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	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	6	16.7	53	6	
MALTA	JET2.COM LTD	S	10	0	0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8	
MALTA	RYANAIR	S	26	0	0	3.8	23.1	42.3	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	14	65.4	13	26	
MALTA	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	50	6	
MALTA	TUI AIRWAYS LTD	C	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	8	16.7	23	6	
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.8</b>	<b>22</b>	<b>52</b>	
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.8</b>	<b>22</b>	<b>52</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	18	0	0	22.2	27.8	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	6	18	
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	14	0	2	18.8	62.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	100.0	0	2	
AGADIR (AL MASSIRA)	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	6	1	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>18.8</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>12.5</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>3</b>	
CASABLANCA MOHAMED V	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	147	0.0	0	0	
<b>TOTAL CASABLANCA MOHAMED V</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>147</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 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
MARRAKESH	TUI AIRWAYS 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	100.0	2	8
<b>TOTAL MARRAKESH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>64.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>11</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	0.0	17	1
AMSTERDAM	FLYBE LTD	S	296	0	1	4.0	22.6	49.8	13.8	6.7	2.4	0.3	0.0	0.0	0.0	0.3	12	65.7	17	308
AMSTERDAM	JET2.COM 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	32	0.0	0	0
AMSTERDAM	KLM	S	290	0	2	0.7	25.0	49.0	12.0	6.8	4.1	1.7	0.0	0.0	0.0	0.7	15	84.8	6	334
<b>TOTAL AMSTERDAM</b>			<b>588</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>23.7</b>	<b>49.2</b>	<b>13.0</b>	<b>6.9</b>	<b>3.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>75.6</b>	<b>11</b>	<b>643</b>
ROTTERDAM	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>588</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>23.7</b>	<b>49.2</b>	<b>13.0</b>	<b>6.9</b>	<b>3.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>75.5</b>	<b>11</b>	<b>644</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	69.2	16	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>69.2</b>	<b>16</b>	<b>26</b>
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	30	0	0	3.3	20.0	46.7	10.0	16.7	0.0	0.0	3.3	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>46.7</b>	<b>10.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>46.7</b>	<b>10.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>16</b>	<b>26</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	28	0	0	10.7	64.3	10.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	100.0	3	26
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>64.3</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>26</b>
GDANSK	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	9	76.2	45	21
<b>TOTAL GDANSK</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>9</b>	<b>76.2</b>	<b>45</b>	<b>21</b>
KATOWICE	RYANAIR	S	17	0	0	5.9	47.1	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	15	20
<b>TOTAL KATOWICE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>47.1</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.0</b>	<b>15</b>	<b>20</b>
KRAKOW	JET2.COM LTD	S	16	0	0	18.8	50.0	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	7	100.0	4	18
KRAKOW	RYANAIR	S	23	0	1	0.0	50.0	37.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4.2	4	73.7	27	19
KRAKOW	WIZZ AIR	S	28	0	0	0.0	0.0	32.1	14.3	28.6	17.9	7.1	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>29.4</b>	<b>30.9</b>	<b>8.8</b>	<b>13.2</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>21</b>	<b>86.5</b>	<b>16</b>	<b>37</b>
POZNAN	WIZZ AIR	S	16	0	0	0.0	6.3	25.0	37.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	27	38.9	26	18
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>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>27</b>	<b>38.9</b>	<b>26</b>	<b>18</b>
WARSAW (CHOPIN)	WIZZ AIR	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	55.0	15	20
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>55.0</b>	<b>15</b>	<b>20</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	3.8	42.3	42.3	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	84.6	6	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>42.3</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>6</b>	<b>26</b>
WROCLAW	WIZZ AIR	S	16	0	0	0.0	6.3	37.5	18.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	72.2	15	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>206</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>33.8</b>	<b>32.9</b>	<b>11.6</b>	<b>8.7</b>	<b>6.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>75.8</b>	<b>16</b>	<b>186</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
FARO	JET2.COM LTD	S	94	0	0	22.3	34.0	30.9	6.4	0.0	5.3	1.1	0.0	0.0	0.0	0.0	9	91.9	5	86
FARO	RYANAIR	S	78	0	0	6.4	28.2	47.4	10.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	79.3	8	58
FARO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8
FARO	TUI AIRWAYS LTD	C	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	60.0	17	15
<b>TOTAL FARO</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>33.1</b>	<b>37.6</b>	<b>8.3</b>	<b>3.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>7</b>	<b>168</b>
LISBON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	87	2
<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>50.0</b>	<b>87</b>	<b>2</b>
OPORTO (PORTUGAL)	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	7	35.7	24	14
<b>TOTAL OPORTO (PORTUGAL)</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>7</b>	<b>35.7</b>	<b>24</b>	<b>14</b>
<b>TOTAL PORTUGAL</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>34.2</b>	<b>38.2</b>	<b>8.5</b>	<b>3.0</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.9</b>	<b>9</b>	<b>184</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	25.0	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	90.0	8	10
FUNCHAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	50	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.0</b>	<b>29</b>	<b>20</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.0</b>	<b>29</b>	<b>20</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	6.5	46.8	33.9	6.5	3.2	0.0	1.6	1.6	0.0	0.0	0.0	11	82.3	5	62
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>46.8</b>	<b>33.9</b>	<b>6.5</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>11</b>	<b>82.3</b>	<b>5</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>46.8</b>	<b>33.9</b>	<b>6.5</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>11</b>	<b>82.3</b>	<b>5</b>	<b>62</b>
<b>REPUBLIC OF</b>																				
PODGORICA	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	3
<b>TOTAL PODGORICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
<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>0</b>	<b>3</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	40	0	0	0.0	17.5	45.0	30.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	13	57.7	13	26
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	0	0.0	7.1	32.1	17.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	25	76.9	9	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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 BUCHAREST (OTOPENI)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.2</b>	<b>39.7</b>	<b>25.0</b>	<b>19.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.3</b>	<b>11</b>	<b>52</b>
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	5.6	16.7	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>14.0</b>	<b>39.5</b>	<b>24.4</b>	<b>18.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.3</b>	<b>11</b>	<b>52</b>
BRATISLAVA	JOTA AVIATION LTD	C	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
BRATISLAVA	RYANAIR	S	28	0	0	3.6	32.1	46.4	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	65.4	14	26
<b>TOTAL BRATISLAVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>41.7</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>41.7</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
ALICANTE	JET2.COM LTD	S	104	0	0	13.5	36.5	36.5	5.8	2.9	1.9	1.9	0.0	1.0	0.0	0.0	23	88.5	7	96
ALICANTE	RYANAIR	S	110	0	0	9.1	34.5	34.5	17.3	1.8	1.8	0.9	0.0	0.0	0.0	0.0	10	80.4	15	92
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	83.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	12	18
<b>TOTAL ALICANTE</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>33.6</b>	<b>39.2</b>	<b>11.2</b>	<b>2.2</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.6</b>	<b>11</b>	<b>207</b>
ALMERIA	JET2.COM 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	3	8
ALMERIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
<b>TOTAL ALMERIA</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>1</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
BARCELONA	RYANAIR	S	78	0	0	6.4	25.6	47.4	17.9	0.0	2.6	0.0	0.0	0.0	0.0	0.0	8	61.5	18	78
BARCELONA	VUELING AIRLINES	S	58	0	0	0.0	36.2	37.9	10.3	15.5	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	31	50
<b>TOTAL BARCELONA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.1</b>	<b>43.4</b>	<b>14.7</b>	<b>6.6</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>9</b>	<b>53.1</b>	<b>23</b>	<b>128</b>
GIRONA	JET2.COM LTD	S	19	0	0	26.3	31.6	21.1	10.5	5.3	0.0	0.0	0.0	5.3	0.0	0.0	34	87.5	5	16
GIRONA	RYANAIR	S	22	0	0	0.0	50.0	18.2	4.5	22.7	4.5	0.0	0.0	0.0	0.0	0.0	14	75.0	11	32
GIRONA	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	2	8
<b>TOTAL GIRONA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>41.5</b>	<b>19.5</b>	<b>7.3</b>	<b>14.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>80.4</b>	<b>8</b>	<b>56</b>
IBIZA	JET2.COM LTD	S	42	0	0	7.1	33.3	57.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	6	44
IBIZA	RYANAIR	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	73.3	12	15
IBIZA	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	2	10
IBIZA	TUI AIRWAYS LTD	C	22	0	0	0.0	50.0	36.4	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9	96.7	6	30
IBIZA	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 IBIZA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>43.9</b>	<b>45.1</b>	<b>2.4</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.0</b>	<b>6</b>	<b>100</b>
MADRID	IBERIA EXPRESS	S	34	0	0	8.8	35.3	41.2	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	7	94.4	4	36
MADRID	RYANAIR	S	28	0	0	3.6	25.0	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	17	36
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>41.9</b>	<b>11.3</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>10</b>	<b>72</b>
MAHON	JET2.COM LTD	S	32	0	0	18.8	43.8	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	26
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	3	19

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
MAHON	TUI AIRWAYS LTD	C	21	0	0	14.3	38.1	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.4	15	32
MAHON	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	23	0.0	0	0
<b>TOTAL MAHON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>40.7</b>	<b>40.7</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>0.0</b>	<b>3</b>	<b>88.3</b>	<b>8</b>	<b>77</b>
MALAGA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	21	8
MALAGA	JET2.COM LTD	S	78	0	0	20.5	23.1	46.2	6.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	75.3	14	89
MALAGA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2
MALAGA	RYANAIR	S	94	0	0	3.2	25.5	41.5	16.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	11	75.6	12	90
MALAGA	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	58.8	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	24	65.6	14	32
<b>TOTAL MALAGA</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>23.8</b>	<b>45.0</b>	<b>11.1</b>	<b>9.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.8</b>	<b>14</b>	<b>221</b>
MURCIA INTERNATIONAL	RYANAIR	S	36	0	0	8.3	50.0	27.8	5.6	2.8	2.8	2.8	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>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	84.6	8	39
<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>84.6</b>	<b>8</b>	<b>39</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.3	18	16
PALMA DE MALLORCA	JET2.COM LTD	S	112	0	0	9.8	42.0	35.7	5.4	6.3	0.9	0.0	0.0	0.0	0.0	0.0	6	72.3	13	94
PALMA DE MALLORCA	RYANAIR	S	80	0	0	13.8	27.5	35.0	17.5	5.0	1.3	0.0	0.0	0.0	0.0	0.0	9	69.4	15	62
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	86.7	6	30
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	63	0	0	6.3	28.6	41.3	14.3	4.8	3.2	1.6	0.0	0.0	0.0	0.0	11	76.9	14	52
PALMA DE MALLORCA	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	100.0	0	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>34.4</b>	<b>36.7</b>	<b>11.3</b>	<b>5.5</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>8</b>	<b>73.3</b>	<b>13</b>	<b>255</b>
REUS	JET2.COM LTD	S	18	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	18
REUS	RYANAIR	S	14	0	0	0.0	14.3	42.9	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	25	78.6	8	14
REUS	TUI AIRWAYS LTD	C	16	0	0	31.3	25.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	5	16
<b>TOTAL REUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>25.0</b>	<b>47.9</b>	<b>6.3</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>6</b>	<b>48</b>
VALENCIA	DANISH AIR TRANSPORT	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1155</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>33.4</b>	<b>39.7</b>	<b>10.0</b>	<b>5.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.5</b>	<b>12</b>	<b>1219</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	86	0	0	29.1	29.1	32.6	7.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	5	82.1	8	56
ARRECIFE	RYANAIR	S	28	0	0	25.0	46.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	67.9	14	28
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	51.9	66	27
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	5.9	23.5	58.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	63.0	26	27
<b>TOTAL ARRECIFE</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>25.2</b>	<b>32.1</b>	<b>33.6</b>	<b>4.6</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.6</b>	<b>24</b>	<b>138</b>
FUERTEVENTURA	JET2.COM LTD	S	38	0	0	15.8	42.1	21.1	13.2	5.3	2.6	0.0	0.0	0.0	0.0	0.0	9	78.9	6	19
FUERTEVENTURA	RYANAIR	S	16	0	0	6.3	50.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	9	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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													
FUERTEVENTURA	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	100.0	14	1	
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	75.0	11	24	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.2	13	18	
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>48.6</b>	<b>26.4</b>	<b>6.9</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>80</b>	
LAS PALMAS	JET2.COM LTD	S	42	0	0	26.2	28.6	38.1	4.8	2.4	0.0	0.0	0.0	0.0	0.0	4	84.6	11	26	
LAS PALMAS	RYANAIR	S	16	0	0	31.3	12.5	31.3	6.3	12.5	6.3	0.0	0.0	0.0	0.0	12	71.4	18	28	
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	72.2	14	18	
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	7.7	34.6	42.3	3.8	7.7	3.8	0.0	0.0	0.0	0.0	8	55.6	29	27	
<b>TOTAL LAS PALMAS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>27.4</b>	<b>38.1</b>	<b>4.8</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.7</b>	<b>18</b>	<b>99</b>	
TENERIFE (SURREINA SOFIA)	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	146	0.0	0	0	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	104	0	0	19.2	27.9	38.5	6.7	5.8	1.0	1.0	0.0	0.0	0.0	8	76.4	10	72	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	5.6	50.0	27.8	5.6	2.8	8.3	0.0	0.0	0.0	0.0	12	79.4	10	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	61.5	22	39	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	33	0	0	6.1	21.2	63.6	3.0	6.1	0.0	0.0	0.0	0.0	0.0	7	70.6	11	34	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>31.0</b>	<b>40.8</b>	<b>5.7</b>	<b>5.2</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>13</b>	<b>179</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>461</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>33.4</b>	<b>36.0</b>	<b>5.4</b>	<b>4.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.8</b>	<b>17</b>	<b>496</b>	
GENEVA	EASYJET SWITZERLAND	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2	
GENEVA	EASYJET UK LTD	S	22	0	0	0.0	31.8	54.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	8	91.7	8	24	
GENEVA	SWISS 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	22	1	
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	30	1	
<b>TOTAL GENEVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>50.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>9</b>	<b>28</b>	
ZURICH	SWISS AIRLINES	S	106	0	4	1.8	25.5	43.6	20.0	3.6	1.8	0.0	0.0	0.0	3.6	10	82.7	8	108	
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>25.5</b>	<b>43.6</b>	<b>20.0</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>10</b>	<b>82.7</b>	<b>8</b>	<b>108</b>	
<b>TOTAL SWITZERLAND</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>27.2</b>	<b>44.9</b>	<b>17.6</b>	<b>3.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>9</b>	<b>83.3</b>	<b>8</b>	<b>136</b>	
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	NOUVELAIR TUNISIE	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
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	70.0	13	10	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	35	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>23</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>23</b>	<b>18</b>	
<b>TURKEY</b>																				



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ANTALYA	HI FLY	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	54	0.0	0	0	
ANTALYA	JET2.COM LTD	S	62	0	0	11.3	24.2	48.4	6.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	60.9	13	46	
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	68.5	26	54	
ANTALYA	TUI AIRWAYS LTD	C	17	0	0	5.9	11.8	35.3	17.6	0.0	11.8	11.8	0.0	5.9	0.0	0.0	120	88.0	9	25	
ANTALYA	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	190	1	
<b>TOTAL ANTALYA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>21.3</b>	<b>45.0</b>	<b>8.8</b>	<b>7.5</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>69.0</b>	<b>19</b>	<b>126</b>	
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	40.0	40.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	36	90.0	6	10	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
DALAMAN	ATLASJET INTERNATIONAL	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
DALAMAN	JET2.COM LTD	S	57	0	0	15.8	31.6	31.6	12.3	1.8	7.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	36	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	10	46	
DALAMAN	TUI AIRWAYS LTD	C	24	0	0	12.5	41.7	37.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	88.0	9	25	
<b>TOTAL DALAMAN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>33.7</b>	<b>34.9</b>	<b>8.4</b>	<b>1.2</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.9</b>	<b>8</b>	<b>107</b>	
ISTANBUL	THY TURKISH AIRLINES	S	118	0	0	3.4	21.2	39.8	26.3	8.5	0.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>21.2</b>	<b>39.8</b>	<b>26.3</b>	<b>8.5</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>12</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	69.2	13	104	
<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>69.2</b>	<b>13</b>	<b>104</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	10	0	0	10.0	30.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	7	0	0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>35.3</b>	<b>23.5</b>	<b>11.8</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>25.9</b>	<b>37.3</b>	<b>15.2</b>	<b>6.0</b>	<b>4.1</b>	<b>0.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.5</b>	<b>14</b>	<b>355</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	63.0	18	46	
<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>63.0</b>	<b>18</b>	<b>46</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>63.0</b>	<b>18</b>	<b>46</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	8.9	33.9	38.7	9.7	7.3	0.0	0.0	1.6	0.0	0.0	0.0	12	84.6	7	123	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>33.9</b>	<b>38.7</b>	<b>9.7</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.6</b>	<b>7</b>	<b>123</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>33.9</b>	<b>38.7</b>	<b>9.7</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.6</b>	<b>7</b>	<b>123</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	150	0	0	9.3	45.3	33.3	6.7	2.7	0.7	2.0	0.0	0.0	0.0	0.0	8	84.8	12	164	
<b>TOTAL ABERDEEN</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>45.3</b>	<b>33.3</b>	<b>6.7</b>	<b>2.7</b>	<b>0.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.8</b>	<b>12</b>	<b>164</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	375	0	0	5.1	43.5	38.1	9.1	2.7	1.3	0.0	0.3	0.0	0.0	0.0	7	79.5	13	392
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>43.4</b>	<b>38.0</b>	<b>9.0</b>	<b>2.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.5</b>	<b>13</b>	<b>392</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	162	0	0	17.9	49.4	26.5	2.5	1.2	2.5	0.0	0.0	0.0	0.0	0.0	5	80.9	10	162
BELFAST INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	219	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>49.1</b>	<b>26.4</b>	<b>2.5</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.9</b>	<b>10</b>	<b>162</b>
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	94	4
BRISTOL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	190	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>113</b>	<b>5</b>
CARDIFF WALES	FLYBE LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
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	4	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
EAST MIDLANDS INTERNATIONAL	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	6	0.0	0	0
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	61	2
EAST MIDLANDS 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	0.0	48	3
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>20.0</b>	<b>53</b>	<b>5</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
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	0	1
EDINBURGH	FLYBE LTD	S	377	0	1	6.9	33.9	39.4	8.7	6.6	3.4	0.8	0.0	0.0	0.3	11	72.2	15	387	
<b>TOTAL EDINBURGH</b>			<b>377</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>33.9</b>	<b>39.4</b>	<b>8.7</b>	<b>6.6</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>72.4</b>	<b>15</b>	<b>389</b>	
EXETER	FLYBE LTD	S	18	0	0	11.1	33.3	5.6	11.1	16.7	11.1	5.6	5.6	0.0	0.0	0.0	42	100.0	6	2
<b>TOTAL EXETER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>100.0</b>	<b>6</b>	<b>2</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	0.0	54	1
GATWICK	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>34</b>	<b>3</b>	
GLASGOW	FLYBE LTD	S	356	0	2	14.8	42.7	29.6	5.3	1.4	3.9	0.8	0.8	0.0	0.0	0.6	10	69.4	17	370
GLASGOW	JET2.COM LTD	S	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
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	90.0	9	10
<b>TOTAL GLASGOW</b>			<b>361</b>	<b>0</b>	<b>2</b>	<b>14.6</b>	<b>43.0</b>	<b>29.8</b>	<b>5.2</b>	<b>1.4</b>	<b>3.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>69.9</b>	<b>16</b>	<b>380</b>
GUERNSEY	FLYBE LTD	S	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	5	90.9	4	44

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL GUERNSEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>59.1</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>0.0</b>	<b>5</b>	<b>90.9</b>	<b>4</b>	<b>44</b>	
INVERNESS	FLYBE LTD	S	58	0	0	1.7	36.2	44.8	10.3	5.2	0.0	1.7	0.0	0.0	0.0	0.0	10	56.5	19	62	
<b>TOTAL INVERNESS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>36.2</b>	<b>44.8</b>	<b>10.3</b>	<b>5.2</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>10</b>	<b>56.5</b>	<b>19</b>	<b>62</b>	
ISLE OF MAN	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
ISLE OF MAN	FLYBE LTD	S	62	0	0	3.2	35.5	35.5	16.1	0.0	6.5	3.2	0.0	0.0	0.0	0.0	14	64.5	16	62	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>35.5</b>	<b>35.5</b>	<b>16.1</b>	<b>0.0</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.1</b>	<b>16</b>	<b>63</b>	
JERSEY	FLYBE LTD	S	103	0	0	18.4	26.2	34.0	7.8	8.7	3.9	0.0	1.0	0.0	0.0	0.0	12	65.9	20	126	
<b>TOTAL JERSEY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>26.2</b>	<b>34.0</b>	<b>7.8</b>	<b>8.7</b>	<b>3.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.9</b>	<b>20</b>	<b>126</b>	
LEEDS BRADFORD	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
LEEDS BRADFORD	JET2.COM LTD	S	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	70	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>21</b>	<b>0.0</b>	<b>70</b>	<b>1</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	64	3	
LONDON CITY	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
LONDON CITY	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL LONDON CITY</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>29</b>	<b>33.3</b>	<b>64</b>	<b>3</b>	
MANCHESTER	FLYBE LTD	S	6	0	0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	48	1	
MANCHESTER	JET2.COM LTD	S	12	0	0	8.3	33.3	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	33	2	
MANCHESTER	LUFTHANSA	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
MANCHESTER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	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	75.0	48	4	
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL MANCHESTER</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>26.3</b>	<b>42.1</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>44.4</b>	<b>43</b>	<b>9</b>	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1	
NEWCASTLE	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 NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>77</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	37	0	0	2.7	43.2	40.5	2.7	10.8	0.0	0.0	0.0	0.0	0.0	0.0	7	48.8	40	41	
<b>TOTAL NEWQUAY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>43.2</b>	<b>40.5</b>	<b>2.7</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>48.8</b>	<b>40</b>	<b>41</b>	
NORWICH	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	19	100.0	6	2	
NORWICH	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
<b>TOTAL NORWICH</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>66.7</b>	<b>11</b>	<b>3</b>	
SOUTHAMPTON	FLYBE LTD	S	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1	
<b>TOTAL SOUTHAMPTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
STANSTED	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1	
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1770</b>	<b>0</b>	<b>3</b>	<b>9.6</b>	<b>39.7</b>	<b>34.9</b>	<b>7.7</b>	<b>4.1</b>	<b>2.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>73.3</b>	<b>15</b>	<b>1858</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	C	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	7	87.5	5	8	

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
		CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL SANFORD			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	7	87.5	5	8
TOTAL USA			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	7	87.5	5	8
TOTAL BIRMINGHAM			8624	0	19	8.2	31.9	39.0	10.7	6.1	2.8	0.6	0.3	0.1	0.0	0.2	12	75.8	13	9222

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
<b>CYPRUS</b>																					
PAPHOS	RYANAIR	S	18	0	0	0.0	16.7	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	33.3	15	2		
PAPHOS	TUI AIRWAYS LTD	C	10	0	0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9			
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>17.9</b>	<b>50.0</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>11</b>		
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>17.9</b>	<b>50.0</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>11</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	20	0	0	0.0	15.0	50.0	35.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>50.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>50.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>FRANCE</b>																					
PARIS (LE BOURGET)	DUCAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</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 FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	42.9	14.3	14.3	0.0	0.0	0.0	0.0	12	0.0	0	0			
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
RHODES	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	3	71.4	11	7				
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.4</b>	<b>11</b>	<b>7</b>				
<b>TOTAL GREECE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>53.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>11</b>	<b>7</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	100.0	6	1				
DUBLIN	RYANAIR	S	36	0	0	2.8	5.6	27.8	41.7	16.7	5.6	0.0	0.0	21	0.0	0	0				
<b>TOTAL DUBLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>5.6</b>	<b>27.8</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>6</b>	<b>1</b>				
<b>TOTAL IRISH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>5.6</b>	<b>27.8</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>6</b>	<b>1</b>				
<b>ITALY</b>																					
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	25	7				
<b>TOTAL NAPLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>25</b>	<b>7</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</b>	<b>42.9</b>	<b>25</b>	<b>7</b>				
<b>LUXEMBOURG</b>																					
LUXEMBOURG	DUCAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
<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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<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>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	5.6	55.6	27.8	11.1	0.0	0.0	0.0	0.0	4	88.2	4	16				
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.2</b>	<b>4</b>	<b>16</b>				
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.2</b>	<b>4</b>	<b>16</b>				
<b>POLAND</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>KRAKOW</b>	RYANAIR	S	17	0	0	0.0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	7	63.2	32	18	
<b>TOTAL KRAKOW</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.2</b>	<b>32</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.2</b>	<b>32</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	RYANAIR	S	32	0	0	6.3	40.6	40.6	6.3	6.3	0.0	0.0	0.0	0.0	0.0	7	78.1	8	32	
<b>TOTAL FARO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>40.6</b>	<b>40.6</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>7</b>	<b>78.1</b>	<b>8</b>	<b>32</b>	
<b>TOTAL PORTUGAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>40.6</b>	<b>40.6</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>7</b>	<b>78.1</b>	<b>8</b>	<b>32</b>	
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>FUNCHAL</b>	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	100.0	9	1	
<b>TOTAL FUNCHAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</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</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>ROMANIA</b>																				
<b>CLUJ NAPOCA</b>	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																				
<b>ALICANTE</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	32	1	
<b>ALICANTE</b>	RYANAIR	S	32	0	0	3.1	71.9	15.6	6.3	0.0	0.0	3.1	0.0	0.0	0.0	7	72.5	11	40	
<b>TOTAL ALICANTE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>71.9</b>	<b>15.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.7</b>	<b>11</b>	<b>41</b>	
<b>GIRONA</b>	RYANAIR	S	34	0	0	14.7	47.1	29.4	2.9	0.0	0.0	5.9	0.0	0.0	0.0	15	81.3	6	32	
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>47.1</b>	<b>29.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.3</b>	<b>6</b>	<b>32</b>	
<b>IBIZA</b>	TUI AIRWAYS LTD	C	9	0	0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	88.9	5	9	
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>5</b>	<b>9</b>	
<b>MAHON</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	5	10	
<b>TOTAL MAHON</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>85.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>MALAGA</b>	RYANAIR	S	52	0	0	17.3	63.5	13.5	3.8	0.0	0.0	1.9	0.0	0.0	0.0	4	81.3	12	48	
<b>MALAGA</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	3	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>62.3</b>	<b>15.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>12</b>	<b>48</b>	
<b>MURCIA INTERNATIONAL</b>	RYANAIR	S	30	0	0	16.7	70.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>70.0</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>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	32	
<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>93.8</b>	<b>4</b>	<b>32</b>	
<b>PALMA DE MALLORCA</b>	RYANAIR	S	56	0	0	7.1	30.4	30.4	17.9	12.5	1.8	0.0	0.0	0.0	0.0	12	72.9	18	48	
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	33	0	0	0.0	45.5	42.4	6.1	6.1	0.0	0.0	0.0	0.0	0.0	5	80.0	9	30	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PALMA DE MALLORCA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>36.0</b>	<b>34.8</b>	<b>13.5</b>	<b>10.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.6</b>	<b>14</b>	<b>78</b>	
<b>TOTAL SPAIN</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>53.5</b>	<b>22.8</b>	<b>7.5</b>	<b>3.9</b>	<b>0.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>10</b>	<b>250</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	66.7	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	8	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>2</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
LAS PALMAS	RYANAIR	S	8	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	90.0	5	10	
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.2</b>	<b>5</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	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	8	50.0	36	10	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	17	0	0	5.9	35.3	35.3	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>32.0</b>	<b>4.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>65.5</b>	<b>19</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY UNITED KINGDOM)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>50.8</b>	<b>25.4</b>	<b>1.7</b>	<b>8.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>62</b>	
<b>BRISTOL</b>	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	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	38	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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NORWICH	LOGANAIR LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
NORWICH	LOGANAIR LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NORWICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
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	0	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>0</b>	<b>1</b>	
STANSTED	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	18	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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 UNITED KINGDOM</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</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>0.0</b>	<b>13</b>	<b>66.7</b>	<b>0</b>	<b>2</b>	
<b>TOTAL BOURNEMOUTH</b>			<b>487</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>43.1</b>	<b>29.6</b>	<b>11.3</b>	<b>5.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.0</b>	<b>11</b>	<b>408</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	53	0	0	0.0	26.4	62.3	7.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.4</b>	<b>62.3</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.4</b>	<b>62.3</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</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	10	0	0	10.0	10.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	26	0	0	11.5	34.6	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
DUBROVNIK	TUI AIRWAYS 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	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>38.1</b>	<b>33.3</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>0.0</b>	<b>0</b>	<b>0</b>	
PULA	EASYJET UK LTD	S	16	0	0	6.3	56.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
PULA	TUI AIRWAYS LTD	C	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PULA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SPLIT	EASYJET UK LTD	S	30	0	2	3.1	37.5	40.6	3.1	0.0	0.0	0.0	9.4	0.0	0.0	6.3	26	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>37.5</b>	<b>40.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>14.9</b>	<b>39.4</b>	<b>34.0</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	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	11	0.0	0	0	
LARNACA	TUI AIRWAYS LTD	C	15	0	0	6.7	33.3	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>37.1</b>	<b>34.3</b>	<b>14.3</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS	EASYJET UK LTD	S	29	0	0	6.9	24.1	44.8	10.3	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	50.0	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>34.0</b>	<b>38.3</b>	<b>10.6</b>	<b>8.5</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>35.4</b>	<b>36.6</b>	<b>12.2</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	46	0	0	0.0	6.5	45.7	17.4	26.1	4.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>45.7</b>	<b>17.4</b>	<b>26.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>45.7</b>	<b>17.4</b>	<b>26.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	32	0	0	3.1	31.3	46.9	6.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>46.9</b>	<b>6.3</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 DENMARK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>46.9</b>	<b>6.3</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	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	
HURGHADA	TUI AIRWAYS LTD	S	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>11</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>11</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	21	0	1	9.1	63.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5	2	0.0	0	0	
<b>TOTAL BEZIERS</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>63.6</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BORDEAUX	EASYJET UK LTD	S	42	0	0	4.8	57.1	28.6	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>57.1</b>	<b>28.6</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIMOGES	RYANAIR	S	14	0	0	0.0	50.0	35.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL LIMOGES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARSEILLE	EASYJET UK LTD	S	24	0	0	4.2	45.8	37.5	4.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>37.5</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MONTPELLIER	EASYJET UK LTD	S	14	0	0	14.3	57.1	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET UK LTD	S	72	0	0	2.8	29.2	47.2	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL NICE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>29.2</b>	<b>47.2</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NIMES	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	219	0.0	0	0		
<b>TOTAL NIMES</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>219</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	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	22	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	114	0	2	2.6	36.2	38.8	11.2	5.2	4.3	0.0	0.0	0.0	0.0	1.7	10	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>35.9</b>	<b>38.5</b>	<b>12.0</b>	<b>5.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	52	0	0	3.8	30.8	19.2	34.6	3.8	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	77	0	0	14.3	53.2	27.3	1.3	2.6	1.3	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>44.2</b>	<b>24.0</b>	<b>14.7</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>432</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>42.3</b>	<b>32.9</b>	<b>10.6</b>	<b>4.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	64	0	0	7.8	53.1	26.6	7.8	1.6	3.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>53.1</b>	<b>26.6</b>	<b>7.8</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COLOGNE BONN	RYANAIR	S	34	0	0	8.8	20.6	35.3	8.8	17.6	8.8	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>20.6</b>	<b>35.3</b>	<b>8.8</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>41.8</b>	<b>29.6</b>	<b>8.2</b>	<b>7.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	28	0	0	7.1	25.0	39.3	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>39.3</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>39.3</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
ATHENS	EASYJET UK LTD	S	22	0	0	9.1	27.3	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>36.4</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA	RYANAIR	S	16	0	0	6.3	37.5	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
CHANIA	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 CHANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>35.3</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CORFU	EASYJET UK LTD	S	27	0	0	11.1	40.7	29.6	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
CORFU	TUI AIRWAYS LTD	C	7	0	0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>44.1</b>	<b>26.5</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	33.3	27.8	5.6	22.2	5.6	5.6	0.0	0.0	0.0	0.0	29	0.0	0	0	
HERAKLION	TUI AIRWAYS LTD	C	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	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>39.4</b>	<b>6.1</b>	<b>12.1</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA	EASYJET UK LTD	S	12	0	0	0.0	66.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
KEFALLINIA	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 KEFALLINIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KOS	TUI AIRWAYS LTD	C	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	12	0.0	0	0	
<b>TOTAL KOS</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	EASYJET UK LTD	S	14	0	0	21.4	21.4	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
RHODES	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	12	0.0	0	0	
RHODES	TUI AIRWAYS LTD	C	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	
<b>TOTAL RHODES</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALONIKA	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL SALONIKA</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
THIRA (SANTORINI)	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 THIRA (SANTORINI)</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>	
ZAKINTHOS	EASYJET UK LTD	S	8	0	0	12.5	37.5	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
ZAKINTHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>41.1</b>	<b>32.2</b>	<b>11.7</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	30	0	0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>ICELAND</b>																					
KEFLAVIK	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	1	0.0	0	0		
<b>TOTAL KEFLAVIK</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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ICELAND</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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	62	0	0	16.1	33.9	33.9	6.5	6.5	3.2	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>33.9</b>	<b>33.9</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DUBLIN	RYANAIR	S	170	0	0	2.9	34.1	41.2	12.4	5.3	4.1	0.0	0.0	0.0	0.0	10	0.0	0	0		
DUBLIN	STOBART AIR	S	180	0	0	2.2	16.7	53.9	16.1	6.7	2.2	1.7	0.6	0.0	0.0	16	0.0	0	0		
<b>TOTAL DUBLIN</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>25.1</b>	<b>47.7</b>	<b>14.3</b>	<b>6.0</b>	<b>3.1</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	3.8	23.1	34.6	19.2	7.7	3.8	0.0	0.0	7.7	0.0	48	0.0	0	0		
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>34.6</b>	<b>19.2</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SHANNON	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		
SHANNON	RYANAIR	S	20	0	0	20.0	30.0	30.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL SHANNON</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>28.6</b>	<b>28.6</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>459</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>26.4</b>	<b>44.2</b>	<b>13.5</b>	<b>6.1</b>	<b>3.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	28	0	0	0.0	21.4	25.0	21.4	21.4	7.1	3.6	0.0	0.0	0.0	27	0.0	0	0		
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>25.0</b>	<b>21.4</b>	<b>21.4</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BOLOGNA	RYANAIR	S	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL BOLOGNA</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	16	0	0	6.3	25.0	31.3	0.0	12.5	6.3	0.0	18.8	0.0	0.0	51	0.0	0	0		
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>31.3</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GENOA	EASYJET UK LTD	S	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		
<b>TOTAL GENOA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MILAN (MALPENSA)	EASYJET UK LTD	S	26	0	0	3.8	30.8	30.8	7.7	19.2	7.7	0.0	0.0	0.0	0.0	19	0.0	0	0		
MILAN (MALPENSA)	RYANAIR	S	16	0	0	25.0	56.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL MILAN (MALPENSA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>40.5</b>	<b>23.8</b>	<b>7.1</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
NAPLES	EASYJET EUROPE	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		
NAPLES	EASYJET UK LTD	S	26	0	0	7.7	53.8	34.6	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
NAPLES	TUI AIRWAYS LTD	C	23	0	0	4.3	34.8	43.5	8.7	4.3	4.3	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL NAPLES</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>46.0</b>	<b>38.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
OLBIA	EASYJET UK LTD	S	18	0	0	0.0	22.2	50.0	11.1	11.1	5.6	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PISA	EASYJET UK LTD	S	58	0	0	0.0	48.3	32.8	10.3	5.2	3.4	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL PISA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.3</b>	<b>32.8</b>	<b>10.3</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	S	60	0	2	0.0	41.9	29.0	6.5	16.1	3.2	0.0	0.0	0.0	0.0	3.2	12	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>41.9</b>	<b>29.0</b>	<b>6.5</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VENICE	EASYJET EUROPE	S	60	0	2	1.6	22.6	48.4	17.7	3.2	3.2	0.0	0.0	0.0	0.0	3.2	10	0.0	0	0
VENICE	RYANAIR	S	44	0	0	0.0	38.6	36.4	13.6	2.3	9.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL VENICE</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>29.2</b>	<b>43.4</b>	<b>16.0</b>	<b>2.8</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>398</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>37.8</b>	<b>34.6</b>	<b>10.0</b>	<b>8.2</b>	<b>4.2</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	18	0	0	0.0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</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>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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	C	5	0	0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
MALTA	AIR MALTA	S	6	0	0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MALTA	RYANAIR	S	28	0	0	17.9	28.6	32.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MALTA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>28.2</b>	<b>25.6</b>	<b>17.9</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>28.2</b>	<b>25.6</b>	<b>17.9</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	18	0	0	11.1	16.7	66.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>66.7</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>66.7</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>																				
MARRAKESH	TUI AIRWAYS LTD	S	7	0	0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL MARRAKESH</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	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	6	0.0	0	0
AMSTERDAM	EASYJET UK LTD	S	108	0	0	0.9	29.6	44.4	12.0	7.4	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
AMSTERDAM	KLM	S	246	0	0	0.0	26.0	41.5	19.1	11.4	1.6	0.4	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>27.4</b>	<b>42.5</b>	<b>16.8</b>	<b>10.1</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>27.4</b>	<b>42.5</b>	<b>16.8</b>	<b>10.1</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	16	0	0	0.0	37.5	25.0	25.0	6.3	0.0	0.0	0.0	6.3	0.0	0.0	68	0.0	0	0
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KATOWICE	WIZZ AIR	S	24	0	0	4.2	25.0	54.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>54.2</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET UK LTD	S	38	0	0	2.6	47.4	44.7	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	30	0	0	3.3	36.7	50.0	6.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>42.6</b>	<b>47.1</b>	<b>2.9</b>	<b>2.9</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
POZNAN	RYANAIR	S	18	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	16	0	0	0.0	31.3	43.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	38	0	0	0.0	60.5	31.6	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.5</b>	<b>31.6</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>0.0</b>	<b>0</b>	<b>0</b>
WROCLAW	RYANAIR	S	18	0	0	0.0	44.4	33.3	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>42.9</b>	<b>41.4</b>	<b>8.1</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	130	0	0	3.8	33.8	37.7	9.2	10.8	3.8	0.8	0.0	0.0	0.0	0.0	14	0.0	0	0
FARO	RYANAIR	S	58	0	0	6.9	50.0	31.0	5.2	3.4	0.0	3.4	0.0	0.0	0.0	0.0	9	0.0	0	0
FARO	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL FARO</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>39.0</b>	<b>36.4</b>	<b>7.7</b>	<b>8.2</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LISBON	EASYJET UK LTD	S	48	0	0	0.0	16.7	54.2	14.6	12.5	2.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL LISBON</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>54.2</b>	<b>14.6</b>	<b>12.5</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	28	0	0	0.0	25.0	50.0	14.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>271</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>33.6</b>	<b>41.0</b>	<b>9.6</b>	<b>9.2</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	S	18	0	0	5.6	66.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	996	0.0	0	0
<b>TOTAL BELGRADE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>996</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>996</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BUCHAREST (OTOPENI)	RYANAIR	S	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	2	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	EASYJET UK LTD	S	125	0	1	5.6	35.7	30.2	11.9	11.9	2.4	0.8	0.8	0.0	0.0	0.8	14	0.0	0	0
ALICANTE	RYANAIR	S	98	0	0	7.1	25.5	44.9	11.2	6.1	5.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
ALICANTE	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>30.6</b>	<b>37.9</b>	<b>11.2</b>	<b>9.1</b>	<b>3.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARCELONA	EASYJET EUROPE	S	38	0	0	10.5	52.6	15.8	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
BARCELONA	EASYJET UK LTD	S	80	0	0	7.5	40.0	30.0	17.5	2.5	1.3	0.0	0.0	1.3	0.0	0.0	12	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>44.1</b>	<b>25.4</b>	<b>15.3</b>	<b>5.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILBAO	EASYJET UK LTD	S	26	0	0	3.8	26.9	42.3	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>42.3</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GIRONA	RYANAIR	S	44	0	0	4.5	22.7	45.5	11.4	11.4	4.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GIRONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>45.5</b>	<b>11.4</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	EASYJET UK LTD	S	27	0	0	0.0	29.6	29.6	18.5	7.4	7.4	0.0	7.4	0.0	0.0	0.0	29	0.0	0	0
IBIZA	RYANAIR	S	26	0	0	7.7	38.5	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
IBIZA	TUI AIRWAYS LTD	C	16	0	0	0.0	62.5	31.3	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL IBIZA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>40.6</b>	<b>37.7</b>	<b>8.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>4.3</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>
MADRID	EASYJET UK LTD	S	62	0	0	16.1	29.0	35.5	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>29.0</b>	<b>35.5</b>	<b>6.5</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MAHON	EASYJET UK LTD	S	38	0	0	7.9	26.3	36.8	13.2	5.3	5.3	5.3	0.0	0.0	0.0	0.0	20	0.0	0	0
MAHON	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MAHON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.1</b>	<b>37.8</b>	<b>11.1</b>	<b>4.4</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET UK LTD	S	131	0	0	9.2	42.0	28.2	9.2	6.9	4.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
MALAGA	RYANAIR	S	67	0	0	4.5	41.8	44.8	4.5	1.5	3.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MALAGA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>40.8</b>	<b>35.4</b>	<b>7.8</b>	<b>4.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	48	0	0	8.3	41.7	39.6	0.0	8.3	2.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>39.6</b>	<b>0.0</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	143	0	0	4.9	35.0	24.5	11.2	15.4	7.7	0.7	0.7	0.0	0.0	0.0	20	0.0	0	0
PALMA DE MALLORCA	RYANAIR	S	78	0	0	7.7	43.6	33.3	12.8	0.0	1.3	0.0	0.0	1.3	0.0	0.0	10	0.0	0	0
PALMA DE MALLORCA	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	31	0.0	0	0
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	27	0	0	14.8	37.0	33.3	3.7	3.7	0.0	7.4	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>37.8</b>	<b>28.1</b>	<b>10.8</b>	<b>9.6</b>	<b>4.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
REUS	TUI AIRWAYS LTD	C	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SEVILLE	EASYJET UK LTD	S	28	0	0	10.7	46.4	14.3	7.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
SEVILLE	RYANAIR	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 SEVILLE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>41.3</b>	<b>23.9</b>	<b>8.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	16	0	0	12.5	25.0	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>1168</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>36.4</b>	<b>33.8</b>	<b>10.0</b>	<b>7.6</b>	<b>3.3</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	5.6	27.8	44.4	11.1	5.6	0.0	0.0	0.0	5.6	0.0	0.0	35	0.0	0	0	
ARRECIFE	RYANAIR	S	30	0	0	13.3	40.0	23.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ARRECIFE	TUI AIRWAYS LTD	C	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	
<b>TOTAL ARRECIFE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>36.4</b>	<b>31.8</b>	<b>12.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	16.7	44.4	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAS PALMAS	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	37	0.0	0	0	
LAS PALMAS	RYANAIR	S	16	0	0	0.0	50.0	31.3	6.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	41	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>44.4</b>	<b>27.8</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	36	0	0	8.3	36.1	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	30	0	0	3.3	46.7	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
TENERIFE (SURREINA SOFIA)	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	28	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	20	0	0	5.0	25.0	50.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>36.8</b>	<b>41.4</b>	<b>14.9</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>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>38.6</b>	<b>34.4</b>	<b>12.6</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	32	0	0	9.4	28.1	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GENEVA	EASYJET UK LTD	S	82	0	0	2.4	31.7	39.0	19.5	7.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.7</b>	<b>39.0</b>	<b>19.5</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZURICH	FREEBIRD AIRLINES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>30.4</b>	<b>38.3</b>	<b>18.3</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>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	23	0	0	0.0	21.7	47.8	17.4	4.3	0.0	4.3	4.3	0.0	0.0	0.0	26	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BODRUM (MILAS)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>47.8</b>	<b>17.4</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	EASYJET UK LTD	S	25	0	0	0.0	24.0	48.0	12.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
DALAMAN	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>22.9</b>	<b>42.9</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>25.4</b>	<b>43.3</b>	<b>13.4</b>	<b>6.0</b>	<b>1.5</b>	<b>3.0</b>	<b>1.5</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>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	54	0	0	3.7	33.3	48.1	9.3	1.9	0.0	3.7	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>48.1</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	166	0	0	0.6	45.2	28.3	10.2	8.4	7.2	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>45.2</b>	<b>28.3</b>	<b>10.2</b>	<b>8.4</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOURNEMOUTH	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	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	65	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
EDINBURGH	EASYJET UK LTD	S	232	0	0	3.4	41.8	30.6	12.9	7.3	3.0	0.9	0.0	0.0	0.0	0.0	12	0.0	0	0	
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>41.6</b>	<b>30.5</b>	<b>13.3</b>	<b>7.3</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	263	0.0	0	0	
GATWICK	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>136</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASYJET UK LTD	S	196	0	0	2.0	48.5	31.1	10.7	7.1	0.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>48.5</b>	<b>31.1</b>	<b>10.7</b>	<b>7.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	42	0	2	0.0	52.3	31.8	4.5	2.3	4.5	0.0	0.0	0.0	0.0	4.5	6	0.0	0	0	
GUERNSEY	FLYBE LTD	S	26	0	0	0.0	42.3	42.3	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>48.6</b>	<b>35.7</b>	<b>5.7</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>2.9</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAWARDEN	LOGANAIR LTD	C	55	0	0	14.5	58.2	23.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL HAWARDEN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>58.2</b>	<b>23.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	EASYJET UK LTD	S	60	0	0	0.0	45.0	38.3	8.3	5.0	3.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>38.3</b>	<b>8.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	5.6	38.9	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	FLYBE LTD	S	28	0	0	0.0	42.9	35.7	10.7	7.1	0.0	3.6	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>35.7</b>	<b>10.7</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>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	EASYJET UK LTD	S	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	



Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LUTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	EASYJET UK LTD	S	112	0	0	3.6	50.0	22.3	10.7	10.7	1.8	0.0	0.9	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>22.3</b>	<b>10.7</b>	<b>10.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</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>	
PRESTWICK	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 PRESTWICK</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>	
STANSTED	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
STANSTED	RYANAIR	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	41	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1003</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>45.3</b>	<b>30.8</b>	<b>10.0</b>	<b>7.3</b>	<b>2.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	C	7	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL SANFORD</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>42.9</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>42.9</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRISTOL</b>			<b>5488</b>	<b>0</b>	<b>12</b>	<b>5.1</b>	<b>36.8</b>	<b>36.1</b>	<b>11.1</b>	<b>7.0</b>	<b>2.7</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>BULGARIA</b>																					
BURGAS	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 BURGAS</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 BULGARIA</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>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	C	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	
<b>TOTAL DUBROVNIK</b>			<b>9</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>0.0</b>	<b>0</b>	<b>0</b>	
SPLIT	CROATIA AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL SPLIT</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>	
ZAGREB	CROATIA AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ZAGREB</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 CROATIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.5</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>7</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	100.0	3	5		
LARNACA	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	8	8	
<b>TOTAL LARNACA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.3</b>	<b>6</b>	<b>13</b>	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	5.9	17.6	29.4	23.5	0.0	23.5	0.0	0.0	0.0	0.0	0.0	25	80.0	6	9	
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</b>	<b>0.0</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>25</b>	<b>80.0</b>	<b>6</b>	<b>9</b>	
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>29.2</b>	<b>20.8</b>	<b>4.2</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>21</b>	<b>87.0</b>	<b>6</b>	<b>22</b>	
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
LYON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	88	4	0	0.0	33.7	43.5	8.7	8.7	1.1	0.0	0.0	0.0	4.3	0.0	9	83.3	9	84	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>88</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>33.7</b>	<b>43.5</b>	<b>8.7</b>	<b>8.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>9</b>	<b>84</b>	
PARIS (LE BOURGET)	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	58	1		
PARIS (LE BOURGET)	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1		
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>2</b>		
PAU	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	100.0	0	1		
<b>TOTAL PAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL FRANCE</b>			<b>88</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>33.7</b>	<b>43.5</b>	<b>8.7</b>	<b>8.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>9</b>	<b>82.0</b>	<b>10</b>	<b>89</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	81.3	7	16		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BERLIN (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>81.3</b>	<b>7</b>	<b>16</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	75.0	40	8
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>40</b>	<b>8</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	0.0	0.0	0	100.0	2	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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.0</b>	<b>11</b>	<b>42</b>
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	14.3	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	27	100.0	2	7
<b>TOTAL CORFU</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>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>2</b>	<b>7</b>
HERAKLION	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9
<b>TOTAL HERAKLION</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>11</b>	<b>9</b>
KOS	TUI AIRWAYS LTD	C	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	6	100.0	1	7
<b>TOTAL KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.8</b>	<b>29.4</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>7</b>
RHODES	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	6
RHODES	TUI AIRWAYS LTD	C	16	1	0	0.0	23.5	35.3	5.9	23.5	5.9	0.0	0.0	0.0	5.9	0.0	20	55.6	14	9
<b>TOTAL RHODES</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>20</b>	<b>73.3</b>	<b>9</b>	<b>15</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	8
ZAKINTHOS	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	42.9	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>2.1</b>	<b>33.3</b>	<b>31.3</b>	<b>8.3</b>	<b>12.5</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>18</b>	<b>84.8</b>	<b>7</b>	<b>46</b>
<b>IRISH REPUBLIC</b>																				
CORK	FLYBE LTD	S	18	2	0	0.0	35.0	30.0	10.0	10.0	5.0	0.0	0.0	0.0	10.0	0.0	13	83.3	7	18
<b>TOTAL CORK</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
DUBLIN	FLYBE LTD	S	139	3	0	6.3	42.3	35.9	4.2	5.6	0.7	1.4	1.4	0.0	2.1	0.0	11	86.4	10	131
DUBLIN	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
<b>TOTAL DUBLIN</b>			<b>139</b>	<b>3</b>	<b>0</b>	<b>6.3</b>	<b>42.3</b>	<b>35.9</b>	<b>4.2</b>	<b>5.6</b>	<b>0.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>11</b>	<b>85.3</b>	<b>10</b>	<b>133</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>157</b>	<b>5</b>	<b>0</b>	<b>5.6</b>	<b>41.4</b>	<b>35.2</b>	<b>4.9</b>	<b>6.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>11</b>	<b>85.1</b>	<b>10</b>	<b>151</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	0.0	0.0	0	70.8	15	24
<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>70.8</b>	<b>15</b>	<b>24</b>
NAPLES	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL NAPLES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0.0	0	55.6	45	18
<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>52.6</b>	<b>45</b>	<b>18</b>
VENICE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16
<b>TOTAL VENICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
VERONA VILLAFRANCA	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	5	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>74.7</b>	<b>18</b>	<b>74</b>
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	16	2	0	5.6	16.7	44.4	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	8	0.0	0	0
<b>TOTAL MALTA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>5.6</b>	<b>16.7</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>11.1</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>5.6</b>	<b>16.7</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>11.1</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	KLM	S	155	21	1	1.1	27.7	40.7	10.7	5.1	1.7	0.0	0.6	0.0	11.9	0.6	10	90.5	4	176
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>157</b>	<b>21</b>	<b>1</b>	<b>1.1</b>	<b>27.4</b>	<b>41.3</b>	<b>10.6</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>11.7</b>	<b>0.6</b>	<b>10</b>	<b>90.5</b>	<b>4</b>	<b>176</b>
<b>TOTAL NETHERLANDS</b>			<b>157</b>	<b>21</b>	<b>1</b>	<b>1.1</b>	<b>27.4</b>	<b>41.3</b>	<b>10.6</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>11.7</b>	<b>0.6</b>	<b>10</b>	<b>90.5</b>	<b>4</b>	<b>176</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	FLYBE LTD	S	16	0	0	6.3	31.3	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	20	40
<b>FARO</b>	RYANAIR	S	16	0	0	18.8	43.8	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	9	16
<b>FARO</b>	TUI AIRWAYS LTD	C	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	7	1
<b>TOTAL FARO</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>36.6</b>	<b>46.3</b>	<b>2.4</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.4</b>	<b>17</b>	<b>57</b>
<b>TOTAL PORTUGAL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>36.6</b>	<b>46.3</b>	<b>2.4</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.4</b>	<b>17</b>	<b>57</b>
<b>QATAR</b>																				
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	52	6	0	12.1	46.6	25.9	3.4	1.7	0.0	0.0	0.0	0.0	10.3	0.0	3	92.3	5	52
<b>TOTAL DOHA HAMAD</b>			<b>52</b>	<b>6</b>	<b>0</b>	<b>12.1</b>	<b>46.6</b>	<b>25.9</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>10.3</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>5</b>	<b>52</b>
<b>TOTAL QATAR</b>			<b>52</b>	<b>6</b>	<b>0</b>	<b>12.1</b>	<b>46.6</b>	<b>25.9</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>10.3</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>5</b>	<b>52</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL BRATISLAVA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	50.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	72.2	11	18
<b>ALICANTE</b>	VUELING AIRLINES	S	44	4	0	4.2	20.8	35.4	16.7	8.3	6.3	0.0	0.0	0.0	8.3	0.0	17	70.0	12	40
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>4</b>	<b>0</b>	<b>3.0</b>	<b>25.8</b>	<b>39.4</b>	<b>12.1</b>	<b>7.6</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>14</b>	<b>70.7</b>	<b>12</b>	<b>58</b>
<b>BARCELONA</b>	RYANAIR	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>BARCELONA</b>	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	7	24
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>79.2</b>	<b>7</b>	<b>24</b>
<b>IBIZA</b>	TUI AIRWAYS LTD	C	15	0	0	0.0	53.3	26.7	0.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	14	89.5	3	19
<b>TOTAL IBIZA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>26.7</b>	<b>0.0</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>14</b>	<b>89.5</b>	<b>3</b>	<b>19</b>
<b>MADRID</b>	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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 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</b>	<b>100.0</b>	<b>1</b>	<b>2</b>		
MAHON	TUI AIRWAYS LTD	C	11	0	0	9.1	9.1	54.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	16	85.7	5	7		
<b>TOTAL MAHON</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>54.5</b>	<b>18.2</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>16</b>	<b>85.7</b>	<b>5</b>	<b>7</b>		
MALAGA	TUI AIRWAYS LTD	C	17	0	0	5.9	29.4	47.1	11.8	0.0	0.0	5.9	0.0	0.0	13	75.0	16	16			
MALAGA	VUELING AIRLINES	S	40	0	0	2.5	45.0	35.0	7.5	10.0	0.0	0.0	0.0	0.0	8	64.3	13	42			
<b>TOTAL MALAGA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>40.4</b>	<b>38.6</b>	<b>8.8</b>	<b>7.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.2</b>	<b>14</b>	<b>58</b>			
PALMA DE MALLORCA	EUROWINGS LUFTVERKEHRS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9			
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	39	0	0	2.6	35.9	35.9	10.3	5.1	10.3	0.0	0.0	0.0	16	73.9	14	23			
PALMA DE MALLORCA	VUELING AIRLINES	S	30	0	0	0.0	43.3	33.3	20.0	3.3	0.0	0.0	0.0	0.0	7	87.5	3	30			
<b>TOTAL PALMA DE MALLORCA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>39.1</b>	<b>34.8</b>	<b>14.5</b>	<b>4.3</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.6</b>	<b>7</b>	<b>65</b>			
REUS	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
<b>TOTAL REUS</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</b>	<b>100.0</b>	<b>0</b>	<b>3</b>			
<b>TOTAL SPAIN</b>			<b>235</b>	<b>4</b>	<b>0</b>	<b>2.9</b>	<b>37.2</b>	<b>37.2</b>	<b>10.5</b>	<b>5.9</b>	<b>4.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>11</b>	<b>76.6</b>	<b>10</b>	<b>236</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	34	8			
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	38.9	27.8	22.2	0.0	0.0	0.0	0.0	17	62.5	24	16			
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>27</b>	<b>24</b>			
FUERTEVENTURA	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	2	0.0	0	0			
<b>TOTAL FUERTEVENTURA</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	1	37.5	36	8			
<b>TOTAL LAS PALMAS</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>1</b>	<b>37.5</b>	<b>36</b>	<b>8</b>			
TENERIFE (SURREINA SOFIA)	RYANAIR	S	8	2	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	3	80.0	6	10			
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	90.5	4	21			
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	25	0	0	4.0	28.0	56.0	12.0	0.0	0.0	0.0	0.0	0.0	7	72.4	9	28			
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>33</b>	<b>2</b>	<b>0</b>	<b>2.9</b>	<b>31.4</b>	<b>51.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>6</b>	<b>80.0</b>	<b>6</b>	<b>59</b>			
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>48.4</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>68.5</b>	<b>15</b>	<b>91</b>			
<b>SWEDEN</b>																					
VAXJO	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	100.0	14	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</b>	<b>100.0</b>	<b>14</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</b>	<b>100.0</b>	<b>14</b>	<b>2</b>			
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	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		
						More than 15 m early	15 m to 1 m early														
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</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	60.0	15	9	
ANTALYA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>60.0</b>	<b>15</b>	<b>9</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	72.2	10	18		
DALAMAN	TUI AIRWAYS LTD	C	15	0	0	6.7	33.3	53.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	54	16		
<b>TOTAL DALAMAN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.3</b>	<b>53.3</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>4</b>	<b>79.4</b>	<b>31</b>	<b>34</b>		
<b>TOTAL TURKEY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>30.4</b>	<b>60.9</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>4</b>	<b>75.0</b>	<b>27</b>	<b>43</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	60.0	12	3		
<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>60.0</b>	<b>12</b>	<b>3</b>		
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	66	15	8	1.1	31.5	34.8	0.0	2.2	2.2	1.1	1.1	0.0	16.9	9.0	11	84.4	8	88	
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>66</b>	<b>15</b>	<b>8</b>	<b>1.1</b>	<b>31.5</b>	<b>34.8</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>16.9</b>	<b>9.0</b>	<b>11</b>	<b>84.4</b>	<b>8</b>	<b>88</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	52	2	0	1.9	38.9	55.6	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	2	94.0	2	98	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>52</b>	<b>2</b>	<b>0</b>	<b>1.9</b>	<b>38.9</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>2</b>	<b>94.0</b>	<b>2</b>	<b>98</b>	
BELFAST INTERNATIONAL	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>0.0</b>	<b>0</b>	<b>0</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	70	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>70</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	FLYBE LTD	S	154	0	0	1.3	40.3	44.2	9.1	3.9	0.0	0.6	0.6	0.0	0.0	0.0	7	83.3	10	114	
EDINBURGH	LOGANAIR 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 EDINBURGH</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>39.7</b>	<b>44.9</b>	<b>9.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>10</b>	<b>114</b>	
GLASGOW	FLYBE LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	81.0	12	40	
<b>TOTAL GLASGOW</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>81.0</b>	<b>12</b>	<b>40</b>	
JERSEY	FLYBE LTD	S	26	0	0	0.0	53.8	34.6	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	4	36	
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>34.6</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>4</b>	<b>36</b>	
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	186	0.0	0	0		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>186</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	EASTERN AIRWAYS	S	33	9	4	15.2	39.1	6.5	0.0	0.0	4.3	4.3	2.2	0.0	19.6	8.7	23	19.0	71	37
<b>TOTAL NEWCASTLE</b>			<b>33</b>	<b>9</b>	<b>4</b>	<b>15.2</b>	<b>39.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>19.6</b>	<b>8.7</b>	<b>23</b>	<b>19.0</b>	<b>71</b>	<b>37</b>
<b>TOTAL UNITED KINGDOM</b>			<b>339</b>	<b>28</b>	<b>12</b>	<b>2.9</b>	<b>37.7</b>	<b>38.3</b>	<b>4.2</b>	<b>2.4</b>	<b>1.8</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>7.4</b>	<b>3.2</b>	<b>10</b>	<b>77.7</b>	<b>13</b>	<b>419</b>
<b>TOTAL CARDIFF WALES</b>			<b>1278</b>	<b>73</b>	<b>13</b>	<b>3.4</b>	<b>35.3</b>	<b>38.6</b>	<b>7.8</b>	<b>5.1</b>	<b>2.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>5.4</b>	<b>1.0</b>	<b>10</b>	<b>80.2</b>	<b>11</b>	<b>1500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BULGARIA</b>																					
BURGAS	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 BURGAS</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 BULGARIA</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>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
DUBROVNIK	TUI AIRWAYS LTD	S	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	12	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
PULA	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 PULA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	9	0	0	22.2	22.2	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	88.9	2	9	
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.9</b>	<b>2</b>	<b>9</b>	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	11.8	41.2	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	3	17	
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>41.2</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.2</b>	<b>3</b>	<b>17</b>	
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>34.6</b>	<b>3.8</b>	<b>3.8</b>	<b>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>88.5</b>	<b>3</b>	<b>26</b>	
<b>EGYPT</b>																					
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	2	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	14	0	0	7.1	21.4	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	18	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>71.4</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>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>71.4</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>100.0</b>	<b>3</b>	<b>18</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	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	5	85.7	4	7	
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</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>5</b>	<b>85.7</b>	<b>4</b>	<b>7</b>	
KOS	TUI AIRWAYS LTD	C	9	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	50.0	25.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	27	100.0	0	9	
<b>TOTAL RHODES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	5	0	0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>21.6</b>	<b>35.1</b>	<b>16.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>HUNGARY</b>																					



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>BUDAPEST</b>	WIZZ AIR	S	18	0	0	0.0	5.6	55.6	27.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	4	2	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</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>35</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>DEBRECEN</b>	WIZZ AIR	S	18	0	0	5.6	33.3	50.0	0.0	0.0	0.0	5.6	5.6	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL DEBRECEN</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>0.0</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>52.8</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
<b>DUBLIN</b>	FLYBE LTD	S	28	0	0	0.0	39.3	57.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	5	34	
<b>TOTAL DUBLIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>57.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.1</b>	<b>5</b>	<b>34</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>57.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.1</b>	<b>5</b>	<b>34</b>	
<b>ITALY</b>																					
<b>NAPLES</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	6	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
<b>RIGA</b>	WIZZ AIR	S	26	0	0	11.5	26.9	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	10	18	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>LITHUANIA</b>																					
<b>VILNIUS</b>	WIZZ AIR	S	24	0	0	0.0	33.3	25.0	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	72.2	8	18	
<b>TOTAL VILNIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</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>23</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</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>23</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	FLYBE LTD	S	52	0	0	9.6	46.2	34.6	5.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	90.3	5	62	
<b>TOTAL AMSTERDAM</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>46.2</b>	<b>34.6</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>6</b>	<b>90.3</b>	<b>5</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>46.2</b>	<b>34.6</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>6</b>	<b>90.3</b>	<b>5</b>	<b>62</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	42	0	0	19.0	45.2	31.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	16	36	
<b>TOTAL GDANSK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>45.2</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>0.0</b>	<b>3</b>	<b>72.2</b>	<b>16</b>	<b>36</b>	
<b>KATOWICE</b>	WIZZ AIR	S	44	0	0	2.3	27.3	63.6	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6	84.1	7	44	
<b>TOTAL KATOWICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>63.6</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.1</b>	<b>7</b>	<b>44</b>	
<b>KRAKOW</b>	WIZZ AIR	S	26	0	0	0.0	46.2	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>50.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POZNAN</b>	WIZZ AIR	S	28	0	0	3.6	42.9	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	46.2	27	26	
<b>TOTAL POZNAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>50.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>46.2</b>	<b>27</b>	<b>26</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	30	0	0	0.0	13.3	53.3	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	94.1	4	34	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>53.3</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>11</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
WROCLAW	WIZZ AIR	S	20	0	0	5.0	50.0	25.0	0.0	10.0	5.0	0.0	0.0	5.0	0.0	0.0	58	94.4	4	18	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>36.3</b>	<b>46.8</b>	<b>7.4</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.5</b>	<b>11</b>	<b>158</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	TUI AIRWAYS LTD	C	7	0	0	14.3	28.6	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	92.9	5	14	
<b>TOTAL FARO</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>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>5</b>	<b>14</b>	
<b>TOTAL PORTUGAL</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>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>5</b>	<b>14</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	42	0	0	4.8	14.3	47.6	14.3	11.9	7.1	0.0	0.0	0.0	0.0	0.0	17	69.2	14	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>14.3</b>	<b>47.6</b>	<b>14.3</b>	<b>11.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.2</b>	<b>14</b>	<b>26</b>	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	5.6	27.8	38.9	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	61.1	8	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.1</b>	<b>8</b>	<b>18</b>	
TIMISOARA	WIZZ AIR	S	18	0	0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL TIMISOARA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>26.9</b>	<b>42.3</b>	<b>12.8</b>	<b>6.4</b>	<b>3.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.9</b>	<b>12</b>	<b>44</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	24	0	0	8.3	37.5	45.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	8	26	
ALICANTE	TUI AIRWAYS LTD	C	27	0	0	3.7	33.3	51.9	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	3	18	
<b>TOTAL ALICANTE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>49.0</b>	<b>7.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
IBIZA	TUI AIRWAYS LTD	C	7	0	0	28.6	42.9	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	100.0	1	9	
<b>TOTAL IBIZA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>1</b>	<b>9</b>	
MAHON	TUI AIRWAYS LTD	C	16	0	0	12.5	56.3	12.5	0.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	2	7	
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</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>13</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	7	18	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	31	0	0	16.1	32.3	29.0	16.1	0.0	0.0	6.5	0.0	0.0	0.0	0.0	13	92.0	4	25	
<b>TOTAL PALMA DE MALLORCA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>32.3</b>	<b>29.0</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.0</b>	<b>4</b>	<b>25</b>	
REUS	TUI AIRWAYS LTD	C	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	7	
<b>TOTAL REUS</b>			<b>9</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>4</b>	<b>100.0</b>	<b>1</b>	<b>7</b>	
<b>TOTAL SPAIN</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.4</b>	<b>38.6</b>	<b>8.3</b>	<b>1.5</b>	<b>2.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.1</b>	<b>5</b>	<b>110</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	136	17	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>136</b>	<b>17</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	87.5	13	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>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>87.5</b>	<b>13</b>	<b>8</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	25	0	0	12.0	36.0	32.0	8.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	9	96.4	4	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>36.0</b>	<b>32.0</b>	<b>8.0</b>	<b>4.0</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>9</b>	<b>96.4</b>	<b>4</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>33.3</b>	<b>31.4</b>	<b>7.8</b>	<b>7.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.6</b>	<b>48</b>	<b>53</b>	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	TUI AIRWAYS LTD	C	7	0	0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9	
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>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>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
<b>TOTAL TURKEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>31.8</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	27	0	1	0.0	28.6	57.1	3.6	0.0	3.6	3.6	0.0	0.0	0.0	3.6	12	91.2	4	34	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</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>3.6</b>	<b>12</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
CARDIFF WALES	EASTERN AIRWAYS	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	23	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	FLYBE LTD	S	16	0	0	0.0	18.8	81.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	18	
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>81.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>18</b>	
LUTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>2.1</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>2.1</b>	<b>10</b>	<b>90.4</b>	<b>6</b>	<b>52</b>	
<b>USA</b>																					
SANFORD	TUI AIRWAYS LTD	C	7	0	0	42.9	14.3	14.3	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL SANFORD</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DONCASTER</b>			<b>812</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>32.8</b>	<b>42.6</b>	<b>8.6</b>	<b>4.1</b>	<b>2.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>85.2</b>	<b>10</b>	<b>642</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>DENMARK</b>																					
KARUP	ENTER AIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KARUP</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 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>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	168	0	0	0.0	27.4	48.8	13.7	7.7	0.6	1.2	0.6	0.0	0.0	0.0	13	90.0	7	170	
<b>TOTAL AMSTERDAM</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>48.8</b>	<b>13.7</b>	<b>7.7</b>	<b>0.6</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>90.0</b>	<b>7</b>	<b>170</b>	
<b>TOTAL NETHERLANDS</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>48.8</b>	<b>13.7</b>	<b>7.7</b>	<b>0.6</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>90.0</b>	<b>7</b>	<b>170</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	115	0	13	10.2	43.0	23.4	4.7	5.5	2.3	0.0	0.8	0.0	0.0	10.2	10	54.3	27	109	
<b>TOTAL ABERDEEN</b>			<b>115</b>	<b>0</b>	<b>13</b>	<b>10.2</b>	<b>43.0</b>	<b>23.4</b>	<b>4.7</b>	<b>5.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>10</b>	<b>54.3</b>	<b>27</b>	<b>109</b>	
BIRMINGHAM	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	5	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARNBOROUGH	EASTERN AIRWAYS	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
GATWICK	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 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>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
HUMBERSIDE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
STANSTED	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	130	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>130</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>119</b>	<b>0</b>	<b>13</b>	<b>10.6</b>	<b>42.4</b>	<b>24.2</b>	<b>4.5</b>	<b>5.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>9</b>	<b>56.7</b>	<b>26</b>	<b>120</b>	
<b>TOTAL DURHAM TEES</b>			<b>288</b>	<b>0</b>	<b>13</b>	<b>4.7</b>	<b>34.2</b>	<b>37.9</b>	<b>9.6</b>	<b>6.6</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>11</b>	<b>74.9</b>	<b>15</b>	<b>290</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	76.1	6	76	
BRUSSELS	LOGANAIR LTD	S	90	0	0	2.2	28.9	35.6	23.3	8.9	1.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>28.9</b>	<b>35.6</b>	<b>23.3</b>	<b>8.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.1</b>	<b>6</b>	<b>76</b>	
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>28.9</b>	<b>35.6</b>	<b>23.3</b>	<b>8.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.1</b>	<b>6</b>	<b>76</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	11.1	44.4	38.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	12	100.0	0	8	
DUBROVNIK	TUI AIRWAYS LTD	S	9	0	0	0.0	22.2	33.3	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	34	71.4	21	7	
<b>TOTAL DUBROVNIK</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>37.0</b>	<b>37.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>86.7</b>	<b>10</b>	<b>15</b>	
PULA	TUI AIRWAYS LTD	C	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	2	100.0	0	1	
<b>TOTAL PULA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
SPLIT	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	3	8	
<b>TOTAL SPLIT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>35.3</b>	<b>41.2</b>	<b>8.8</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>15</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM 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	1	94.4	3	18	
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	62.5	19	8	
LARNACA	TUI AIRWAYS LTD	C	7	0	0	42.9	0.0	28.6	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	87.5	5	8	
<b>TOTAL LARNACA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>36.0</b>	<b>32.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	11.1	22.2	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	94.7	4	19	
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	75.0	9	16	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	16	18	
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.6</b>	<b>9</b>	<b>53</b>	
<b>TOTAL CYPRUS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>31.1</b>	<b>39.3</b>	<b>8.2</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.2</b>	<b>9</b>	<b>87</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	18.8	50.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	13	18	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>13</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>13</b>	<b>18</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	1	12	
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>1</b>	<b>12</b>	
CARCASSONNE	RYANAIR	S	14	0	0	0.0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	31.3	23	16	
<b>TOTAL CARCASSONNE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>57.1</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>31.3</b>	<b>23</b>	<b>16</b>	
DINARD	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	11	24	
<b>TOTAL DINARD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>24</b>	
LIMOGES	RYANAIR	S	30	0	0	6.7	40.0	33.3	16.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8	66.7	24	27	
<b>TOTAL LIMOGES</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.0</b>	<b>33.3</b>	<b>16.7</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>8</b>	<b>66.7</b>	<b>24</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PARIS (CHARLES DE GAULLE)	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	28	2
<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>50.0</b>	<b>28</b>	<b>2</b>
TOULOUSE (BLAGNAC)	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	100.0	11	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>11</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>40.9</b>	<b>20.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.5</b>	<b>16</b>	<b>82</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	16	0	0	0.0	31.3	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	5	26
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>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>92.3</b>	<b>5</b>	<b>26</b>
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	100.0	7	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>100.0</b>	<b>7</b>	<b>2</b>
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>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>92.9</b>	<b>5</b>	<b>28</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	37.5	23	8
<b>TOTAL CHANIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>37.5</b>	<b>23</b>	<b>8</b>
CORFU	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
CORFU	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	2	66.7	28	9
CORFU	RYANAIR	S	20	0	0	0.0	40.0	45.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	8	14
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	8
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>41.2</b>	<b>41.2</b>	<b>2.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.6</b>	<b>10</b>	<b>38</b>
HERAKLION	JET2.COM LTD	S	18	0	0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18
HERAKLION	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	2
HERAKLION	TUI AIRWAYS LTD	C	16	0	0	25.0	25.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	29	14
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>26.5</b>	<b>32.4</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>0.0</b>	<b>3</b>	<b>76.5</b>	<b>15</b>	<b>34</b>
KOS	JET2.COM LTD	S	8	0	0	0.0	25.0	12.5	0.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	31	62.5	37	8
KOS	TUI AIRWAYS LTD	C	16	0	0	12.5	56.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	6	9
<b>TOTAL KOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>16.7</b>	<b>4.2</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.5</b>	<b>20</b>	<b>17</b>
RHODES	JET2.COM LTD	S	18	0	0	22.2	27.8	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	3	18
RHODES	RYANAIR	S	8	0	0	0.0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	66.7	19	6
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	80.0	8	10
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	41.2	29.4	17.6	5.9	0.0	0.0	5.9	0.0	0.0	0.0	23	68.8	19	16
<b>TOTAL RHODES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>30.2</b>	<b>27.9</b>	<b>18.6</b>	<b>7.0</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>18</b>	<b>80.0</b>	<b>11</b>	<b>50</b>
SALONIKA	JET2.COM LTD	S	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
SALONIKA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL SALONIKA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
SKIATHOS	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	46	2
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>46</b>	<b>2</b>
THIRA (SANTORINI)	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
THIRA (SANTORINI)	TUI AIRWAYS 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 THIRA (SANTORINI)</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	JET2.COM LTD	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4
ZAKINTHOS	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	89.5	5	19
ZAKINTHOS	TUI AIRWAYS LTD	C	14	0	0	14.3	50.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	8	8
<b>TOTAL ZAKINTHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.3</b>	<b>5</b>	<b>31</b>
<b>TOTAL GREECE</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>35.5</b>	<b>33.1</b>	<b>8.1</b>	<b>8.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.0</b>	<b>12</b>	<b>181</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	16	0	0	25.0	43.8	18.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	83.3	14	18
BUDAPEST	RYANAIR	S	22	0	0	0.0	22.7	54.5	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	76.9	13	26
<b>TOTAL BUDAPEST</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>31.6</b>	<b>39.5</b>	<b>5.3</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>12</b>	<b>79.5</b>	<b>13</b>	<b>44</b>
<b>TOTAL HUNGARY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>31.6</b>	<b>39.5</b>	<b>5.3</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>12</b>	<b>79.5</b>	<b>13</b>	<b>44</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	93	0	1	4.3	51.1	27.7	5.3	3.2	7.4	0.0	0.0	0.0	0.0	1.1	9	70.9	20	110
<b>TOTAL DUBLIN</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>51.1</b>	<b>27.7</b>	<b>5.3</b>	<b>3.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>70.9</b>	<b>20</b>	<b>110</b>
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	2.3	15.9	54.5	20.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0	13	65.9	15	44
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>54.5</b>	<b>20.5</b>	<b>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>13</b>	<b>65.9</b>	<b>15</b>	<b>44</b>
SHANNON	RYANAIR	S	16	0	0	0.0	0.0	31.3	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL SHANNON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>35.7</b>	<b>35.7</b>	<b>13.6</b>	<b>5.2</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>69.5</b>	<b>18</b>	<b>154</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	28	0	0	0.0	28.6	39.3	10.7	10.7	7.1	0.0	3.6	0.0	0.0	0.0	24	34.6	24	26
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>39.3</b>	<b>10.7</b>	<b>10.7</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>24</b>	<b>34.6</b>	<b>24</b>	<b>26</b>
NAPLES	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	45.8	20	24
NAPLES	TUI AIRWAYS LTD	C	14	0	0	7.1	57.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	53	16
<b>TOTAL NAPLES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</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>0.0</b>	<b>3</b>	<b>57.5</b>	<b>33</b>	<b>40</b>
PISA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	25	14
<b>TOTAL PISA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>25</b>	<b>14</b>
ROME (CIAMPINO)	RYANAIR	S	14	0	0	0.0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.3	17	22
<b>TOTAL ROME (CIAMPINO)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>64.3</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>77.3</b>	<b>17</b>	<b>22</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TREVISIO	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	12	54.2	18	24	
<b>TOTAL TREVISIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>54.2</b>	<b>18</b>	<b>24</b>	
VERONA VILLAFRANCA	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 VERONA VILLAFRANCA</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 ITALY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>40.8</b>	<b>35.5</b>	<b>11.8</b>	<b>5.3</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.1</b>	<b>25</b>	<b>126</b>	
LATVIA																				
RIGA	RYANAIR	S	26	0	0	11.5	42.3	15.4	11.5	11.5	7.7	0.0	0.0	0.0	0.0	15	78.6	14	28	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>15.4</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.6</b>	<b>14</b>	<b>28</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>15.4</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.6</b>	<b>14</b>	<b>28</b>	
LUXEMBOURG																				
LUXEMBOURG	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	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</b>	<b>100.0</b>	<b>12</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</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
MALTA																				
MALTA	JET2.COM LTD	S	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	3	8	
MALTA	RYANAIR	S	26	0	0	7.7	34.6	50.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	89.3	10	28	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>52.8</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>4</b>	<b>88.9</b>	<b>9</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>52.8</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>4</b>	<b>88.9</b>	<b>9</b>	<b>36</b>	
MEXICO																				
CANCUN	TUI AIRWAYS 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	4	100.0	2	7	
<b>TOTAL CANCUN</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>4</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>TOTAL MEXICO</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>4</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
NETHERLANDS																				
AMSTERDAM	FLYBE LTD	S	62	0	0	1.6	17.7	56.5	12.9	4.8	4.8	0.0	1.6	0.0	0.0	17	83.9	8	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	26	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.5</b>	<b>55.6</b>	<b>14.3</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.9</b>	<b>8</b>	<b>60</b>	
<b>TOTAL NETHERLANDS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.5</b>	<b>55.6</b>	<b>14.3</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.9</b>	<b>8</b>	<b>60</b>	
POLAND																				
KRAKOW	RYANAIR	S	26	0	0	3.8	42.3	26.9	11.5	0.0	7.7	0.0	7.7	0.0	0.0	33	88.5	7	26	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>26.9</b>	<b>11.5</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
LODZ LUBLINEK	RYANAIR	S	18	0	0	0.0	22.2	22.2	5.6	16.7	16.7	16.7	0.0	0.0	0.0	46	60.0	18	18	
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>60.0</b>	<b>18</b>	<b>18</b>	
RZESZOW	RYANAIR	S	22	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	28	
<b>TOTAL RZESZOW</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>45.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>10</b>	<b>28</b>	
WARSAW (MODLIN MASOVIA)	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	6	57.7	15	26	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL WARSAW (MODLIN MASOVIA)</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>6</b>	<b>57.7</b>	<b>15</b>	<b>26</b>
WROCLAW	RYANAIR	S	34	0	0	2.9	23.5	38.2	11.8	8.8	14.7	0.0	0.0	0.0	0.0	0.0	23	87.0	6	46
<b>TOTAL WROCLAW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.5</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</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>23</b>	<b>87.0</b>	<b>6</b>	<b>46</b>
<b>TOTAL POLAND</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>34.7</b>	<b>35.6</b>	<b>10.2</b>	<b>5.1</b>	<b>8.5</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.0</b>	<b>10</b>	<b>144</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	70	0	0	20.0	52.9	24.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.3	2	70
FARO	RYANAIR	S	90	0	0	0.0	42.2	46.7	10.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	7	78.3	10	120
FARO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
FARO	TUI AIRWAYS LTD	C	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	7	0.0	0	0
<b>TOTAL FARO</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>47.3</b>	<b>36.5</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.8</b>	<b>8</b>	<b>191</b>
<b>TOTAL PORTUGAL</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>47.3</b>	<b>36.5</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.8</b>	<b>8</b>	<b>191</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	10
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	6	10
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</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>0.0</b>	<b>2</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</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>0.0</b>	<b>2</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	78	0	0	30.8	42.3	23.1	2.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	3	87.2	5	78
ALICANTE	RYANAIR	S	140	0	0	7.9	47.9	32.9	5.7	2.9	2.1	0.0	0.7	0.0	0.0	0.0	8	87.7	8	162
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	44.4	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	20	18
<b>TOTAL ALICANTE</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>45.8</b>	<b>30.1</b>	<b>5.1</b>	<b>2.1</b>	<b>1.7</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>85.3</b>	<b>8</b>	<b>258</b>
ALMERIA	JET2.COM LTD	S	8	0	0	12.5	12.5	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	10
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>10</b>
BARCELONA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	211	1
BARCELONA	RYANAIR	S	52	0	0	1.9	23.1	42.3	9.6	17.3	1.9	0.0	3.8	0.0	0.0	0.0	26	41.4	25	58
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>23.1</b>	<b>42.3</b>	<b>9.6</b>	<b>17.3</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>40.7</b>	<b>28</b>	<b>59</b>
GIRONA	JET2.COM LTD	S	16	0	0	31.3	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	4	17
GIRONA	RYANAIR	S	14	0	0	0.0	0.0	28.6	21.4	35.7	14.3	0.0	0.0	0.0	0.0	0.0	38	28.6	32	14
<b>TOTAL GIRONA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</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>18</b>	<b>61.3</b>	<b>17</b>	<b>31</b>
IBIZA	JET2.COM LTD	S	32	0	0	21.9	53.1	21.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	3	34
IBIZA	RYANAIR	S	16	0	0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	16
IBIZA	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	70.6	15	17
IBIZA	TUI AIRWAYS LTD	C	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	68.8	24	16
<b>TOTAL IBIZA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>54.7</b>	<b>26.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.7</b>	<b>10</b>	<b>83</b>
MADRID	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	202	2
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>202</b>	<b>2</b>

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Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
MAHON	JET2.COM LTD	S	24	0	0	8.3	62.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.2	3	26
MAHON	RYANAIR	S	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	10	62.5	16	16
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	17
MAHON	TUI AIRWAYS LTD	C	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	3	16
MAHON	TYROL AIR AMBULANCE	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 MAHON</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>63.8</b>	<b>21.3</b>	<b>6.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.7</b>	<b>6</b>	<b>75</b>
MALAGA	JET2.COM LTD	S	62	0	0	11.3	54.8	29.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	10	60
MALAGA	RYANAIR	S	114	0	0	6.1	49.1	28.9	7.9	7.0	0.9	0.0	0.0	0.0	0.0	0.0	7	84.4	8	122
MALAGA	TUI AIRWAYS LTD	C	17	0	0	5.9	35.3	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	16
<b>TOTAL MALAGA</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>49.7</b>	<b>28.0</b>	<b>8.8</b>	<b>5.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>9</b>	<b>198</b>
MURCIA INTERNATIONAL	RYANAIR	S	46	0	0	6.5	45.7	43.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.7</b>	<b>43.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</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	87.1	6	61
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.1</b>	<b>6</b>	<b>61</b>
PALMA DE MALLORCA	JET2.COM LTD	S	64	0	0	14.1	48.4	26.6	4.7	1.6	4.7	0.0	0.0	0.0	0.0	0.0	7	82.0	10	50
PALMA DE MALLORCA	RYANAIR	S	92	0	0	8.7	41.3	33.7	7.6	4.3	2.2	0.0	0.0	2.2	0.0	0.0	16	75.9	13	116
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	75.8	13	33
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	23	0	0	0.0	52.2	34.8	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	52	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>45.3</b>	<b>31.3</b>	<b>7.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>15</b>	<b>215</b>
REUS	JET2.COM LTD	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	1	50.0	27	16
REUS	RYANAIR	S	14	0	0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	16
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>56.3</b>	<b>37.5</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>0.0</b>	<b>2</b>	<b>62.5</b>	<b>18</b>	<b>32</b>
SEVILLE	RYANAIR	S	16	0	0	0.0	75.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	12	18
<b>TOTAL SEVILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
VALENCIA	RYANAIR	S	24	0	0	12.5	62.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	11	34
<b>TOTAL VALENCIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>82.4</b>	<b>11</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>927</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>47.2</b>	<b>30.2</b>	<b>6.3</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.3</b>	<b>12</b>	<b>1076</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	46	0	0	41.3	43.5	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	73.5	17	34
ARRECIFE	RYANAIR	S	38	0	0	10.5	36.8	36.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	79.4	8	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	46.7	28	15
ARRECIFE	TUI AIRWAYS LTD	C	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	1	75.0	25	8
<b>TOTAL ARRECIFE</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>40.9</b>	<b>26.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.4</b>	<b>16</b>	<b>91</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	16.7	66.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	68.4	22	19
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
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	0.0	55	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	40.0	10.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9	
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>43.2</b>	<b>29.5</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>0.0</b>	<b>4</b>	<b>69.2</b>	<b>18</b>	<b>52</b>	
LAS PALMAS	JET2.COM LTD	S	29	0	0	17.2	34.5	27.6	13.8	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	7	26	
LAS PALMAS	RYANAIR	S	20	0	0	20.0	45.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	3	16	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	8	
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	85.7	9	7	
<b>TOTAL LAS PALMAS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>38.8</b>	<b>30.6</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.0</b>	<b>8</b>	<b>57</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	55	0	0	30.9	32.7	27.3	7.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	85.1	8	47	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	62	0	0	9.7	41.9	35.5	9.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	66.1	15	62	
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	61.1	28	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	34.6	53.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	15	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>37.1</b>	<b>35.7</b>	<b>7.7</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>0.0</b>	<b>5</b>	<b>71.9</b>	<b>14</b>	<b>153</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>39.2</b>	<b>31.6</b>	<b>7.6</b>	<b>1.8</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>73.7</b>	<b>14</b>	<b>353</b>	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	7	0	0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	26	0	0	15.4	30.8	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18	
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	20	18	
ANTALYA	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	4	7	
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>30.8</b>	<b>50.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>79.1</b>	<b>12</b>	<b>43</b>	
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	JET2.COM LTD	S	30	0	0	16.7	46.7	33.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	13	18	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	18	
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	25	9	
<b>TOTAL DALAMAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>42.1</b>	<b>28.9</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>64.4</b>	<b>33</b>	<b>45</b>	
<b>TOTAL TURKEY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>37.8</b>	<b>35.1</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.6</b>	<b>23</b>	<b>88</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	188	0	2	1.1	64.2	24.2	1.6	5.8	2.1	0.0	0.0	0.0	0.0	1.1	6	86.3	7	202	

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>64.2</b>	<b>24.2</b>	<b>1.6</b>	<b>5.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>86.3</b>	<b>7</b>	<b>202</b>
BELFAST INTERNATIONAL	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>2</b>
BIRMINGHAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
BIRMINGHAM	KLM	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 BIRMINGHAM</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>12</b>	<b>1</b>
EDINBURGH	FLYBE LTD	S	96	0	0	8.3	47.9	29.2	5.2	3.1	2.1	0.0	4.2	0.0	0.0	0.0	15	82.1	11	161
EDINBURGH	LOGANAIR LTD	S	36	0	0	11.1	41.7	19.4	22.2	2.8	2.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>46.2</b>	<b>26.5</b>	<b>9.8</b>	<b>3.0</b>	<b>2.3</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.1</b>	<b>11</b>	<b>161</b>
GLASGOW	FLYBE LTD	S	82	0	0	0.0	56.1	34.1	2.4	2.4	2.4	2.4	0.0	0.0	0.0	0.0	9	78.8	13	134
GLASGOW	LOGANAIR LTD	S	15	0	0	0.0	26.7	53.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>51.5</b>	<b>37.1</b>	<b>5.2</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.8</b>	<b>13</b>	<b>134</b>
GUERNSEY	AURIGNY AIR SERVICES	S	34	0	0	0.0	55.9	23.5	5.9	8.8	5.9	0.0	0.0	0.0	0.0	0.0	12	84.1	10	44
<b>TOTAL GUERNSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.9</b>	<b>23.5</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>12</b>	<b>84.1</b>	<b>10</b>	<b>44</b>
INVERNESS	LOGANAIR LTD	S	51	0	0	17.6	60.8	7.8	9.8	2.0	0.0	2.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>60.8</b>	<b>7.8</b>	<b>9.8</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	42	0	0	9.5	54.8	26.2	2.4	4.8	0.0	0.0	2.4	0.0	0.0	0.0	9	87.9	6	58
<b>TOTAL JERSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>54.8</b>	<b>26.2</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.9</b>	<b>6</b>	<b>58</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>545</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>56.1</b>	<b>25.6</b>	<b>5.3</b>	<b>4.2</b>	<b>2.0</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>83.4</b>	<b>10</b>	<b>602</b>
SANFORD	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	4	100.0	4	9
<b>TOTAL SANFORD</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>4</b>	<b>100.0</b>	<b>4</b>	<b>9</b>
<b>TOTAL USA</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>4</b>	<b>100.0</b>	<b>4</b>	<b>9</b>
<b>TOTAL EAST MIDLANDS</b>			<b>3024</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>43.5</b>	<b>32.2</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>78.3</b>	<b>12</b>	<b>3435</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	7.7	15.4	50.0	7.7	3.8	0.0	15.4	0.0	0.0	0.0	0.0	27	69.2	14	26	
VIENNA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18	
VIENNA	LAUDA MOTION GMBH	S	6	0	0	0.0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>46.9</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.3</b>	<b>11</b>	<b>44</b>	
<b>TOTAL AUSTRIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>46.9</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.3</b>	<b>11</b>	<b>44</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	116	0	0	0.0	34.5	39.7	17.2	6.9	1.7	0.0	0.0	0.0	0.0	0.0	11	81.0	8	116	
BRUSSELS	JETAIRFLY	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 BRUSSELS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.7</b>	<b>39.8</b>	<b>16.9</b>	<b>6.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>8</b>	<b>116</b>	
CHARLEROI	RYANAIR	S	44	0	1	0.0	24.4	24.4	26.7	8.9	13.3	0.0	0.0	0.0	0.0	2.2	27	93.2	7	44	
<b>TOTAL CHARLEROI</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>24.4</b>	<b>24.4</b>	<b>26.7</b>	<b>8.9</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>93.2</b>	<b>7</b>	<b>44</b>	
<b>TOTAL BELGIUM</b>			<b>162</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.9</b>	<b>35.6</b>	<b>19.6</b>	<b>7.4</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>84.4</b>	<b>8</b>	<b>160</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	0.0	50.0	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.2	3	34	
<b>TOTAL BEIJING</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.2</b>	<b>3</b>	<b>34</b>	
<b>TOTAL CHINA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.2</b>	<b>3</b>	<b>34</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	16	0	0	0.0	31.3	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	6	16	
DUBROVNIK	JET2.COM LTD	S	12	0	0	8.3	41.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	4	12	
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>46.4</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>5</b>	<b>85.7</b>	<b>5</b>	<b>28</b>	
PULA	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	16	6	
PULA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
<b>TOTAL PULA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>19</b>	<b>7</b>	
SPLIT	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	2	83.3	6	6	
<b>TOTAL SPLIT</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>0.0</b>	<b>2</b>	<b>83.3</b>	<b>6</b>	<b>6</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>44.1</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>8</b>	<b>41</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	4	10	
LARNACA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	8	8	
<b>TOTAL LARNACA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>63.2</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
PAPHOS	EASYJET UK LTD	S	18	0	0	16.7	27.8	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	18	
PAPHOS	JET2.COM LTD	S	16	0	0	6.3	50.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	11	17	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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		
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9	
<b>TOTAL PAPHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>35.7</b>	<b>38.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.1</b>	<b>8</b>	<b>44</b>	
<b>TOTAL CYPRUS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>32.8</b>	<b>45.9</b>	<b>8.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.9</b>	<b>8</b>	<b>62</b>	
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	50	0	0	4.0	46.0	40.0	6.0	4.0	0.0	0.0	0.0	0.0	6	84.0	8	50		
PRAGUE	RYANAIR	S	30	0	0	0.0	33.3	43.3	10.0	10.0	3.3	0.0	0.0	0.0	12	56.3	15	32		
<b>TOTAL PRAGUE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>41.3</b>	<b>41.3</b>	<b>7.5</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.2</b>	<b>10</b>	<b>82</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>41.3</b>	<b>41.3</b>	<b>7.5</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.2</b>	<b>10</b>	<b>82</b>		
<b>DENMARK</b>																				
BILLUND	RYANAIR	S	14	0	0	0.0	57.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL BILLUND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
COPENHAGEN	EASYJET UK LTD	S	34	0	0	0.0	20.6	26.5	14.7	17.6	20.6	0.0	0.0	0.0	30	44.1	47	34		
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	0.0	37.0	45.7	8.7	4.3	4.3	0.0	0.0	0.0	11	36.0	21	50		
COPENHAGEN	RYANAIR	S	36	0	0	0.0	16.7	36.1	8.3	25.0	13.9	0.0	0.0	0.0	28	31.8	30	44		
COPENHAGEN	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	16		
<b>TOTAL COPENHAGEN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.9</b>	<b>37.1</b>	<b>10.3</b>	<b>14.7</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>41.0</b>	<b>30</b>	<b>144</b>		
<b>TOTAL DENMARK</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>35.4</b>	<b>10.8</b>	<b>13.8</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>41.0</b>	<b>30</b>	<b>144</b>		
<b>ESTONIA</b>																				
TALLIN	RYANAIR	S	16	0	0	6.3	68.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	4	100.0	2	2		
<b>TOTAL TALLIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>68.8</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>2</b>		
<b>TOTAL ESTONIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>68.8</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>2</b>		
<b>FAROE ISLANDS</b>																				
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	16.7	44.4	11.1	16.7	0.0	0.0	0.0	11.1	0.0	56	72.2	8	18		
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>56</b>	<b>72.2</b>	<b>8</b>	<b>18</b>		
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>56</b>	<b>72.2</b>	<b>8</b>	<b>18</b>		
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	46	0	0	0.0	28.3	54.3	13.0	4.3	0.0	0.0	0.0	0.0	7	50.0	16	54		
<b>TOTAL HELSINKI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>54.3</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>16</b>	<b>54</b>		
<b>TOTAL FINLAND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>54.3</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>16</b>	<b>54</b>		
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	14	0	0	0.0	14.3	28.6	35.7	7.1	14.3	0.0	0.0	0.0	26	71.4	24	14		
<b>TOTAL BEZIERS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>35.7</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.4</b>	<b>24</b>	<b>14</b>		
BORDEAUX	RYANAIR	S	26	0	0	15.4	34.6	42.3	3.8	3.8	0.0	0.0	0.0	0.0	5	66.7	17	24		
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>42.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>17</b>	<b>24</b>		
CARCASSONNE	RYANAIR	S	16	0	0	6.3	43.8	12.5	12.5	25.0	0.0	0.0	0.0	0.0	13	87.5	4	16		
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>4</b>	<b>16</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LYON	EASYJET EUROPE	S	16	0	0	6.3	43.8	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
LYON	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	31.3	27	16
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>31.3</b>	<b>27</b>	<b>16</b>
MARSEILLE	RYANAIR	S	18	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	20	18
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.6</b>	<b>20</b>	<b>18</b>
MONTPELLIER	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
MONTPELLIER	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 MONTPELLIER</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>100.0</b>	<b>4</b>	<b>2</b>	
NANTES	RYANAIR	S	28	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	23	18
<b>TOTAL NANTES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.4</b>	<b>23</b>	<b>18</b>
NICE	EASYJET UK LTD	S	38	0	0	2.6	47.4	13.2	13.2	13.2	2.6	2.6	5.3	0.0	0.0	0.0	26	75.0	15	40
<b>TOTAL NICE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>47.4</b>	<b>13.2</b>	<b>13.2</b>	<b>13.2</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>15</b>	<b>40</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	122	0	0	4.9	41.0	42.6	8.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	84.9	7	171
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	104	0	1	0.0	21.9	38.1	15.2	15.2	6.7	1.9	0.0	0.0	1.0	21	62.5	22	104	
PARIS (CHARLES DE GAULLE)	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>226</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>32.2</b>	<b>40.5</b>	<b>11.5</b>	<b>7.9</b>	<b>4.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>76.5</b>	<b>13</b>	<b>276</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	S	22	0	0	0.0	18.2	54.5	13.6	4.5	0.0	0.0	9.1	0.0	0.0	0.0	29	68.2	11	22
<b>TOTAL PARIS (ORLY)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>54.5</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.2</b>	<b>11</b>	<b>22</b>
TOULON / HYERES	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL TOULON / HYERES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	19	0	0	0.0	31.6	21.1	26.3	10.5	5.3	0.0	5.3	0.0	0.0	0.0	30	83.3	6	18
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>21.1</b>	<b>26.3</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
<b>TOTAL FRANCE</b>			<b>423</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>32.9</b>	<b>37.2</b>	<b>12.9</b>	<b>8.5</b>	<b>3.1</b>	<b>0.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>72.5</b>	<b>14</b>	<b>465</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	48	0	0	0.0	16.7	45.8	27.1	6.3	4.2	0.0	0.0	0.0	0.0	0.0	14	62.5	12	8
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>45.8</b>	<b>27.1</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>12</b>	<b>8</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	60	0	0	5.0	28.3	40.0	10.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	13	44.6	26	56
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>28.3</b>	<b>40.0</b>	<b>10.0</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>13</b>	<b>44.6</b>	<b>26</b>	<b>56</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	46	0	0	2.2	34.8	43.5	10.9	6.5	2.2	0.0	0.0	0.0	0.0	0.0	10	50.0	30	50
<b>TOTAL COLOGNE BONN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>34.8</b>	<b>43.5</b>	<b>10.9</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>30</b>	<b>50</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	22	0	0	0.0	31.8	40.9	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	15	50.0	22	24
<b>TOTAL DUSSELDORF</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>40.9</b>	<b>9.1</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>22</b>	<b>24</b>
FRANKFURT MAIN	LUFTHANSA	S	122	0	0	0.0	25.4	36.1	24.6	10.7	1.6	1.6	0.0	0.0	0.0	0.0	16	73.8	11	122
<b>TOTAL FRANKFURT MAIN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.4</b>	<b>36.1</b>	<b>24.6</b>	<b>10.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.8</b>	<b>11</b>	<b>122</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HAHN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	21	22
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.2</b>	<b>21</b>	<b>22</b>
HAMBURG	EASYJET UK LTD	S	32	0	0	0.0	28.1	34.4	12.5	15.6	9.4	0.0	0.0	0.0	0.0	0.0	19	29.4	36	34
HAMBURG	RYANAIR	S	38	0	0	2.6	39.5	52.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	67.6	13	34
<b>TOTAL HAMBURG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>34.3</b>	<b>44.3</b>	<b>7.1</b>	<b>8.6</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>48.5</b>	<b>24</b>	<b>68</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	31.3	43	16
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>31.3</b>	<b>43</b>	<b>16</b>
MEMMINGEN ALLGAU	RYANAIR	S	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	8	2
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
MUNICH	EASYJET UK LTD	S	62	0	0	1.6	17.7	40.3	17.7	16.1	4.8	1.6	0.0	0.0	0.0	0.0	20	36.5	36	62
MUNICH	EUROWINGS LUFTVERKEHRS	S	38	0	0	5.3	26.3	50.0	13.2	0.0	5.3	0.0	0.0	0.0	0.0	0.0	12	74.0	9	50
MUNICH	LUFTHANSA	S	28	0	0	0.0	17.9	64.3	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MUNICH</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.3</b>	<b>48.4</b>	<b>14.8</b>	<b>9.4</b>	<b>3.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.1</b>	<b>24</b>	<b>112</b>
NIEDERRHEIN	RYANAIR	S	28	0	0	3.6	17.9	32.1	32.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	18
<b>TOTAL NIEDERRHEIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>32.1</b>	<b>32.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
STUTTGART	EASYJET UK LTD	S	14	0	0	7.1	35.7	21.4	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	94.4	4	18
<b>TOTAL STUTTGART</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</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>16</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL GERMANY</b>			<b>572</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>27.6</b>	<b>41.4</b>	<b>16.1</b>	<b>9.8</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>59.3</b>	<b>20</b>	<b>516</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	18	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	6	18
ATHENS	EASYJET UK LTD	S	18	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.0	25	18
<b>TOTAL ATHENS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.4</b>	<b>15</b>	<b>36</b>
CORFU	JET2.COM LTD	S	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	64	0.0	0	0
CORFU	RYANAIR	S	16	0	0	0.0	18.8	56.3	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	17	87.5	6	8
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	71.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	100.0	6	7
<b>TOTAL CORFU</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>63.0</b>	<b>11.1</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>93.3</b>	<b>6</b>	<b>15</b>
HERAKLION	EASYJET UK LTD	S	16	0	0	6.3	25.0	37.5	6.3	12.5	6.3	6.3	0.0	0.0	0.0	0.0	25	75.0	9	16
HERAKLION	JET2.COM LTD	S	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	14
<b>TOTAL HERAKLION</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>31.0</b>	<b>34.5</b>	<b>3.4</b>	<b>6.9</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.0</b>	<b>7</b>	<b>30</b>
KOS	JET2.COM LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	6
<b>TOTAL KOS</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>1</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
RHODES	JET2.COM LTD	S	12	0	0	8.3	41.7	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	23	6
RHODES	TUI AIRWAYS LTD	C	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	3	7
<b>TOTAL RHODES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>52.6</b>	<b>36.8</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.9</b>	<b>13</b>	<b>13</b>
ZAKINTHOS	JET2.COM LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL ZAKINTHOS</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>2</b>	<b>100.0</b>	<b>0</b>	<b>3</b>		
<b>TOTAL GREECE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>33.1</b>	<b>41.3</b>	<b>6.6</b>	<b>5.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.0</b>	<b>10</b>	<b>103</b>		
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	16.7	33.3	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	56.7	16	30		
BUDAPEST	RYANAIR	S	30	0	0	0.0	16.7	53.3	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	38.5	23	26		
<b>TOTAL BUDAPEST</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.9</b>	<b>47.9</b>	<b>12.5</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>48.2</b>	<b>20</b>	<b>56</b>		
<b>TOTAL HUNGARY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.9</b>	<b>47.9</b>	<b>12.5</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>48.2</b>	<b>20</b>	<b>56</b>		
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	22	0	0	9.1	40.9	40.9	0.0	9.1	0.0	0.0	0.0	0.0	0.0	7	25.0	43	20		
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	100.0	0	1		
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	100.0	1	28		
<b>TOTAL KEFLAVIK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>40.9</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>7</b>	<b>69.4</b>	<b>18</b>	<b>49</b>		
<b>TOTAL ICELAND</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>40.9</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>7</b>	<b>69.4</b>	<b>18</b>	<b>49</b>		
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	84	0	2	10.5	57.0	25.6	3.5	1.2	0.0	0.0	0.0	0.0	2.3	3	84.6	18	77		
<b>TOTAL CORK</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>57.0</b>	<b>25.6</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>2.3</b>	<b>3</b>	<b>84.6</b>	<b>18</b>	<b>77</b>		
DUBLIN	AER LINGUS	S	350	0	0	4.0	38.3	33.1	15.4	4.6	4.6	0.0	0.0	0.0	0.0	12	70.5	13	352		
DUBLIN	HAINAN AIRLINES	S	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
DUBLIN	RYANAIR	S	204	0	0	6.9	42.6	25.0	14.2	9.8	1.5	0.0	0.0	0.0	0.0	10	72.3	14	206		
<b>TOTAL DUBLIN</b>			<b>557</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>30.2</b>	<b>14.9</b>	<b>6.5</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>71.1</b>	<b>13</b>	<b>558</b>		
IRELAND WEST(KNOCK)	FLYBE LTD	S	32	0	0	12.5	50.0	18.8	9.4	3.1	6.3	0.0	0.0	0.0	0.0	9	77.3	14	44		
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>18.8</b>	<b>9.4</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>9</b>	<b>77.3</b>	<b>14</b>	<b>44</b>		
SHANNON	AER LINGUS	S	47	0	3	8.0	58.0	22.0	6.0	0.0	0.0	0.0	0.0	0.0	6.0	3	84.0	31	50		
<b>TOTAL SHANNON</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>8.0</b>	<b>58.0</b>	<b>22.0</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>6.0</b>	<b>3</b>	<b>84.0</b>	<b>31</b>	<b>50</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>720</b>	<b>0</b>	<b>5</b>	<b>6.2</b>	<b>43.7</b>	<b>28.6</b>	<b>12.7</b>	<b>5.2</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>73.8</b>	<b>15</b>	<b>729</b>		
<b>ISRAEL</b>																					
TEL AVIV	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	27	1		
<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</b>	<b>0.0</b>	<b>27</b>	<b>1</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</b>	<b>0.0</b>	<b>27</b>	<b>1</b>		
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	42	0	0	0.0	19.0	40.5	28.6	2.4	4.8	2.4	2.4	0.0	0.0	23	69.6	11	46		
<b>TOTAL BERGAMO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>40.5</b>	<b>28.6</b>	<b>2.4</b>	<b>4.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.6</b>	<b>11</b>	<b>46</b>		
BOLOGNA	RYANAIR	S	16	0	0	6.3	37.5	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	29	18		
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>29</b>	<b>18</b>		
FLORENCE	BA CITYFLYER LTD	S	14	0	0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	3	75.0	13	8		
<b>TOTAL FLORENCE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>13</b>	<b>8</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MILAN (MALPENSA)	EASYJET EUROPE	S	92	0	2	1.1	27.7	38.3	21.3	5.3	4.3	0.0	0.0	0.0	0.0	2.1	13	0.0	0	0	
MILAN (MALPENSA)	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	67.7	16	96	
<b>TOTAL MILAN (MALPENSA)</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>27.1</b>	<b>39.6</b>	<b>20.8</b>	<b>5.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>67.7</b>	<b>16</b>	<b>96</b>	
NAPLES	EASYJET EUROPE	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
NAPLES	EASYJET UK LTD	S	24	0	0	12.5	41.7	29.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	26	24	
NAPLES	JET2.COM LTD	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	8	12	
<b>TOTAL NAPLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>36.1</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>20</b>	<b>36</b>	
PISA	RYANAIR	S	24	0	0	4.2	37.5	33.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	24	
<b>TOTAL PISA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>33.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>6</b>	<b>24</b>	
ROME (CIAMPINO)	RYANAIR	S	42	0	0	2.4	28.6	31.0	19.0	11.9	4.8	0.0	2.4	0.0	0.0	0.0	21	77.3	13	44	
<b>TOTAL ROME (CIAMPINO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>28.6</b>	<b>31.0</b>	<b>19.0</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.3</b>	<b>13</b>	<b>44</b>	
TREVISO	RYANAIR	S	24	0	0	4.2	45.8	45.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.1	20	28	
<b>TOTAL TREVISO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</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>4</b>	<b>57.1</b>	<b>20</b>	<b>28</b>	
VENICE	EASYJET EUROPE	S	44	0	0	2.3	27.3	25.0	25.0	11.4	4.5	4.5	0.0	0.0	0.0	0.0	22	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	61.4	19	44	
VENICE	JET2.COM LTD	S	16	0	0	6.3	25.0	37.5	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	92.9	3	14	
<b>TOTAL VENICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>26.7</b>	<b>28.3</b>	<b>20.0</b>	<b>11.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.0</b>	<b>15</b>	<b>58</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>356</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>30.2</b>	<b>36.0</b>	<b>17.3</b>	<b>7.0</b>	<b>3.4</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>69.8</b>	<b>16</b>	<b>358</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	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	5	0.0	0	0	
<b>TOTAL RIGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LATVIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	18	0	0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	16	
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	26	0	0	0.0	34.6	42.3	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>42.3</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>12</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>34.6</b>	<b>42.3</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	38	0	0	0.0	28.9	52.6	10.5	5.3	2.6	0.0	0.0	0.0	0.0	0.0	9	82.4	7	34	
<b>TOTAL MALTA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.9</b>	<b>52.6</b>	<b>10.5</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
<b>TOTAL MALTA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.9</b>	<b>52.6</b>	<b>10.5</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	70	0	0	2.9	25.7	20.0	15.7	22.9	8.6	4.3	0.0	0.0	0.0	0.0	29	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	66	0	0	0.0	18.2	30.3	24.2	21.2	6.1	0.0	0.0	0.0	0.0	0.0	22	47.1	31	138	
AMSTERDAM	KLM	S	248	0	0	0.4	19.4	52.0	15.3	7.7	4.8	0.0	0.4	0.0	0.0	0.0	15	82.8	9	302	
<b>TOTAL AMSTERDAM</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>20.3</b>	<b>42.4</b>	<b>16.9</b>	<b>12.8</b>	<b>5.7</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.6</b>	<b>16</b>	<b>440</b>	
EINDHOVEN	RYANAIR	S	22	0	0	0.0	36.4	36.4	13.6	4.5	4.5	0.0	4.5	0.0	0.0	0.0	18	80.8	11	26	
<b>TOTAL EINDHOVEN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>36.4</b>	<b>13.6</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>80.8</b>	<b>11</b>	<b>26</b>	
<b>TOTAL NETHERLANDS</b>			<b>406</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>21.2</b>	<b>42.1</b>	<b>16.7</b>	<b>12.3</b>	<b>5.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.1</b>	<b>15</b>	<b>466</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	28	0	0	0.0	35.7	46.4	10.7	0.0	0.0	0.0	7.1	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>46.4</b>	<b>10.7</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.8	13	62	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	0	0.0	43.5	43.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
OSLO (GARDERMOEN)	SAS	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	92.9	4	14	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>47.4</b>	<b>38.5</b>	<b>2.6</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.9</b>	<b>12</b>	<b>76</b>	
STAVANGER	LOGANAIR LTD	S	34	0	0	5.9	35.3	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>35.3</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.1</b>	<b>39.3</b>	<b>7.9</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.9</b>	<b>12</b>	<b>76</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	30	0	0	0.0	30.0	50.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	10	26	
<b>TOTAL GDANSK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</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>0.0</b>	<b>9</b>	<b>69.2</b>	<b>10</b>	<b>26</b>	
KATOWICE	RYANAIR	S	18	0	0	0.0	11.1	44.4	16.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	19	31.3	25	16	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>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>19</b>	<b>31.3</b>	<b>25</b>	<b>16</b>	
KRAKOW	EASYJET UK LTD	S	34	0	0	5.9	38.2	44.1	8.8	0.0	0.0	0.0	2.9	0.0	0.0	0.0	11	77.8	28	36	
KRAKOW	JET2.COM 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	27	0.0	26	2	
KRAKOW	RYANAIR	S	40	0	0	0.0	27.5	62.5	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	10	60.5	20	38	
<b>TOTAL KRAKOW</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>31.6</b>	<b>52.6</b>	<b>6.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>67.1</b>	<b>24</b>	<b>76</b>	
POZNAN	RYANAIR	S	16	0	0	12.5	25.0	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	61.1	11	18	
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>11</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	18.8	40	16	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>18.8</b>	<b>40</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	30	0	0	3.3	40.0	36.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>40.0</b>	<b>36.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>4</b>	<b>26</b>	
WROCLAW	RYANAIR	S	18	0	0	0.0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	14	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>TOTAL WROCLAW</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>14</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>29.8</b>	<b>46.3</b>	<b>13.3</b>	<b>5.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.8</b>	<b>19</b>	<b>196</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	JET2.COM LTD	S	44	0	0	18.2	45.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	97.2	3	36
<b>FARO</b>	RYANAIR	S	32	0	0	6.3	53.1	31.3	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.5	6	40
<b>TOTAL FARO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>48.7</b>	<b>34.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>89.5</b>	<b>5</b>	<b>76</b>
<b>LISBON</b>	EASYJET UK LTD	S	28	0	0	7.1	28.6	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	10	26
<b>LISBON</b>	RYANAIR	S	18	0	0	5.6	50.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	25	2
<b>TOTAL LISBON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>37.0</b>	<b>43.5</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>12</b>	<b>28</b>
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	20	0	0	10.0	60.0	15.0	5.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	21	55.6	22	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>22</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>46.5</b>	<b>34.5</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.1</b>	<b>9</b>	<b>122</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	20	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>20</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>20</b>	<b>10</b>
<b>QATAR</b>																				
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	84	0	0	3.6	29.8	39.3	11.9	7.1	6.0	2.4	0.0	0.0	0.0	0.0	16	75.8	17	62
<b>TOTAL DOHA HAMAD</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>29.8</b>	<b>39.3</b>	<b>11.9</b>	<b>7.1</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>17</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>29.8</b>	<b>39.3</b>	<b>11.9</b>	<b>7.1</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>17</b>	<b>62</b>
<b>ROMANIA</b>																				
<b>BUCHAREST (OTOPENI)</b>	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	13	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</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>0.0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>																				
<b>MOSCOW (VNUKOVO)</b>	UTAIR AVIATION	C	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	RYANAIR	S	18	0	0	5.6	33.3	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	16
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>11</b>	<b>16</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>11</b>	<b>16</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	EASYJET UK LTD	S	18	0	0	16.7	50.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	13	18
<b>ALICANTE</b>	JET2.COM LTD	S	44	0	0	15.9	36.4	34.1	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	4	42
<b>ALICANTE</b>	RYANAIR	S	50	0	0	2.0	50.0	28.0	14.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.0	9	58

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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 ALICANTE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>44.6</b>	<b>29.5</b>	<b>11.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.7</b>	<b>8</b>	<b>118</b>
ALMERIA	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	0.0	2	66.7	11	12
<b>TOTAL ALMERIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>11</b>	<b>12</b>
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	17
BARCELONA	RYANAIR	S	62	0	0	3.2	45.2	38.7	11.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	60
BARCELONA	VUELING AIRLINES	S	31	0	2	12.1	15.2	30.3	15.2	18.2	3.0	0.0	0.0	0.0	0.0	6.1	17	48.6	23	34
<b>TOTAL BARCELONA</b>			<b>93</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>34.7</b>	<b>35.8</b>	<b>12.6</b>	<b>7.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>70.5</b>	<b>15</b>	<b>111</b>
BILBAO	EASYJET UK LTD	S	14	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	37.5	43	16
<b>TOTAL BILBAO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>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>37.5</b>	<b>43</b>	<b>16</b>
GIRONA	JET2.COM LTD	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	14
GIRONA	RYANAIR	S	14	0	0	7.1	14.3	21.4	28.6	7.1	21.4	0.0	0.0	0.0	0.0	0.0	27	71.4	9	14
<b>TOTAL GIRONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>5.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.6</b>	<b>9</b>	<b>28</b>
IBIZA	JET2.COM LTD	S	12	0	0	25.0	33.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	4	12
IBIZA	RYANAIR	S	14	0	0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	92.9	3	14
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
MADRID	EASYJET UK LTD	S	76	0	0	9.2	39.5	36.8	9.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	9	76
MADRID	IBERIA EXPRESS	S	20	0	0	10.0	25.0	50.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.7	9	30
<b>TOTAL MADRID</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>36.5</b>	<b>39.6</b>	<b>10.4</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>9</b>	<b>106</b>
MAHON	JET2.COM LTD	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	6
<b>TOTAL MAHON</b>			<b>6</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>0</b>	<b>66.7</b>	<b>16</b>	<b>6</b>
MALAGA	BA CITYFLYER LTD	C	7	0	0	28.6	28.6	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	12	7
MALAGA	JET2.COM LTD	S	40	0	0	10.0	30.0	47.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	44
MALAGA	RYANAIR	S	58	0	0	6.9	43.1	36.2	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6	72.5	14	69
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>37.1</b>	<b>39.0</b>	<b>7.6</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.5</b>	<b>14</b>	<b>120</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>3</b>	<b>14</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	33.3	18	6
PALMA DE MALLORCA	EASYJET EUROPE	S	16	0	0	37.5	31.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
PALMA DE MALLORCA	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	6	16
PALMA DE MALLORCA	JET2.COM LTD	S	46	0	0	19.6	32.6	45.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	8	32
PALMA DE MALLORCA	RYANAIR	S	64	0	0	6.3	37.5	35.9	12.5	7.8	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	54
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	24	0	0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	73.9	13	23
<b>TOTAL PALMA DE MALLORCA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>34.7</b>	<b>38.0</b>	<b>10.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.9</b>	<b>8</b>	<b>131</b>
REUS	JET2.COM LTD	S	12	0	0	33.3	41.7	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 REUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>6</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SANTANDER	RYANAIR	S	18	0	0	5.6	16.7	16.7	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	21	88.9	12	18
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>12</b>	<b>18</b>
SEVILLE	EASYJET UK LTD	S	18	0	0	5.6	33.3	22.2	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	21	20
SEVILLE	RYANAIR	S	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	2
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>33.3</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>9</b>	<b>63.6</b>	<b>19</b>	<b>22</b>
VALENCIA	RYANAIR	S	26	0	0	3.8	46.2	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	17	26
VALENCIA	SMARTWINGS	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 VALENCIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>44.4</b>	<b>48.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.1</b>	<b>17</b>	<b>26</b>
VIGO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	16
<b>TOTAL VIGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>721</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>36.0</b>	<b>35.8</b>	<b>12.0</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>77.9</b>	<b>11</b>	<b>776</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	33	0	0	24.2	48.5	18.2	6.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.3	10	23
ARRECIFE	RYANAIR	S	18	0	0	0.0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	24	18
ARRECIFE	TUI AIRWAYS LTD	C	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	5	8
<b>TOTAL ARRECIFE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>39.3</b>	<b>27.9</b>	<b>13.1</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.5</b>	<b>14</b>	<b>49</b>
FUERTEVENTURA	JET2.COM LTD	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	94.4	3	18
FUERTEVENTURA	RYANAIR	S	16	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	75.0	17	16
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>47.1</b>	<b>32.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>10</b>	<b>34</b>
LAS PALMAS	JET2.COM LTD	S	17	0	0	23.5	41.2	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	6	18
LAS PALMAS	RYANAIR	S	16	0	0	12.5	6.3	31.3	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	8	18
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	22	9
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>24.2</b>	<b>30.3</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.2</b>	<b>10</b>	<b>45</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	27	0	0	3.7	22.2	48.1	3.7	7.4	14.8	0.0	0.0	0.0	0.0	0.0	19	67.9	22	28
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	38	0	0	34.2	39.5	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	6	35
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	16
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	0.0	29.4	47.1	17.6	0.0	2.9	2.9	0.0	0.0	0.0	0.0	13	78.9	16	38
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	50.0	22.2	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	77.8	9	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>34.2</b>	<b>35.0</b>	<b>10.3</b>	<b>1.7</b>	<b>5.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.3</b>	<b>13</b>	<b>135</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.9</b>	<b>32.2</b>	<b>10.6</b>	<b>3.3</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.3</b>	<b>12</b>	<b>263</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	RYANAIR	S	24	0	0	8.3	20.8	33.3	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	5.6	50	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GOTEORG (LANDVETTER)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>20.8</b>	<b>33.3</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>5.6</b>	<b>50</b>	<b>18</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	8
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	24	0	0	4.2	12.5	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	19	18
STOCKHOLM (ARLANDA)	SAS	S	60	0	0	1.7	33.3	28.3	18.3	11.7	5.0	1.7	0.0	0.0	0.0	0.0	17	54.7	15	64
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>27.4</b>	<b>36.9</b>	<b>20.2</b>	<b>8.3</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>15</b>	<b>56.7</b>	<b>17</b>	<b>90</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	32	4
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</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>4</b>	<b>50.0</b>	<b>32</b>	<b>4</b>
<b>TOTAL SWEDEN SWITZERLAND</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>27.9</b>	<b>38.5</b>	<b>16.4</b>	<b>8.2</b>	<b>4.9</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>48.2</b>	<b>23</b>	<b>112</b>
BALE MULHOUSE	EASYJET SWITZERLAND	S	72	0	0	6.9	25.0	41.7	15.3	8.3	1.4	1.4	0.0	0.0	0.0	0.0	13	77.9	10	66
BALE MULHOUSE	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	16.7	22	6
<b>TOTAL BALE MULHOUSE GENEVA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>25.0</b>	<b>41.7</b>	<b>15.3</b>	<b>8.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.0</b>	<b>11</b>	<b>72</b>
GENEVA	EASYJET UK LTD	S	86	0	0	3.5	33.7	37.2	7.0	10.5	8.1	0.0	0.0	0.0	0.0	0.0	13	63.1	25	84
<b>TOTAL GENEVA ZURICH</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>33.7</b>	<b>37.2</b>	<b>7.0</b>	<b>10.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.1</b>	<b>25</b>	<b>84</b>
ZURICH	EDELWEISS AIR	S	26	0	0	0.0	53.8	34.6	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	10	18
<b>TOTAL ZURICH TOTAL SWITZERLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>34.6</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>10</b>	<b>18</b>
			<b>184</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>33.2</b>	<b>38.6</b>	<b>10.9</b>	<b>8.2</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.6</b>	<b>18</b>	<b>174</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	26	0	0	11.5	46.2	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	31	15
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	22	8
<b>TOTAL ANTALYA BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>34.6</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>60.9</b>	<b>28</b>	<b>23</b>
BODRUM (MILAS)	EASYJET UK LTD	S	17	0	0	5.9	29.4	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	38.9	29	18
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL BODRUM (MILAS) DALAMAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>32.0</b>	<b>44.0</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>8</b>	<b>38.9</b>	<b>29</b>	<b>18</b>
DALAMAN	EASYJET UK LTD	S	18	0	0	5.6	38.9	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	20	18
DALAMAN	JET2.COM LTD	S	28	0	0	3.6	39.3	46.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	14	14
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	57.1	11	7
<b>TOTAL DALAMAN ISTANBUL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>53.7</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>16</b>	<b>39</b>
ISTANBUL	THY TURKISH AIRLINES	S	62	0	0	4.8	25.8	35.5	22.6	11.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL ISTANBUL ISTANBUL ATATURK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.8</b>	<b>35.5</b>	<b>22.6</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</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	68.3	11	60
<b>TOTAL ISTANBUL ATATURK TOTAL TURKEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.3</b>	<b>11</b>	<b>60</b>
			<b>167</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>33.5</b>	<b>42.5</b>	<b>12.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.9</b>	<b>18</b>	<b>140</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	62	0	0	1.6	43.5	27.4	12.9	14.5	0.0	0.0	0.0	0.0	0.0	0.0	10	84.5	8	58

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		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 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
						More than 15 m early	15 m to 1 m early													
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>27.4</b>	<b>12.9</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.5</b>	<b>8</b>	<b>58</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>27.4</b>	<b>12.9</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.5</b>	<b>8</b>	<b>58</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	228	0	0	7.5	41.7	36.4	9.2	3.1	2.2	0.0	0.0	0.0	0.0	0.0	7	83.3	10	223
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>41.7</b>	<b>36.4</b>	<b>9.2</b>	<b>3.1</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>7</b>	<b>83.3</b>	<b>10</b>	<b>223</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	216	0	0	3.7	46.3	27.8	10.2	9.3	0.9	1.4	0.5	0.0	0.0	0.0	11	62.7	19	218
<b>BELFAST INTERNATIONAL</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	17	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>46.1</b>	<b>27.6</b>	<b>10.6</b>	<b>9.2</b>	<b>0.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.7</b>	<b>19</b>	<b>218</b>
<b>BIRMINGHAM</b>	FLYBE LTD	S	377	0	1	3.7	43.7	36.5	5.8	5.3	4.5	0.3	0.0	0.0	0.0	0.3	10	73.5	13	386
<b>TOTAL BIRMINGHAM</b>			<b>377</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>43.7</b>	<b>36.5</b>	<b>5.8</b>	<b>5.3</b>	<b>4.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>73.5</b>	<b>13</b>	<b>386</b>
<b>BRISTOL</b>	EASYJET UK LTD	S	232	0	0	3.4	40.1	32.3	12.1	7.8	3.4	0.9	0.0	0.0	0.0	0.0	12	54.4	21	223
<b>BRISTOL</b>	LOGANAIR LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>39.9</b>	<b>32.2</b>	<b>12.0</b>	<b>7.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>54.4</b>	<b>21</b>	<b>223</b>
<b>CARDIFF WALES</b>	FLYBE LTD	S	154	0	0	1.9	40.9	40.3	10.4	5.2	0.0	1.3	0.0	0.0	0.0	0.0	9	80.7	11	114
<b>CARDIFF WALES</b>	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>CARDIFF WALES</b>	LOGANAIR LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>41.0</b>	<b>40.4</b>	<b>10.3</b>	<b>5.1</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.7</b>	<b>11</b>	<b>114</b>
<b>CITY OF DERRY (EGLINTON)</b>	RYANAIR	S	44	0	0	13.6	50.0	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	12	4
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>50.0</b>	<b>22.7</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>12</b>	<b>4</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	96	0	0	9.4	43.8	30.2	6.3	5.2	1.0	0.0	4.2	0.0	0.0	0.0	15	81.5	11	161
<b>EAST MIDLANDS INTERNATIONAL</b>	LOGANAIR LTD	S	36	0	0	8.3	44.4	33.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>43.9</b>	<b>31.1</b>	<b>6.8</b>	<b>5.3</b>	<b>0.8</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.5</b>	<b>11</b>	<b>161</b>
<b>EXETER</b>	FLYBE LTD	S	86	0	0	5.8	38.4	31.4	8.1	11.6	2.3	0.0	0.0	2.3	0.0	0.0	20	87.3	6	61
<b>TOTAL EXETER</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>38.4</b>	<b>31.4</b>	<b>8.1</b>	<b>11.6</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>20</b>	<b>87.3</b>	<b>6</b>	<b>61</b>
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	216	0	2	7.8	51.8	22.5	8.7	4.6	3.7	0.0	0.0	0.0	0.0	0.9	8	81.7	11	218
<b>GATWICK</b>	EASYJET UK LTD	S	250	0	0	6.4	27.6	36.0	12.0	11.2	5.2	0.8	0.8	0.0	0.0	0.0	16	56.6	27	254
<b>TOTAL GATWICK</b>			<b>466</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>38.9</b>	<b>29.7</b>	<b>10.5</b>	<b>8.1</b>	<b>4.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>68.1</b>	<b>19</b>	<b>472</b>
<b>GLASGOW</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	0	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>HEATHROW</b>	BRITISH AIRWAYS PLC	S	631	0	8	5.3	42.9	31.1	10.2	5.6	3.4	0.2	0.0	0.0	0.0	1.3	10	71.7	12	641
<b>HEATHROW</b>	FLYBE LTD	S	362	0	2	7.1	35.4	39.0	9.6	4.7	2.5	0.8	0.0	0.3	0.0	0.5	11	75.4	11	238
<b>TOTAL HEATHROW</b>			<b>993</b>	<b>0</b>	<b>10</b>	<b>6.0</b>	<b>40.2</b>	<b>34.0</b>	<b>10.0</b>	<b>5.3</b>	<b>3.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>72.7</b>	<b>12</b>	<b>879</b>
<b>INVERNESS</b>	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL INVERNESS</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>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLAY	LOGANAIR LTD	S	34	0	0	17.6	50.0	17.6	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ISLAY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>50.0</b>	<b>17.6</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	LOGANAIR LTD	S	34	0	0	11.8	52.9	29.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	6	20
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>52.9</b>	<b>29.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>6</b>	<b>20</b>
JERSEY	EASYJET UK LTD	S	18	0	0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	43.8	58	16
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>43.8</b>	<b>58</b>	<b>16</b>
KIRKWALL	LOGANAIR LTD	S	172	0	3	12.0	50.9	26.3	4.6	2.9	1.1	0.6	0.0	0.0	1.7	5	76.7	14	172	
<b>TOTAL KIRKWALL</b>			<b>172</b>	<b>0</b>	<b>3</b>	<b>12.0</b>	<b>50.9</b>	<b>26.3</b>	<b>4.6</b>	<b>2.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>5</b>	<b>76.7</b>	<b>14</b>	<b>172</b>	
LONDON CITY	BA CITYFLYER LTD	S	509	0	11	5.2	44.4	26.7	8.5	8.3	4.0	0.4	0.2	0.2	2.1	13	80.6	13	464	
LONDON CITY	FLYBE LTD	S	210	0	0	4.8	28.6	36.7	13.8	9.5	5.7	1.0	0.0	0.0	0.0	16	72.1	20	214	
<b>TOTAL LONDON CITY</b>			<b>719</b>	<b>0</b>	<b>11</b>	<b>5.1</b>	<b>39.9</b>	<b>29.6</b>	<b>10.0</b>	<b>8.6</b>	<b>4.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>1.5</b>	<b>14</b>	<b>77.1</b>	<b>15</b>	<b>678</b>	
LUTON	EASYJET UK LTD	S	192	0	2	5.7	33.5	28.4	13.9	10.3	6.2	1.0	0.0	0.0	1.0	16	62.2	16	196	
<b>TOTAL LUTON</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>33.5</b>	<b>28.4</b>	<b>13.9</b>	<b>10.3</b>	<b>6.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>62.2</b>	<b>16</b>	<b>196</b>	
MANCHESTER	FLYBE LTD	S	202	0	0	5.0	42.1	42.6	5.4	1.5	1.5	1.0	1.0	0.0	0.0	9	79.4	11	204	
<b>TOTAL MANCHESTER</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>42.1</b>	<b>42.6</b>	<b>5.4</b>	<b>1.5</b>	<b>1.5</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.4</b>	<b>11</b>	<b>204</b>	
NORWICH	LOGANAIR LTD	S	150	0	2	3.9	50.0	32.9	4.6	2.6	2.6	2.0	0.0	0.0	1.3	9	88.3	9	154	
<b>TOTAL NORWICH</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>50.0</b>	<b>32.9</b>	<b>4.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>88.3</b>	<b>9</b>	<b>154</b>	
SOUTHAMPTON	FLYBE LTD	S	238	0	0	7.6	42.0	36.6	8.4	3.4	1.7	0.0	0.4	0.0	0.0	7	76.0	12	246	
<b>TOTAL SOUTHAMPTON</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>42.0</b>	<b>36.6</b>	<b>8.4</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.0</b>	<b>12</b>	<b>246</b>	
STANSTED	EASYJET UK LTD	S	220	0	0	4.5	35.0	25.9	12.3	11.8	7.7	2.7	0.0	0.0	0.0	19	58.8	27	224	
STANSTED	RYANAIR	S	30	0	0	10.0	33.3	16.7	20.0	13.3	0.0	6.7	0.0	0.0	0.0	20	48.7	26	238	
<b>TOTAL STANSTED</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.8</b>	<b>24.8</b>	<b>13.2</b>	<b>12.0</b>	<b>6.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>53.7</b>	<b>27</b>	<b>462</b>	
STORNOWAY	LOGANAIR LTD	S	82	0	0	7.3	52.4	32.9	4.9	2.4	0.0	0.0	0.0	0.0	0.0	4	74.4	16	89	
<b>TOTAL STORNOWAY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>52.4</b>	<b>32.9</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.4</b>	<b>16</b>	<b>89</b>	
SUMBURGH	LOGANAIR LTD	S	165	0	0	7.9	50.3	34.5	1.2	4.2	0.0	1.8	0.0	0.0	0.0	7	73.8	17	192	
<b>TOTAL SUMBURGH</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>50.3</b>	<b>34.5</b>	<b>1.2</b>	<b>4.2</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.8</b>	<b>17</b>	<b>192</b>	
WICK JOHN O GROATS	LOGANAIR LTD	S	48	0	0	2.1	47.9	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	70.4	18	52	
<b>TOTAL WICK JOHN O GROATS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>47.9</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>3</b>	<b>70.4</b>	<b>18</b>	<b>52</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>5238</b>	<b>0</b>	<b>32</b>	<b>5.9</b>	<b>41.7</b>	<b>32.4</b>	<b>9.0</b>	<b>6.2</b>	<b>3.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>71.7</b>	<b>15</b>	<b>5222</b>
<b>USA</b>																				
CHICAGO (O'HARE)	UNITED AIRLINES	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.8	34	54	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.8</b>	<b>34</b>	<b>54</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.6	4	56	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	38.7	45.2	9.7	4.8	0.0	0.0	0.0	1.6	0.0	0.0	6	94.0	3	50	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>38.7</b>	<b>45.2</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.3</b>	<b>4</b>	<b>106</b>	

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	6.5	41.9	21.0	14.5	8.1	4.8	0.0	3.2	0.0	0.0	0.0	20	85.5	8	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>21.0</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.5</b>	<b>8</b>	<b>62</b>
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	3	37
<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>86.8</b>	<b>3</b>	<b>37</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	54	0	0	31.5	38.9	14.8	5.6	7.4	1.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>38.9</b>	<b>14.8</b>	<b>5.6</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	3	24
<b>TOTAL PROVIDENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>3</b>	<b>24</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	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	75.0	22	8
<b>TOTAL WASHINGTON (DULLES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>22</b>	<b>8</b>
<b>TOTAL USA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>43.8</b>	<b>14.9</b>	<b>7.7</b>	<b>4.6</b>	<b>2.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.4</b>	<b>11</b>	<b>291</b>
<b>TOTAL EDINBURGH</b>			<b>10886</b>	<b>0</b>	<b>44</b>	<b>5.9</b>	<b>37.8</b>	<b>34.5</b>	<b>11.0</b>	<b>6.6</b>	<b>2.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>71.8</b>	<b>15</b>	<b>10956</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	6	8	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>7</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
PAPHOS	TUI AIRWAYS LTD	C	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	42.9	15	7	
<b>TOTAL PAPHOS</b>			<b>0</b>	<b>8</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>15</b>	<b>7</b>	
<b>TOTAL CYPRUS</b>			<b>0</b>	<b>15</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>10</b>	<b>15</b>	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	0	4	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0	75.0	13	4	
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>4</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>80.0</b>	<b>20.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>4</b>	
CARCASSONNE	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	
<b>TOTAL CARCASSONNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	117	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	93.1	3	71	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>117</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>93.1</b>	<b>3</b>	<b>71</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>121</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>92.3</b>	<b>4</b>	<b>77</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL DUSSELDORF</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 GERMANY</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>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	7	
<b>TOTAL CORFU</b>			<b>0</b>	<b>7</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
HERAKLION	TUI AIRWAYS LTD	C	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>0</b>	<b>9</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>0</b>	<b>16</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	0	42	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.0	13	50	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>42</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>82.0</b>	<b>13</b>	<b>50</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>42</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>78.8</b>	<b>13</b>	<b>50</b>	
<b>ITALY</b>																					
NAPLES	RYANAIR	S	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	
<b>TOTAL NAPLES</b>			<b>0</b>	<b>14</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>14</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	0	16	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.1	5.9	0	0.0	0	0	
<b>TOTAL MALTA</b>			<b>0</b>	<b>16</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94.1</b>	<b>5.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>0</b>	<b>16</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94.1</b>	<b>5.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	FLYBE LTD	S	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	87.0	11	69	
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>74</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>87.0</b>	<b>11</b>	<b>69</b>	
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>74</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>87.0</b>	<b>11</b>	<b>69</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	0	16	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	18	
FARO	TUI AIRWAYS LTD	C	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.7	2	7	
<b>TOTAL FARO</b>			<b>0</b>	<b>25</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>25</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	0	30	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	76.5	20	34	
ALICANTE	RYANAIR	S	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>32</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>76.5</b>	<b>20</b>	<b>34</b>	
IBIZA	TUI AIRWAYS LTD	C	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	9	
<b>TOTAL IBIZA</b>			<b>0</b>	<b>9</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>9</b>	
MAHON	TUI AIRWAYS LTD	C	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	3	9	
<b>TOTAL MAHON</b>			<b>0</b>	<b>7</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>9</b>	
MALAGA	FLYBE 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	81.3	6	32	
MALAGA	RYANAIR	S	0	16	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.1	5.9	0	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>0</b>	<b>44</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.8</b>	<b>2.2</b>	<b>0</b>	<b>81.3</b>	<b>6</b>	<b>32</b>	
PALMA DE MALLORCA	FLYBE LTD	S	0	16	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	6	16	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	70	16	
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>33</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>81.3</b>	<b>38</b>	<b>32</b>	
<b>TOTAL SPAIN</b>			<b>0</b>	<b>125</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>82.8</b>	<b>18</b>	<b>116</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	62.5	43	16	
<b>TOTAL ARRECIFE</b>			<b>0</b>	<b>18</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>43</b>	<b>16</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	12	10	
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>7</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>80.0</b>	<b>12</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	24	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.3	3	27	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>0</b>	<b>24</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>96.3</b>	<b>3</b>	<b>27</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>0</b>	<b>49</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>83.0</b>	<b>17</b>	<b>53</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EUROPE AIRPOST	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL ABERDEEN</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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	36	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	7	42
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>36</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>42</b>
EDINBURGH	FLYBE LTD	S	0	87	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	91.8	5	61
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>87</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>91.8</b>	<b>5</b>	<b>61</b>
GLASGOW	FLYBE LTD	S	0	34	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.1	16	48
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>34</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>77.1</b>	<b>16</b>	<b>48</b>
GUERNSEY	FLYBE LTD	S	0	59	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	87.9	6	57
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>59</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.3</b>	<b>1.7</b>	<b>0</b>	<b>87.9</b>	<b>6</b>	<b>57</b>
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	0	66	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.8	13.2	0	81.7	8	64
ISLES OF SCILLY (ST.MARYS)	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>0</b>	<b>66</b>	<b>11</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85.7</b>	<b>14.3</b>	<b>0</b>	<b>81.7</b>	<b>8</b>	<b>64</b>
JERSEY	FLYBE LTD	S	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	91.1	4	55
<b>TOTAL JERSEY</b>			<b>0</b>	<b>53</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>91.1</b>	<b>4</b>	<b>55</b>
LONDON CITY	FLYBE 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	78.7	14	61
<b>TOTAL LONDON CITY</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>78.7</b>	<b>14</b>	<b>61</b>
MANCHESTER	FLYBE LTD	S	0	191	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.6	7	192
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>191</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>87.6</b>	<b>7</b>	<b>192</b>
NEWCASTLE	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2
NEWCASTLE	FLYBE LTD	S	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	80.6	8	62
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>53</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>79.7</b>	<b>8</b>	<b>64</b>
NORWICH	FLYBE LTD	S	0	30	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.8	21	36
<b>TOTAL NORWICH</b>			<b>0</b>	<b>30</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>21</b>	<b>36</b>
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>662</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>97.9</b>	<b>2.1</b>	<b>0</b>	<b>84.4</b>	<b>9</b>	<b>680</b>
<b>TOTAL EXETER</b>			<b>0</b>	<b>1159</b>	<b>18</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.5</b>	<b>1.5</b>	<b>0</b>	<b>84.6</b>	<b>10</b>	<b>1092</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	56	0	0	3.6	21.4	48.2	12.5	5.4	7.1	1.8	0.0	0.0	0.0	0.0	16	83.3	12	48	
TIRANA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL TIRANA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>48.2</b>	<b>12.5</b>	<b>5.4</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>16</b>	<b>84.0</b>	<b>12</b>	<b>50</b>	
<b>TOTAL ALBANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>48.2</b>	<b>12.5</b>	<b>5.4</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>16</b>	<b>84.0</b>	<b>12</b>	<b>50</b>	
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	54	0	0	13.0	22.2	40.7	20.4	1.9	1.9	0.0	0.0	0.0	0.0	0.0	9	80.8	8	52	
<b>TOTAL ALGIERS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>22.2</b>	<b>40.7</b>	<b>20.4</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>9</b>	<b>80.8</b>	<b>8</b>	<b>52</b>	
<b>TOTAL ALGERIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>22.2</b>	<b>40.7</b>	<b>20.4</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>9</b>	<b>80.8</b>	<b>8</b>	<b>52</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	178	100.0	8	2	
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	23	0	0	13.0	52.2	17.4	4.3	4.3	4.3	4.3	0.0	0.0	0.0	0.0	17	60.7	82	26	
<b>TOTAL ANTIGUA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.0</b>	<b>16.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>63.3</b>	<b>77</b>	<b>28</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.0</b>	<b>16.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>63.3</b>	<b>77</b>	<b>28</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	62	0	0	17.7	43.5	22.6	8.1	3.2	0.0	3.2	1.6	0.0	0.0	0.0	14	77.8	12	36	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>22.6</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>12</b>	<b>36</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>22.6</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>12</b>	<b>36</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	20	0	0	0.0	20.0	40.0	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	18	61.5	20	26	
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>25.0</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>18</b>	<b>61.5</b>	<b>20</b>	<b>26</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	48	0	0	10.4	50.0	31.3	2.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	78.8	8	52	
<b>TOTAL SALZBURG</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>50.0</b>	<b>31.3</b>	<b>2.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.8</b>	<b>8</b>	<b>52</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	0.0	0	78.4	11	116	
VIENNA	BRITISH AIRWAYS PLC	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	83.3	5	6	
VIENNA	EASYJET UK LTD	S	104	0	0	0.0	10.6	47.1	14.4	21.2	6.7	0.0	0.0	0.0	0.0	0.0	21	65.2	19	164	
<b>TOTAL VIENNA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>13.4</b>	<b>45.5</b>	<b>13.4</b>	<b>19.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.0</b>	<b>15</b>	<b>286</b>	
<b>TOTAL AUSTRIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>23.9</b>	<b>41.1</b>	<b>11.7</b>	<b>15.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.4</b>	<b>15</b>	<b>364</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	0.0	47	1	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>47</b>	<b>1</b>	
<b>TOTAL AZERBAIJAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>47</b>	<b>1</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	66	0	2	5.9	64.7	25.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	2.9	5	73.4	10	64	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	22.6	33.9	25.8	8.1	3.2	1.6	3.2	1.6	0.0	0.0	0.0	15	80.6	15	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BRIDGETOWN</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>50.0</b>	<b>25.4</b>	<b>3.8</b>	<b>1.5</b>	<b>0.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>77.0</b>	<b>13</b>	<b>126</b>
<b>TOTAL BARBADOS</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>50.0</b>	<b>25.4</b>	<b>3.8</b>	<b>1.5</b>	<b>0.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>77.0</b>	<b>13</b>	<b>126</b>
<b>BELARUS</b>																				
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	2
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	32	0	0	0.0	6.3	34.4	34.4	18.8	6.3	0.0	0.0	0.0	0.0	0.0	22	84.6	6	26
<b>TOTAL MINSK INT'L</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</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>22</b>	<b>78.6</b>	<b>7</b>	<b>28</b>
<b>TOTAL BELARUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</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>22</b>	<b>78.6</b>	<b>7</b>	<b>28</b>
<b>BERMUDA</b>																				
BERMUDA	BRITISH AIRWAYS PLC	S	60	0	0	18.3	50.0	23.3	5.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	81.7	39	60
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>50.0</b>	<b>23.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.7</b>	<b>39</b>	<b>60</b>
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>50.0</b>	<b>23.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.7</b>	<b>39</b>	<b>60</b>
<b>BRAZIL</b>																				
RIO DE JANEIRO (GALEAO)	NORWEGIAN AIR UK LTD	S	35	0	0	22.9	22.9	28.6	17.1	5.7	2.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>22.9</b>	<b>28.6</b>	<b>17.1</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>22.9</b>	<b>28.6</b>	<b>17.1</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>																				
BURGAS	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 BURGAS</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>
SOPIA	EASYJET UK LTD	S	62	0	0	3.2	19.4	53.2	8.1	12.9	0.0	3.2	0.0	0.0	0.0	0.0	16	79.0	12	62
<b>TOTAL SOPIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>19.4</b>	<b>53.2</b>	<b>8.1</b>	<b>12.9</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.0</b>	<b>12</b>	<b>62</b>
<b>TOTAL BULGARIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>20.6</b>	<b>52.4</b>	<b>7.9</b>	<b>12.7</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.8</b>	<b>12</b>	<b>62</b>
<b>CANADA</b>																				
CALGARY	WEST JET AIRLINES	S	46	0	0	8.7	32.6	23.9	21.7	4.3	8.7	0.0	0.0	0.0	0.0	0.0	15	62.1	30	28
<b>TOTAL CALGARY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>32.6</b>	<b>23.9</b>	<b>21.7</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>15</b>	<b>62.1</b>	<b>30</b>	<b>28</b>
HALIFAX INT	WEST JET AIRLINES	S	36	0	0	16.7	25.0	33.3	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	9	72.7	19	55
<b>TOTAL HALIFAX INT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>33.3</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.7</b>	<b>19</b>	<b>55</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	10	0	0	10.0	20.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	6
MONTREAL (DORVAL)	NORWEGIAN AIR 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 MONTREAL (DORVAL)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>36.4</b>	<b>18.2</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>16</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
TORONTO	AIR TRANSAT	S	62	0	0	4.8	30.6	46.8	6.5	6.5	3.2	0.0	1.6	0.0	0.0	0.0	14	79.0	15	62
TORONTO	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	10	11
TORONTO	WEST JET AIRLINES	S	62	0	3	12.3	24.6	43.1	10.8	0.0	3.1	0.0	1.5	0.0	0.0	4.6	11	61.3	19	62
<b>TOTAL TORONTO</b>			<b>124</b>	<b>0</b>	<b>3</b>	<b>8.7</b>	<b>27.6</b>	<b>44.9</b>	<b>8.7</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>13</b>	<b>71.9</b>	<b>16</b>	<b>135</b>
VANCOUVER	AIR TRANSAT	S	10	0	0	10.0	30.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	58.3	54	24
VANCOUVER	WEST JET AIRLINES	S	36	0	0	13.9	38.9	30.6	8.3	5.6	2.8	0.0	0.0	0.0	0.0	0.0	8	72.7	17	33

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 VANCOUVER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>37.0</b>	<b>32.6</b>	<b>6.5</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>33</b>	<b>57</b>	
<b>TOTAL CANADA</b>			<b>263</b>	<b>0</b>	<b>3</b>	<b>10.9</b>	<b>29.3</b>	<b>37.2</b>	<b>11.3</b>	<b>5.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>70.6</b>	<b>21</b>	<b>281</b>	
<b>CAPE VERDE ISLANDS</b>																					
<b>BOA VISTA (RABIL)</b>	TUI AIRWAYS LTD	S	36	0	0	8.3	19.4	44.4	13.9	8.3	5.6	0.0	0.0	0.0	0.0	0.0	14	53.8	30	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>19.4</b>	<b>44.4</b>	<b>13.9</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>53.8</b>	<b>30</b>	<b>26</b>	
<b>ILHA DO SAL C.VERDE</b>	TUI AIRWAYS LTD	S	17	0	0	0.0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	72.2	15	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.8</b>	<b>47.2</b>	<b>13.2</b>	<b>7.5</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.4</b>	<b>24</b>	<b>44</b>	
<b>CHINA</b>																					
<b>CHENGDU</b>	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	66.7	12	20	
<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>66.7</b>	<b>12</b>	<b>20</b>	
<b>SHANGHAI (PU DONG)</b>	AIR CHINA	S	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>SHANGHAI (PU DONG)</b>	CHINA EASTERN AIRLINES	S	30	0	0	3.3	43.3	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>30</b>	<b>0</b>	<b>5</b>	<b>2.9</b>	<b>37.1</b>	<b>28.6</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>14.3</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>30</b>	<b>0</b>	<b>5</b>	<b>2.9</b>	<b>37.1</b>	<b>28.6</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>14.3</b>	<b>9</b>	<b>66.7</b>	<b>12</b>	<b>20</b>	
<b>COSTA RICA</b>																					
<b>LIBERIA</b>	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	8	10	
<b>TOTAL LIBERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>8</b>	<b>10</b>	
<b>SAN JOSE COST RICA</b>	BRITISH AIRWAYS PLC	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	66.7	18	18	
<b>TOTAL SAN JOSE COST RICA</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>66.7</b>	<b>18</b>	<b>18</b>	
<b>TOTAL COSTA RICA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>40.7</b>	<b>25.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>14</b>	<b>28</b>	
<b>CROATIA</b>																					
<b>DUBROVNIK</b>	BRITISH AIRWAYS PLC	S	90	0	0	7.8	35.6	42.2	4.4	5.6	3.3	0.0	1.1	0.0	0.0	0.0	11	83.8	9	74	
<b>DUBROVNIK</b>	EASYJET UK LTD	S	78	0	0	0.0	25.6	41.0	19.2	9.0	3.8	1.3	0.0	0.0	0.0	0.0	15	62.1	20	58	
<b>DUBROVNIK</b>	NORWEGIAN AIR INTERNATIONAL	S	24	0	0	0.0	54.2	25.0	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	8	
<b>DUBROVNIK</b>	TUI AIRWAYS LTD	S	16	0	0	6.3	25.0	50.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	60.0	18	15	
<b>TOTAL DUBROVNIK</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>33.2</b>	<b>40.4</b>	<b>11.5</b>	<b>6.7</b>	<b>3.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.9</b>	<b>14</b>	<b>155</b>	
<b>PULA</b>	EASYJET UK LTD	S	16	0	0	25.0	25.0	18.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	75.0	10	16	
<b>PULA</b>	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	106	100.0	1	2	
<b>TOTAL PULA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>21.1</b>	<b>26.3</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>RIJEKA</b>	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	114	0.0	0	0	
<b>TOTAL RIJEKA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>114</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPLIT</b>	CROATIA AIRLINES	S	12	0	0	0.0	16.7	41.7	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	42.9	30	14	
<b>SPLIT</b>	EASYJET UK LTD	S	64	0	0	4.7	31.3	45.3	9.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	82.0	11	50	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SPLIT	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
SPLIT	NORWEGIAN AIR INTERNATIONAL	S	16	0	0	0.0	37.5	37.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	14	75.0	8	16
SPLIT	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	35	4
SPLIT	TITAN AIRWAYS LTD	C	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	233	0.0	0	0
SPLIT	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	33.3	37	3
<b>TOTAL SPLIT</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>28.0</b>	<b>42.0</b>	<b>15.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>72.8</b>	<b>15</b>	<b>92</b>
ZADAR	EASYJET UK LTD	S	16	0	0	18.8	25.0	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ZADAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>25.0</b>	<b>31.3</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZAGREB	CROATIA AIRLINES	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	9	2
<b>TOTAL ZAGREB</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>9</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>349</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>30.3</b>	<b>39.7</b>	<b>13.1</b>	<b>6.6</b>	<b>3.4</b>	<b>0.3</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>73.4</b>	<b>14</b>	<b>267</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
<b>TOTAL CUNAGUA (CAYO COCO)</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>88.9</b>	<b>5</b>	<b>9</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	11	0	0	18.2	36.4	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	28	18
<b>TOTAL HAVANA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>36.4</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>7</b>	<b>72.2</b>	<b>28</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	HI FLY	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	218	0.0	0	0
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	60.0	19	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>218</b>	<b>60.0</b>	<b>19</b>	<b>10</b>
VARADERO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	40	7
<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>71.4</b>	<b>40</b>	<b>7</b>
<b>TOTAL CUBA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</b>	<b>30.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.7</b>	<b>23</b>	<b>44</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	32	0	0	15.6	25.0	34.4	15.6	0.0	6.3	0.0	0.0	3.1	0.0	0.0	44	83.3	7	24
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	41	38
LARNACA	EASYJET UK LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
LARNACA	EASYJET UK LTD	S	63	0	0	4.8	6.3	42.9	31.7	9.5	4.8	0.0	0.0	0.0	0.0	0.0	20	65.1	21	63
LARNACA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	12	16
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	52.0	17	25
LARNACA	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	0	0
LARNACA	TUI AIRWAYS LTD	C	25	0	0	4.0	24.0	44.0	12.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	19	71.1	12	38
<b>TOTAL LARNACA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>15.6</b>	<b>41.0</b>	<b>23.0</b>	<b>6.6</b>	<b>4.9</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>69.2</b>	<b>20</b>	<b>204</b>
PAPHOS	BRITISH AIRWAYS PLC	S	46	0	1	19.1	10.6	36.2	6.4	10.6	10.6	0.0	0.0	4.3	0.0	2.1	79	73.8	19	42

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
PAPHOS	EASYJET UK LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
PAPHOS	EASYJET UK LTD	S	125	0	0	6.4	17.6	41.6	24.8	9.6	0.0	0.0	0.0	0.0	0.0	13	58.7	25	125		
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	88.9	6	18		
PAPHOS	TUI AIRWAYS LTD	C	36	0	1	2.7	18.9	45.9	21.6	8.1	0.0	0.0	0.0	0.0	2.7	12	62.9	23	35		
<b>TOTAL PAPHOS</b>			<b>208</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>16.2</b>	<b>41.4</b>	<b>20.0</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>27</b>	<b>64.7</b>	<b>22</b>	<b>220</b>		
<b>TOTAL CYPRUS</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>16.0</b>	<b>41.3</b>	<b>21.1</b>	<b>8.4</b>	<b>3.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.6</b>	<b>27</b>	<b>66.9</b>	<b>21</b>	<b>424</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	116	0	0	0.0	16.4	44.0	12.1	17.2	8.6	1.7	0.0	0.0	0.0	23	47.4	25	116		
PRAGUE	SMARTWINGS	S	32	0	0	0.0	6.3	12.5	18.8	28.1	34.4	0.0	0.0	0.0	0.0	48	64.7	18	34		
<b>TOTAL PRAGUE</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.2</b>	<b>37.2</b>	<b>13.5</b>	<b>19.6</b>	<b>14.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>51.3</b>	<b>23</b>	<b>150</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.2</b>	<b>37.2</b>	<b>13.5</b>	<b>19.6</b>	<b>14.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>51.3</b>	<b>23</b>	<b>150</b>		
<b>DENMARK</b>																					
AALBORG	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	18	22		
<b>TOTAL AALBORG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>63.6</b>	<b>18</b>	<b>22</b>		
BILLUND	AIR ALSIE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>		
COPENHAGEN	EASYJET UK LTD	S	170	0	0	3.5	34.1	37.1	14.1	7.6	3.5	0.0	0.0	0.0	0.0	12	71.2	17	174		
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	283	0	0	2.1	30.7	32.9	15.9	13.4	4.9	0.0	0.0	0.0	0.0	16	76.8	15	293		
<b>TOTAL COPENHAGEN</b>			<b>453</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>32.0</b>	<b>34.4</b>	<b>15.2</b>	<b>11.3</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.7</b>	<b>16</b>	<b>467</b>		
<b>TOTAL DENMARK</b>			<b>453</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>32.0</b>	<b>34.4</b>	<b>15.2</b>	<b>11.3</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.2</b>	<b>16</b>	<b>490</b>		
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	0	14.8	18.5	33.3	11.1	11.1	7.4	3.7	0.0	0.0	0.0	21	77.8	42	27		
PUNTA CANA	TUI AIRWAYS LTD	C	27	0	0	7.4	18.5	55.6	14.8	3.7	0.0	0.0	0.0	0.0	0.0	8	73.1	17	26		
<b>TOTAL PUNTA CANA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>18.5</b>	<b>44.4</b>	<b>13.0</b>	<b>7.4</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.5</b>	<b>30</b>	<b>53</b>		
<b>TOTAL DOMINICAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>18.5</b>	<b>44.4</b>	<b>13.0</b>	<b>7.4</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.5</b>	<b>30</b>	<b>53</b>		
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	20	0	0	15.0	15.0	45.0	5.0	15.0	5.0	0.0	0.0	0.0	0.0	16	42.3	34	26		
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	69.2	28	52		
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	15.4	30.8	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	9	85.7	8	28		
<b>TOTAL HURGHADA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>23.9</b>	<b>43.5</b>	<b>4.3</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.0</b>	<b>24</b>	<b>106</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	100.0	5	3		
MARSA ALAM	TUI AIRWAYS LTD	S	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9		
<b>TOTAL MARSA ALAM</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>4</b>	<b>91.7</b>	<b>5</b>	<b>12</b>		
<b>TOTAL EGYPT</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>28.1</b>	<b>45.3</b>	<b>4.7</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>10</b>	<b>69.5</b>	<b>22</b>	<b>118</b>		
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	34	0	0	0.0	17.6	41.2	26.5	8.8	2.9	2.9	0.0	0.0	0.0	19	77.8	6	18		

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TALLIN	EASYJET UK LTD	S	22	0	0	0.0	27.3	54.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	16	18	
<b>TOTAL TALLIN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>21.4</b>	<b>7.1</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>15</b>	<b>83.3</b>	<b>11</b>	<b>36</b>	
<b>TOTAL ESTONIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>21.4</b>	<b>7.1</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>15</b>	<b>83.3</b>	<b>11</b>	<b>36</b>	
<b>FINLAND</b>																					
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	116	0	0	0.0	22.4	35.3	23.3	17.2	1.7	0.0	0.0	0.0	0.0	0.0	16	52.6	24	116	
<b>TOTAL HELSINKI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.4</b>	<b>35.3</b>	<b>23.3</b>	<b>17.2</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>16</b>	<b>52.6</b>	<b>24</b>	<b>116</b>	
ROVANIEMI	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
ROVANIEMI	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
<b>TOTAL ROVANIEMI</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>100.0</b>	<b>0</b>	<b>6</b>	
<b>TOTAL FINLAND</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>35.6</b>	<b>22.9</b>	<b>16.9</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>16</b>	<b>54.9</b>	<b>23</b>	<b>122</b>	
<b>FRANCE</b>																					
BASTIA	EASYJET UK LTD	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	14	6	
<b>TOTAL BASTIA</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>4</b>	<b>66.7</b>	<b>14</b>	<b>6</b>	
BORDEAUX	BRITISH AIRWAYS PLC	S	78	0	0	16.7	41.0	33.3	2.6	2.6	2.6	0.0	1.3	0.0	0.0	0.0	7	85.9	9	92	
BORDEAUX	EASYJET UK LTD	S	118	0	0	11.9	37.3	31.4	7.6	8.5	1.7	1.7	0.0	0.0	0.0	0.0	11	73.1	16	106	
<b>TOTAL BORDEAUX</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>38.8</b>	<b>32.1</b>	<b>5.6</b>	<b>6.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.0</b>	<b>13</b>	<b>198</b>	
LA ROCHELLE	EASYJET UK LTD	S	10	0	0	20.0	40.0	10.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LILLE	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	
<b>TOTAL LILLE</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>	
LYON	EASYJET UK LTD	S	93	0	0	5.4	17.2	37.6	17.2	10.8	10.8	1.1	0.0	0.0	0.0	0.0	22	54.7	28	104	
<b>TOTAL LYON</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>17.2</b>	<b>37.6</b>	<b>17.2</b>	<b>10.8</b>	<b>10.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>54.7</b>	<b>28</b>	<b>104</b>	
MARSEILLE	EASYJET UK LTD	S	90	0	0	2.2	27.8	31.1	15.6	16.7	2.2	4.4	0.0	0.0	0.0	0.0	21	69.2	18	78	
<b>TOTAL MARSEILLE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>27.8</b>	<b>31.1</b>	<b>15.6</b>	<b>16.7</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.2</b>	<b>18</b>	<b>78</b>	
MONTPELLIER	EASYJET UK LTD	S	78	0	0	0.0	24.4	34.6	16.7	15.4	6.4	2.6	0.0	0.0	0.0	0.0	21	62.1	20	66	
<b>TOTAL MONTPELLIER</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.4</b>	<b>34.6</b>	<b>16.7</b>	<b>15.4</b>	<b>6.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.1</b>	<b>20</b>	<b>66</b>	
NANTES	EASYJET UK LTD	S	100	0	0	1.0	26.0	40.0	12.0	12.0	9.0	0.0	0.0	0.0	0.0	0.0	17	68.2	18	88	
<b>TOTAL NANTES</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>26.0</b>	<b>40.0</b>	<b>12.0</b>	<b>12.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.2</b>	<b>18</b>	<b>88</b>	
NICE	BRITISH AIRWAYS PLC	S	124	0	4	4.7	36.7	28.9	17.2	5.5	3.9	0.0	0.0	0.0	0.0	3.1	11	78.1	14	132	
NICE	EASYJET UK LTD	S	250	0	0	5.2	28.0	40.0	12.0	8.4	4.8	1.6	0.0	0.0	0.0	0.0	15	69.2	19	262	
NICE	ENTER AIR	C	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL NICE</b>			<b>379</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>31.1</b>	<b>35.8</b>	<b>13.8</b>	<b>7.6</b>	<b>4.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>72.2</b>	<b>18</b>	<b>394</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	178	0	0	5.1	30.9	32.6	17.4	7.9	3.9	2.2	0.0	0.0	0.0	0.0	15	71.9	19	174	
PARIS (CHARLES DE GAULLE)	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	250	0	0	7.6	38.8	36.8	6.4	3.6	5.2	0.0	1.6	0.0	0.0	0.0	13	76.3	22	114
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>429</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>35.4</b>	<b>35.0</b>	<b>11.0</b>	<b>5.4</b>	<b>4.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.4</b>	<b>20</b>	<b>288</b>
PARIS (LE BOURGET)	EXECUTIVE JET MANAGEMENT EUROPE	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RENNES	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 RENNES</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>
TOULOUSE (BLAGNAC)	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	11	1
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	120	0	0	5.0	22.5	33.3	13.3	12.5	13.3	0.0	0.0	0.0	0.0	0.0	21	59.9	30	152
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>22.5</b>	<b>33.3</b>	<b>13.3</b>	<b>12.5</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>21</b>	<b>60.1</b>	<b>30</b>	<b>153</b>
<b>TOTAL FRANCE</b>			<b>1505</b>	<b>0</b>	<b>4</b>	<b>6.0</b>	<b>31.1</b>	<b>34.7</b>	<b>12.1</b>	<b>8.5</b>	<b>5.8</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>69.8</b>	<b>20</b>	<b>1375</b>
<b>GAMBIA</b>																				
BANJUL	ENTER AIR	C	10	0	0	0.0	0.0	10.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	41	11.1	44	9
BANJUL	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	11	33.3	39	3
<b>TOTAL BANJUL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>27.3</b>	<b>27.3</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>39</b>	<b>16.7</b>	<b>43</b>	<b>12</b>
<b>TOTAL GAMBIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>27.3</b>	<b>27.3</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>39</b>	<b>16.7</b>	<b>43</b>	<b>12</b>
<b>GEORGIA</b>																				
TBILISI	GEORGIAN AIRWAYS	S	24	0	0	20.8	25.0	37.5	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	84.2	4	18
<b>TOTAL TBILISI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>25.0</b>	<b>37.5</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.2</b>	<b>4</b>	<b>18</b>
<b>TOTAL GEORGIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>25.0</b>	<b>37.5</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.2</b>	<b>4</b>	<b>18</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	124	0	0	6.5	33.9	28.2	19.4	7.3	3.2	1.6	0.0	0.0	0.0	0.0	14	63.2	16	121
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>28.2</b>	<b>19.4</b>	<b>7.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.2</b>	<b>16</b>	<b>121</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	177	0	1	1.7	35.4	38.2	11.8	7.9	3.4	1.1	0.0	0.0	0.0	0.6	13	69.8	17	178
<b>TOTAL BERLIN (TEGEL)</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>35.4</b>	<b>38.2</b>	<b>11.8</b>	<b>7.9</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>69.8</b>	<b>17</b>	<b>178</b>
COLOGNE BONN	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	0	0.0	0	0
COLOGNE BONN	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 COLOGNE BONN</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EASYJET UK LTD	S	115	0	1	4.3	24.1	34.5	23.3	9.5	1.7	0.0	1.7	0.0	0.0	0.9	17	0.0	0	0
<b>TOTAL DUSSELDORF</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>24.1</b>	<b>34.5</b>	<b>23.3</b>	<b>9.5</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HAMBURG	EASYJET UK LTD	S	115	0	1	0.9	20.7	27.6	21.6	19.0	9.5	0.0	0.0	0.0	0.0	0.9	22	54.8	30	114
<b>TOTAL HAMBURG</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>20.7</b>	<b>27.6</b>	<b>21.6</b>	<b>19.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>54.8</b>	<b>30</b>	<b>114</b>
MUNICH	EASYJET UK LTD	S	174	0	0	1.1	23.6	37.9	14.4	13.8	8.6	0.0	0.6	0.0	0.0	0.0	20	57.8	25	172

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
<b>TOTAL MUNICH</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>23.6</b>	<b>37.9</b>	<b>14.4</b>	<b>13.8</b>	<b>8.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.0</b>	<b>25</b>	<b>173</b>	
STUTTGART	EASYJET UK LTD	S	86	0	0	4.7	33.7	38.4	14.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	10	78.4	11	86	
<b>TOTAL STUTTGART</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>33.7</b>	<b>38.4</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>78.4</b>	<b>11</b>	<b>86</b>	
<b>TOTAL GERMANY</b>			<b>796</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>28.8</b>	<b>34.5</b>	<b>16.8</b>	<b>11.0</b>	<b>4.8</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>64.2</b>	<b>20</b>	<b>672</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	38	0	0	7.9	34.2	42.1	7.9	2.6	5.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
GIBRALTAR	EASYJET UK LTD	S	93	0	1	6.4	22.3	40.4	12.8	12.8	4.3	0.0	0.0	0.0	0.0	1.1	14	66.3	20	97	
<b>TOTAL GIBRALTAR</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>25.8</b>	<b>40.9</b>	<b>11.4</b>	<b>9.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>66.3</b>	<b>20</b>	<b>97</b>	
<b>TOTAL GIBRALTAR</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>25.8</b>	<b>40.9</b>	<b>11.4</b>	<b>9.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>66.3</b>	<b>20</b>	<b>97</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
ATHENS	AEGEAN AIRLINES	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	100.0	1	2	
ATHENS	EASYJET UK LTD	S	100	0	0	4.0	19.0	43.0	20.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	15	81.1	12	95	
ATHENS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ATHENS</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.0</b>	<b>42.9</b>	<b>19.0</b>	<b>9.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.6</b>	<b>12</b>	<b>98</b>	
CHANIA	EASYJET UK LTD	S	58	0	0	3.4	17.2	43.1	24.1	6.9	3.4	1.7	0.0	0.0	0.0	0.0	16	72.4	14	58	
CHANIA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	7	
CHANIA	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	38	16	
CHANIA	TUI AIRWAYS LTD	C	17	0	0	11.8	5.9	58.8	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	68.4	6	16	
<b>TOTAL CHANIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>15.7</b>	<b>48.2</b>	<b>20.5</b>	<b>6.0</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>14</b>	<b>71.0</b>	<b>16</b>	<b>97</b>	
CORFU	EASYJET UK LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CORFU	EASYJET UK LTD	S	102	0	0	5.9	26.5	37.3	16.7	8.8	3.9	0.0	1.0	0.0	0.0	0.0	14	65.5	18	116	
CORFU	ENTER AIR	C	5	0	1	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	5	100.0	0	3	
CORFU	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	5	2	
CORFU	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	50	1	
CORFU	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
CORFU	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	12.5	50.0	0.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	29	75.0	21	8	
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	0	4	
CORFU	TUI AIRWAYS LTD	C	14	0	0	0.0	7.1	50.0	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	81.8	12	11	
<b>TOTAL CORFU</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>26.0</b>	<b>35.9</b>	<b>16.0</b>	<b>9.2</b>	<b>4.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>68.2</b>	<b>17</b>	<b>146</b>	
HERAKLION	AEGEAN AIRLINES	C	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	64	3	
HERAKLION	BRITISH AIRWAYS PLC	S	48	0	0	22.9	33.3	33.3	6.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	9	82.5	10	40	
HERAKLION	EASYJET UK LTD	S	100	0	0	7.0	29.0	43.0	9.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	69.2	16	117	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HERAKLION	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18
HERAKLION	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	14	15
HERAKLION	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
HERAKLION	TUI AIRWAYS LTD	C	26	0	0	11.5	26.9	42.3	11.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	42.9	19	7
<b>TOTAL HERAKLION</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>30.0</b>	<b>40.6</b>	<b>8.9</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>11</b>	<b>72.5</b>	<b>15</b>	<b>200</b>
KALAMATA	EASYJET UK LTD	S	20	0	0	10.0	30.0	40.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	43	84.6	9	26
KALAMATA	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
KALAMATA	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	44	0.0	0	0
<b>TOTAL KALAMATA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>28.6</b>	<b>38.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>85.2</b>	<b>9</b>	<b>27</b>
KEFALLINIA	EASYJET UK LTD	S	48	0	0	10.4	25.0	43.8	14.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	20	36
KEFALLINIA	ENTER AIR	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	47	2
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	81.3	7	16
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	12
<b>TOTAL KEFALLINIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>20.7</b>	<b>44.8</b>	<b>15.5</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>72.7</b>	<b>16</b>	<b>66</b>
KOS	BRITISH AIRWAYS PLC	S	24	0	0	20.8	37.5	12.5	16.7	4.2	8.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
KOS	EASYJET UK LTD	S	26	0	0	7.7	15.4	30.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	23	65.4	28	26
KOS	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9
KOS	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	28	11
KOS	RYANAIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.3	35	15
KOS	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
KOS	TUI AIRWAYS LTD	C	33	0	0	30.3	33.3	12.1	9.1	6.1	9.1	0.0	0.0	0.0	0.0	0.0	13	95.2	4	21
<b>TOTAL KOS</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>29.4</b>	<b>17.6</b>	<b>17.6</b>	<b>7.1</b>	<b>5.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.2</b>	<b>21</b>	<b>82</b>
MIKONOS	EASYJET UK LTD	S	60	0	0	3.3	16.7	60.0	15.0	3.3	0.0	0.0	1.7	0.0	0.0	0.0	12	73.7	13	38
MIKONOS	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL MIKONOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>16.1</b>	<b>58.1</b>	<b>16.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.7</b>	<b>13</b>	<b>38</b>
MYTILINI	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	46	2
<b>TOTAL MYTILINI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
PREVEZA	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
PREVEZA	EASYJET UK LTD	S	18	0	0	27.8	16.7	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	83.3	8	18
PREVEZA	ENTER AIR	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	6
PREVEZA	EUROATLANTIC AIRWAYS	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	156	0.0	0	0
PREVEZA	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	3	8
PREVEZA	TUI AIRWAYS LTD	C	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	39	100.0	4	7
<b>TOTAL PREVEZA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>17.9</b>	<b>32.1</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.6</b>	<b>7</b>	<b>39</b>

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
RHODES	BRITISH AIRWAYS PLC	S	22	0	0	13.6	36.4	45.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	16	
RHODES	EASYJET UK LTD	S	68	0	1	2.9	20.3	30.4	18.8	11.6	10.1	4.3	0.0	0.0	1.4	27	70.5	17	61		
RHODES	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	50.0	11	2		
RHODES	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6		
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	59.1	34	22		
RHODES	TUI AIRWAYS LTD	C	26	0	0	7.7	23.1	42.3	23.1	0.0	3.8	0.0	0.0	0.0	0.0	11	64.0	46	25		
<b>TOTAL RHODES</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>23.9</b>	<b>35.9</b>	<b>17.1</b>	<b>6.8</b>	<b>6.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>68.9</b>	<b>24</b>	<b>132</b>		
SALONIKA	BRITISH AIRWAYS PLC	S	44	0	0	6.8	31.8	40.9	9.1	0.0	4.5	0.0	6.8	0.0	0.0	21	67.6	13	34		
SALONIKA	EASYJET UK LTD	S	62	0	0	6.5	27.4	41.9	12.9	6.5	3.2	0.0	1.6	0.0	0.0	14	79.0	11	62		
SALONIKA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	79	3		
SALONIKA	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	38	50.0	13	5		
<b>TOTAL SALONIKA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>28.2</b>	<b>40.9</b>	<b>11.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.4</b>	<b>14</b>	<b>104</b>		
SAMOS	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	106	1		
SAMOS	ENTER AIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
SAMOS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	17	3		
<b>TOTAL SAMOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>25.0</b>	<b>40</b>	<b>4</b>		
SKIATHOS	ENTER AIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
SKIATHOS	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		
SKIATHOS	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	57.1	23	7		
SKIATHOS	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	4	0.0	0	0		
<b>TOTAL SKIATHOS</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>2</b>	<b>62.5</b>	<b>20</b>	<b>8</b>	
THIRA (SANTORINI)	EASYJET UK LTD	S	70	0	0	7.1	21.4	45.7	11.4	8.6	5.7	0.0	0.0	0.0	0.0	14	58.8	23	68		
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	50.0	31	8		
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4		
THIRA (SANTORINI)	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		
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	3		
<b>TOTAL THIRA (SANTORINI)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>23.2</b>	<b>41.5</b>	<b>14.6</b>	<b>8.5</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.4</b>	<b>22</b>	<b>83</b>		
VOLOS NEA ANCHIOS	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	30	1		
<b>TOTAL VOLOS NEA ANCHIOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
ZAKINTHOS	EASYJET UK LTD	S	42	0	0	7.1	33.3	42.9	7.1	2.4	4.8	0.0	2.4	0.0	0.0	17	61.8	23	34		
ZAKINTHOS	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	92.3	9	13		
ZAKINTHOS	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
ZAKINTHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	31.3	18.8	25.0	0.0	6.3	0.0	0.0	0.0	27	75.0	8	16		
<b>TOTAL ZAKINTHOS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>28.3</b>	<b>40.0</b>	<b>11.7</b>	<b>8.3</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.4</b>	<b>16</b>	<b>63</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GREECE</b>			<b>1126</b>	<b>0</b>	<b>3</b>	<b>8.3</b>	<b>24.4</b>	<b>39.5</b>	<b>14.7</b>	<b>7.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>71.7</b>	<b>17</b>	<b>1190</b>
<b>GRENADA</b>																				
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	17	0	0	23.5	35.3	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	6	17
<b>GRENADA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	13	0	0	30.8	15.4	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	36	14
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>26.7</b>	<b>40.0</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>4</b>	<b>67.7</b>	<b>19</b>	<b>31</b>
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>26.7</b>	<b>40.0</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>4</b>	<b>67.7</b>	<b>19</b>	<b>31</b>
<b>GUADELOUPE</b>																				
<b>POINTE A PITRE GUADELOUPE</b>	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
<b>TOTAL POINTE A PITRE GUADELOUPE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>
<b>TOTAL GUADELOUPE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	50	0	0	6.0	42.0	28.0	8.0	10.0	4.0	2.0	0.0	0.0	0.0	0.0	13	89.6	4	48
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>42.0</b>	<b>28.0</b>	<b>8.0</b>	<b>10.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.6</b>	<b>4</b>	<b>48</b>
<b>TOTAL HONG KONG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>42.0</b>	<b>28.0</b>	<b>8.0</b>	<b>10.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.6</b>	<b>4</b>	<b>48</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	EASYJET UK LTD	S	96	0	0	1.0	16.7	42.7	22.9	11.5	3.1	2.1	0.0	0.0	0.0	0.0	18	53.4	28	88
<b>BUDAPEST</b>	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	100.0	12	1
<b>BUDAPEST</b>	WIZZ AIR	S	60	0	0	0.0	0.0	35.0	38.3	20.0	5.0	1.7	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>10.3</b>	<b>39.7</b>	<b>28.8</b>	<b>14.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.9</b>	<b>27</b>	<b>89</b>
<b>TOTAL HUNGARY</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>10.3</b>	<b>39.7</b>	<b>28.8</b>	<b>14.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.9</b>	<b>27</b>	<b>89</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	EASYJET UK LTD	S	40	0	0	15.0	20.0	35.0	7.5	20.0	2.5	0.0	0.0	0.0	0.0	0.0	14	60.0	19	40
<b>KEFLAVIK</b>	ICELANDAIR	S	74	0	0	4.1	27.0	48.6	13.5	5.4	1.4	0.0	0.0	0.0	0.0	0.0	9	67.5	15	80
<b>KEFLAVIK</b>	NORWEGIAN AIR INTERNATIONAL	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>KEFLAVIK</b>	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.7	9	118
<b>TOTAL KEFLAVIK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>25.0</b>	<b>43.1</b>	<b>12.1</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.3</b>	<b>12</b>	<b>238</b>
<b>TOTAL ICELAND</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>25.0</b>	<b>43.1</b>	<b>12.1</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.3</b>	<b>12</b>	<b>238</b>
<b>IRAQ</b>																				
<b>BAGHDAD (GECA)</b>	IRAQI AIRWAYS	S	2	0	4	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	66.7	17	77.8	4	9
<b>TOTAL BAGHDAD (GECA)</b>			<b>2</b>	<b>0</b>	<b>4</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>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>17</b>	<b>77.8</b>	<b>4</b>	<b>9</b>
<b>SULAYMANIYAH INT</b>	IRAQI AIRWAYS	S	4	0	4	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	100.0	0	9
<b>TOTAL SULAYMANIYAH INT</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>9</b>
<b>TOTAL IRAQ</b>			<b>6</b>	<b>0</b>	<b>8</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57.1</b>	<b>6</b>	<b>88.9</b>	<b>2</b>	<b>18</b>
<b>IRISH REPUBLIC</b>																				



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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	
CORK	ENTER AIR	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	
CORK	RYANAIR	S	62	0	0	6.5	50.0	29.0	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	62.9	17	62	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>49.2</b>	<b>28.6</b>	<b>7.9</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>1.6</b>	<b>6</b>	<b>62.9</b>	<b>17</b>	<b>62</b>	
DUBLIN	AER LINGUS	S	299	0	5	6.9	38.2	30.6	11.5	6.9	4.3	0.0	0.0	0.0	0.0	1.6	12	64.0	19	293	
DUBLIN	RYANAIR	S	436	0	0	7.1	35.8	28.7	11.7	11.9	4.4	0.5	0.0	0.0	0.0	0.0	13	64.7	19	434	
<b>TOTAL DUBLIN</b>			<b>735</b>	<b>0</b>	<b>5</b>	<b>7.0</b>	<b>36.8</b>	<b>29.5</b>	<b>11.6</b>	<b>9.9</b>	<b>4.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>64.4</b>	<b>19</b>	<b>727</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	59	0	3	9.7	37.1	33.9	6.5	4.8	3.2	0.0	0.0	0.0	0.0	4.8	8	67.7	15	61	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>37.1</b>	<b>33.9</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>8</b>	<b>67.7</b>	<b>15</b>	<b>61</b>	
SHANNON	RYANAIR	S	62	0	0	12.9	51.6	22.6	6.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	70.0	13	60	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>51.6</b>	<b>22.6</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>13</b>	<b>60</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>918</b>	<b>0</b>	<b>9</b>	<b>7.6</b>	<b>38.6</b>	<b>29.2</b>	<b>10.7</b>	<b>9.0</b>	<b>3.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>64.9</b>	<b>18</b>	<b>910</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	57.1	26	7	
<b>TOTAL ARUBA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.1</b>	<b>26</b>	<b>7</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.1</b>	<b>26</b>	<b>7</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	6	0	0	16.7	16.7	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	64.3	24	28	
<b>TOTAL TEL AVIV</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>16</b>	<b>64.3</b>	<b>24</b>	<b>28</b>	
<b>TOTAL ISRAEL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>16</b>	<b>64.3</b>	<b>24</b>	<b>28</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	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	33.3	55	3	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>55</b>	<b>3</b>	
ANCONA	EASYJET UK LTD	S	18	0	0	5.6	38.9	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	42	0	0	9.5	33.3	47.6	2.4	4.8	0.0	0.0	0.0	2.4	0.0	0.0	16	87.5	5	32	
BARI (PALESE)	EASYJET UK LTD	S	38	0	0	0.0	13.2	57.9	21.1	2.6	5.3	0.0	0.0	0.0	0.0	0.0	14	53.1	23	32	
<b>TOTAL BARI (PALESE)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>23.8</b>	<b>52.5</b>	<b>11.3</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.3</b>	<b>14</b>	<b>64</b>	
BERGAMO	ALBA STAR	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	
BERGAMO	BRITISH AIRWAYS PLC	S	52	0	0	19.2	36.5	26.9	13.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>37.7</b>	<b>26.4</b>	<b>13.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	EASYJET UK LTD	S	54	0	2	0.0	26.8	51.8	10.7	3.6	3.6	0.0	0.0	0.0	0.0	3.6	10	58.1	20	62	
<b>TOTAL BOLOGNA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.8</b>	<b>51.8</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>10</b>	<b>58.1</b>	<b>20</b>	<b>62</b>	
BRINDISI	EASYJET UK LTD	S	16	0	0	0.0	31.3	50.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	18	16	
<b>TOTAL BRINDISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	32	0	0	25.0	34.4	34.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.9	31	32	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>34.4</b>	<b>34.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.9</b>	<b>31</b>	<b>32</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	52	0	0	9.6	32.7	42.3	1.9	9.6	1.9	0.0	1.9	0.0	0.0	0.0	14	89.3	8	56
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	76	0	2	1.3	17.9	52.6	12.8	6.4	5.1	1.3	0.0	0.0	0.0	2.6	16	70.9	16	79
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	87.5	7	16
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	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	2	100.0	0	3
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>143</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>25.5</b>	<b>48.3</b>	<b>8.3</b>	<b>6.9</b>	<b>4.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>79.7</b>	<b>12</b>	<b>158</b>
FLORENCE	VUELING AIRLINES	S	94	0	4	8.2	42.9	27.6	10.2	4.1	3.1	0.0	0.0	0.0	0.0	4.1	8	51.5	35	65
<b>TOTAL FLORENCE</b>			<b>94</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>42.9</b>	<b>27.6</b>	<b>10.2</b>	<b>4.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>8</b>	<b>51.5</b>	<b>35</b>	<b>65</b>
GENOA	BRITISH AIRWAYS PLC	S	48	0	0	4.2	35.4	43.8	10.4	0.0	4.2	0.0	0.0	2.1	0.0	0.0	17	79.3	40	58
<b>TOTAL GENOA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>35.4</b>	<b>43.8</b>	<b>10.4</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.3</b>	<b>40</b>	<b>58</b>
LAMETIA-TERME	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MILAN (LINATE)	EASYJET UK LTD	S	29	0	0	3.4	51.7	41.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.5	17	184
<b>TOTAL MILAN (LINATE)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>51.7</b>	<b>41.4</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>71.7</b>	<b>17</b>	<b>185</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	491	0	0	2.9	19.6	39.3	15.9	14.3	6.1	1.6	0.4	0.0	0.0	0.0	21	63.7	22	339
<b>TOTAL MILAN (MALPENSA)</b>			<b>491</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>19.6</b>	<b>39.3</b>	<b>15.9</b>	<b>14.3</b>	<b>6.1</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.6</b>	<b>22</b>	<b>339</b>
NAPLES	BRITISH AIRWAYS PLC	S	146	0	0	4.8	39.0	43.2	5.5	4.1	2.7	0.7	0.0	0.0	0.0	0.0	8	75.8	22	149
NAPLES	EASYJET UK LTD	S	116	0	0	3.4	29.3	43.1	15.5	6.0	1.7	0.9	0.0	0.0	0.0	0.0	12	81.0	9	116
NAPLES	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	5	16
NAPLES	TUI AIRWAYS LTD	C	27	0	0	0.0	18.5	33.3	14.8	18.5	11.1	3.7	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL NAPLES</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>33.2</b>	<b>42.2</b>	<b>10.4</b>	<b>6.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.3</b>	<b>16</b>	<b>281</b>
OLBIA	EASYJET UK LTD	S	48	0	2	6.0	22.0	42.0	12.0	8.0	6.0	0.0	0.0	0.0	0.0	4.0	17	60.0	39	30
OLBIA	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	8	20.0	45	5
<b>TOTAL OLBIA</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>21.8</b>	<b>45.5</b>	<b>10.9</b>	<b>7.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>16</b>	<b>54.3</b>	<b>39</b>	<b>35</b>
PALERMO	EASYJET UK LTD	S	34	0	0	2.9	8.8	38.2	23.5	17.6	8.8	0.0	0.0	0.0	0.0	0.0	20	65.1	20	42
<b>TOTAL PALERMO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.8</b>	<b>38.2</b>	<b>23.5</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>20</b>	<b>65.1</b>	<b>20</b>	<b>42</b>
PISA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	64
PISA	EASYJET UK LTD	S	116	0	2	4.2	29.7	30.5	10.2	9.3	11.0	3.4	0.0	0.0	0.0	1.7	25	73.1	17	104
PISA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	213	1
<b>TOTAL PISA</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>29.7</b>	<b>30.5</b>	<b>10.2</b>	<b>9.3</b>	<b>11.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>25</b>	<b>73.4</b>	<b>17</b>	<b>169</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	59	0	0	11.9	28.8	27.1	15.3	10.2	5.1	1.7	0.0	0.0	0.0	0.0	15	75.8	9	60
ROME (FIUMICINO)	EASYJET UK LTD	S	222	0	2	4.0	20.1	38.8	20.5	10.7	3.6	1.3	0.0	0.0	0.0	0.9	16	68.9	19	222
ROME (FIUMICINO)	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

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Reporting Airport: GATWICK (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ROME (FIUMICINO)	VUELING AIRLINES	S	136	0	0	5.9	30.1	41.2	14.7	6.6	1.5	0.0	0.0	0.0	0.0	0.0	9	64.5	22	123	
<b>TOTAL ROME (FIUMICINO)</b>			<b>418</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>24.8</b>	<b>37.9</b>	<b>17.9</b>	<b>9.3</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>68.6</b>	<b>18</b>	<b>405</b>		
TURIN	BRITISH AIRWAYS PLC	S	66	0	0	9.1	40.9	31.8	7.6	9.1	1.5	0.0	0.0	0.0	0.0	0.0	9	83.3	12	72	
TURIN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
<b>TOTAL TURIN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>31.8</b>	<b>7.6</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>9</b>	<b>83.8</b>	<b>12</b>	<b>74</b>		
VENICE	BRITISH AIRWAYS PLC	S	204	0	2	12.6	43.7	29.6	4.9	2.4	5.3	0.5	0.0	0.0	1.0	9	77.0	14	230		
VENICE	EASYJET UK LTD	S	228	0	2	3.5	23.5	34.3	18.3	10.4	5.7	2.6	0.9	0.0	0.9	23	74.7	15	236		
<b>TOTAL VENICE</b>			<b>432</b>	<b>0</b>	<b>4</b>	<b>7.8</b>	<b>33.0</b>	<b>32.1</b>	<b>11.9</b>	<b>6.7</b>	<b>5.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>75.8</b>	<b>15</b>	<b>466</b>		
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	84	0	4	10.2	37.5	28.4	11.4	4.5	3.4	0.0	0.0	0.0	4.5	10	90.0	7	100		
VERONA VILLAFRANCA	EASYJET UK LTD	S	68	0	4	0.0	30.6	34.7	12.5	9.7	5.6	1.4	0.0	0.0	5.6	16	50.0	22	58		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>5.6</b>	<b>34.4</b>	<b>31.3</b>	<b>11.9</b>	<b>6.9</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>13</b>	<b>73.9</b>	<b>13</b>	<b>158</b>		
<b>TOTAL ITALY</b>			<b>2625</b>	<b>0</b>	<b>26</b>	<b>5.5</b>	<b>28.7</b>	<b>37.8</b>	<b>12.9</b>	<b>8.2</b>	<b>4.5</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>1.0</b>	<b>15</b>	<b>71.5</b>	<b>18</b>	<b>2612</b>		
<b>JAMAICA</b>																					
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	0.0	3.7	18.5	33.3	22.2	18.5	3.7	0.0	0.0	0.0	38	44.4	23	27		
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>18.5</b>	<b>33.3</b>	<b>22.2</b>	<b>18.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>44.4</b>	<b>23</b>	<b>27</b>		
MONTEGO BAY	TUI AIRWAYS LTD	C	26	0	0	7.7	23.1	19.2	30.8	15.4	3.8	0.0	0.0	0.0	0.0	16	53.8	26	26		
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	20	0	0	10.0	30.0	40.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	7	84.2	5	19		
<b>TOTAL MONTEGO BAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>26.1</b>	<b>28.3</b>	<b>23.9</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>17</b>	<b>45</b>		
<b>TOTAL JAMAICA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>17.8</b>	<b>24.7</b>	<b>27.4</b>	<b>15.1</b>	<b>8.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>58.3</b>	<b>19</b>	<b>72</b>		
<b>JORDAN</b>																					
AQABA	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		
<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</b>	<b>0.0</b>	<b>0</b>	<b>0</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	122	0	0	0.0	5.7	37.7	27.9	25.4	1.6	1.6	0.0	0.0	0.0	24	77.9	16	122		
<b>TOTAL RIGA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.7</b>	<b>37.7</b>	<b>27.9</b>	<b>25.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.9</b>	<b>16</b>	<b>122</b>		
<b>TOTAL LATVIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.7</b>	<b>37.7</b>	<b>27.9</b>	<b>25.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.9</b>	<b>16</b>	<b>122</b>		
<b>LUXEMBOURG</b>																					
LUXEMBOURG	EASYJET UK LTD	S	34	0	0	0.0	23.5	55.9	8.8	8.8	2.9	0.0	0.0	0.0	0.0	12	65.8	27	38		
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>55.9</b>	<b>8.8</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>12</b>	<b>65.8</b>	<b>27</b>	<b>38</b>		
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>55.9</b>	<b>8.8</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>12</b>	<b>65.8</b>	<b>27</b>	<b>38</b>		
<b>MALDIVE ISLANDS</b>																					
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	19	66.7	8	3		
<b>TOTAL MALE INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>8</b>	<b>3</b>		
<b>TOTAL MALDIVE ISLANDS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>8</b>	<b>3</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>MALTA</b>																					
MALTA	AIR MALTA	S	72	0	0	2.8	16.7	36.1	19.4	13.9	11.1	0.0	0.0	0.0	0.0	0.0	20	60.3	20	62	
MALTA	BRITISH AIRWAYS PLC	C	6	0	1	0.0	14.3	14.3	14.3	28.6	14.3	0.0	0.0	0.0	0.0	14.3	35	0.0	0	0	
MALTA	BRITISH AIRWAYS PLC	S	64	0	0	18.8	29.7	32.8	7.8	6.3	1.6	3.1	0.0	0.0	0.0	13	81.7	14	60		
MALTA	EASYJET UK LTD	S	89	0	0	5.6	16.9	43.8	15.7	10.1	3.4	4.5	0.0	0.0	0.0	21	69.8	15	86		
MALTA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10		
MALTA	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	50.0	34	16		
MALTA	TUI AIRWAYS LTD	C	15	0	0	6.7	20.0	26.7	33.3	13.3	0.0	0.0	0.0	0.0	0.0	18	16.7	53	6		
<b>TOTAL MALTA</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>20.2</b>	<b>36.8</b>	<b>15.8</b>	<b>10.9</b>	<b>5.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.0</b>	<b>18</b>	<b>240</b>		
<b>TOTAL MALTA</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>20.2</b>	<b>36.8</b>	<b>15.8</b>	<b>10.9</b>	<b>5.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>68.0</b>	<b>18</b>	<b>240</b>		
<b>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	30	0	0	10.0	60.0	23.3	0.0	3.3	0.0	0.0	0.0	3.3	0.0	0.0	25	91.2	5	34	
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	26	1		
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	37.5	0.0	25.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	36	88.9	6	9		
<b>TOTAL MAURITIUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>47.4</b>	<b>23.7</b>	<b>2.6</b>	<b>2.6</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>27</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>TOTAL MAURITIUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>47.4</b>	<b>23.7</b>	<b>2.6</b>	<b>2.6</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>27</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	40	0	0	12.5	47.5	30.0	2.5	0.0	2.5	0.0	0.0	5.0	0.0	0.0	73	85.2	16	27	
CANCUN	HI FLY MALTA	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	109	0.0	0	0		
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	61.1	42	18		
CANCUN	TUI AIRWAYS LTD	S	52	0	0	5.8	15.4	51.9	15.4	3.8	3.8	3.8	0.0	0.0	0.0	19	75.0	14	60		
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	80.0	9	10		
<b>TOTAL CANCUN</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>29.0</b>	<b>41.9</b>	<b>9.7</b>	<b>2.2</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>75.7</b>	<b>18</b>	<b>115</b>	
PUERTO VALLARTA	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	13	75.0	8	8		
<b>TOTAL PUERTO VALLARTA</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>75.0</b>	<b>8</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>26.7</b>	<b>43.6</b>	<b>10.9</b>	<b>3.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.6</b>	<b>18</b>	<b>123</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	28	0	0	21.4	10.7	32.1	25.0	10.7	0.0	0.0	0.0	0.0	0.0	12	65.4	39	26		
AGADIR (AL MASSIRA)	TUI AIRWAYS 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	6	88.9	16	18		
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>21.7</b>	<b>34.8</b>	<b>21.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>29</b>	<b>44</b>		
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	48	0	0	4.2	31.3	41.7	16.7	6.3	0.0	0.0	0.0	0.0	0.0	9	67.9	13	56		
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>31.3</b>	<b>41.7</b>	<b>16.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>13</b>	<b>56</b>		
FEZ	AIR ARABIA MAROC	S	18	0	0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	48	18		
<b>TOTAL FEZ</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>2</b>	<b>66.7</b>	<b>48</b>	<b>18</b>		
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	16.7	44.4	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	7	70.0	10	20		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	BRITISH AIRWAYS PLC	S	78	0	0	21.8	20.5	28.2	11.5	10.3	6.4	0.0	0.0	1.3	0.0	0.0	30	81.4	9	70	
MARRAKESH	EASYJET UK LTD	S	88	0	0	11.4	22.7	45.5	17.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	8	78.1	12	114	
MARRAKESH	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	68.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	16	18	
<b>TOTAL MARRAKESH</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>23.5</b>	<b>38.5</b>	<b>13.5</b>	<b>6.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.9</b>	<b>11</b>	<b>222</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	26	0	0	3.8	34.6	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	17	18	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>30.8</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>17</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>26.9</b>	<b>37.0</b>	<b>14.8</b>	<b>6.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.0</b>	<b>16</b>	<b>358</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	180	0	2	4.9	37.4	36.8	9.3	3.8	3.3	1.1	2.2	0.0	0.0	1.1	15	75.8	11	178	
AMSTERDAM	EASYJET UK LTD	S	478	0	0	5.4	25.9	34.5	13.2	12.1	8.2	0.6	0.0	0.0	0.0	0.0	18	70.9	17	438	
AMSTERDAM	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	5	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>660</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>29.2</b>	<b>35.2</b>	<b>12.1</b>	<b>9.8</b>	<b>6.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>72.4</b>	<b>15</b>	<b>616</b>	
ROTTERDAM	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	8	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>8</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>660</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>29.2</b>	<b>35.2</b>	<b>12.1</b>	<b>9.8</b>	<b>6.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>72.4</b>	<b>15</b>	<b>617</b>	
<b>NORWAY</b>																					
BERGEN	NORWEGIAN AIR SHUTTLE	S	116	0	0	6.0	43.1	34.5	6.0	6.0	2.6	0.9	0.9	0.0	0.0	0.0	11	75.0	14	116	
BERGEN	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	0	50.0	11	2	
<b>TOTAL BERGEN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>42.4</b>	<b>34.7</b>	<b>5.9</b>	<b>5.9</b>	<b>2.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.6</b>	<b>14</b>	<b>118</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	210	0	0	1.0	23.8	38.6	17.1	13.3	6.2	0.0	0.0	0.0	0.0	0.0	16	70.3	21	195	
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	47.1	46	70	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>23.8</b>	<b>38.6</b>	<b>17.1</b>	<b>13.3</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.9</b>	<b>27</b>	<b>265</b>	
STAVANGER	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	15	14	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	54	0	0	5.6	29.6	40.7	5.6	13.0	5.6	0.0	0.0	0.0	0.0	0.0	13	92.6	7	54	
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>29.6</b>	<b>40.7</b>	<b>5.6</b>	<b>13.0</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>88.2</b>	<b>9</b>	<b>68</b>	
TROMSOE	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	4	
<b>TOTAL TROMSOE</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>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>17</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	2.9	41.2	38.2	14.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	8	89.5	3	38	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>41.2</b>	<b>38.2</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>8</b>	<b>89.5</b>	<b>3</b>	<b>38</b>	
<b>TOTAL NORWAY</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>31.0</b>	<b>38.1</b>	<b>12.1</b>	<b>10.0</b>	<b>5.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.1</b>	<b>20</b>	<b>493</b>	
<b>PERU</b>																					
JORGE CHAVEZ INTERNATIONAL	BRITISH AIRWAYS PLC	S	22	0	0	0.0	18.2	18.2	27.3	22.7	4.5	9.1	0.0	0.0	0.0	0.0	38	65.2	14	23	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL JORGE CHAVEZ INTERNATIONAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>27.3</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>38</b>	<b>65.2</b>	<b>14</b>	<b>23</b>
<b>TOTAL PERU</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>27.3</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>38</b>	<b>65.2</b>	<b>14</b>	<b>23</b>
<b>POLAND</b>																				
<b>GDANSK</b>	WIZZ AIR	S	60	0	0	6.7	33.3	40.0	8.3	6.7	5.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL GDANSK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.3</b>	<b>40.0</b>	<b>8.3</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>KRAKOW</b>	EASYJET UK LTD	S	92	0	0	3.3	22.8	30.4	19.6	14.1	7.6	2.2	0.0	0.0	0.0	0.0	21	53.8	31	80
<b>TOTAL KRAKOW</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>22.8</b>	<b>30.4</b>	<b>19.6</b>	<b>14.1</b>	<b>7.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.8</b>	<b>31</b>	<b>80</b>
<b>LODZ LUBLINEK</b>	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	13	0.0	0	0
<b>TOTAL LODZ LUBLINEK</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>0.0</b>	<b>0</b>	<b>0</b>
<b>WARSAW (CHOPIN)</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	50.0	11	2
<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>50.0</b>	<b>11</b>	<b>2</b>
<b>TOTAL POLAND</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.6</b>	<b>34.4</b>	<b>15.6</b>	<b>11.0</b>	<b>6.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>53.7</b>	<b>30</b>	<b>82</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>AZORES PONTA DELGADA</b>	SATA	S	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	5	50.0	26	4
<b>TOTAL AZORES PONTA DELGADA</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>5</b>	<b>50.0</b>	<b>26</b>	<b>4</b>
<b>FARO</b>	BRITISH AIRWAYS PLC	S	171	0	0	15.8	33.9	31.0	7.6	5.3	4.1	2.3	0.0	0.0	0.0	0.0	13	82.9	10	140
<b>FARO</b>	EASYJET UK LTD	S	254	0	0	4.7	26.4	37.0	17.3	9.8	4.3	0.4	0.0	0.0	0.0	0.0	15	71.4	15	266
<b>FARO</b>	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	8	16
<b>FARO</b>	NORWEGIAN AIR INTERNATIONAL	S	24	0	0	0.0	20.8	54.2	4.2	20.8	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	34	24
<b>FARO</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	43.8	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	5	14
<b>TOTAL FARO</b>			<b>465</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>29.5</b>	<b>35.7</b>	<b>12.9</b>	<b>8.4</b>	<b>3.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.4</b>	<b>14</b>	<b>460</b>
<b>LISBON</b>	AIR PORTUGAL	S	98	0	0	2.0	19.4	37.8	25.5	12.2	3.1	0.0	0.0	0.0	0.0	0.0	16	46.5	30	100
<b>LISBON</b>	EASYJET UK LTD	S	124	0	0	6.5	21.0	36.3	18.5	12.1	4.0	1.6	0.0	0.0	0.0	0.0	18	54.5	38	123
<b>TOTAL LISBON</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>20.3</b>	<b>36.9</b>	<b>21.6</b>	<b>12.2</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>17</b>	<b>50.9</b>	<b>34</b>	<b>223</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	124	0	0	2.4	28.2	38.7	12.1	6.5	8.1	4.0	0.0	0.0	0.0	0.0	20	60.2	24	123
<b>OPORTO (PORTUGAL)</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>OPORTO (PORTUGAL)</b>	BRITISH AIRWAYS PLC	S	50	0	0	16.0	40.0	24.0	6.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	9	88.0	11	50
<b>OPORTO (PORTUGAL)</b>	EASYJET UK LTD	S	92	0	0	4.3	20.7	44.6	14.1	12.0	4.3	0.0	0.0	0.0	0.0	0.0	14	56.8	35	95
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>266</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>27.7</b>	<b>37.8</b>	<b>11.6</b>	<b>9.4</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>64.2</b>	<b>26</b>	<b>268</b>
<b>TOTAL PORTUGAL</b>			<b>955</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>26.8</b>	<b>36.7</b>	<b>14.5</b>	<b>9.5</b>	<b>4.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>66.4</b>	<b>22</b>	<b>955</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>FUNCHAL</b>	BRITISH AIRWAYS PLC	S	60	0	0	35.0	25.0	23.3	11.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	67.9	17	51
<b>FUNCHAL</b>	EASYJET UK LTD	S	64	0	0	9.4	23.4	37.5	21.9	6.3	1.6	0.0	0.0	0.0	0.0	0.0	12	64.4	21	72

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FUNCHAL	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	75.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	64.7	13	17
<b>TOTAL FUNCHAL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>22.9</b>	<b>35.7</b>	<b>15.0</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.0</b>	<b>18</b>	<b>141</b>
PORTO SANTO	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
PORTO SANTO	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL PORTO SANTO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>9</b>
<b>TOTAL PORTUGAL</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>23.1</b>	<b>36.7</b>	<b>15.0</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>9</b>	<b>68.0</b>	<b>17</b>	<b>150</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	154	0	0	0.6	24.0	44.2	14.9	13.6	1.9	0.0	0.6	0.0	0.0	0.0	16	68.5	13	124
<b>TOTAL DOHA HAMAD</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>24.0</b>	<b>44.2</b>	<b>14.9</b>	<b>13.6</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>16</b>	<b>68.5</b>	<b>13</b>	<b>124</b>
<b>TOTAL QATAR</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>24.0</b>	<b>44.2</b>	<b>14.9</b>	<b>13.6</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>16</b>	<b>68.5</b>	<b>13</b>	<b>124</b>
<b>REPUBLIC OF</b>																				
PODGORICA	MONTENEGRO AIRLINES	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
PODGORICA	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	18	4
<b>TOTAL PODGORICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>25.0</b>	<b>18</b>	<b>4</b>
TIVAT	EASYJET UK LTD	S	16	0	0	6.3	6.3	75.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	13	18
TIVAT	MONTENEGRO AIRLINES	S	16	0	0	6.3	31.3	25.0	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	18	80.0	7	10
<b>TOTAL TIVAT</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>50.0</b>	<b>9.4</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>13</b>	<b>82.1</b>	<b>11</b>	<b>28</b>
<b>TOTAL REPUBLIC OF</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>52.5</b>	<b>10.0</b>	<b>15.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>12</b>	<b>32</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	WIZZ AIR	S	62	0	0	3.2	17.7	35.5	11.3	12.9	9.7	3.2	6.5	0.0	0.0	0.0	38	83.9	8	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.7</b>	<b>35.5</b>	<b>11.3</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>83.9</b>	<b>8</b>	<b>62</b>
CLUJ NAPOCA	WIZZ AIR	S	60	0	0	1.7	16.7	43.3	15.0	16.7	3.3	3.3	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>16.7</b>	<b>43.3</b>	<b>15.0</b>	<b>16.7</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.2</b>	<b>39.3</b>	<b>13.1</b>	<b>14.8</b>	<b>6.6</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>83.9</b>	<b>8</b>	<b>62</b>
<b>RUSSIA</b>																				
ST PETERSBURG	ROSSIYA AIRLINES	S	62	0	0	3.2	37.1	27.4	17.7	8.1	3.2	0.0	3.2	0.0	0.0	0.0	18	85.5	6	62
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.1</b>	<b>27.4</b>	<b>17.7</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.5</b>	<b>6</b>	<b>62</b>
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>37.1</b>	<b>27.4</b>	<b>17.7</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.5</b>	<b>6</b>	<b>62</b>
<b>RWANDA</b>																				
KIGALI	RWANDAIR EXPRESS	S	28	0	0	3.6	21.4	39.3	17.9	10.7	0.0	3.6	3.6	0.0	0.0	0.0	23	53.8	30	26
<b>TOTAL KIGALI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</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>23</b>	<b>53.8</b>	<b>30</b>	<b>26</b>
<b>TOTAL RWANDA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</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>23</b>	<b>53.8</b>	<b>30</b>	<b>26</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	22.2	27.8	27.8	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	88.2	13	17
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</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>11</b>	<b>88.2</b>	<b>13</b>	<b>17</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SAINT KITTS AND SINGAPORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</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>0.0</b>	<b>11</b>	<b>88.2</b>	<b>13</b>	<b>17</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	80.6	14	36	
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.6</b>	<b>14</b>	<b>36</b>	
<b>TOTAL SINGAPORE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.6</b>	<b>14</b>	<b>36</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	34	0	0	8.8	26.5	32.4	17.6	8.8	5.9	0.0	0.0	0.0	0.0	0.0	14	58.3	18	36	
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</b>	<b>17.6</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>14</b>	<b>58.3</b>	<b>18</b>	<b>36</b>	
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</b>	<b>17.6</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>14</b>	<b>58.3</b>	<b>18</b>	<b>36</b>	
<b>SPAIN</b>																					
ALICANTE	BRITISH AIRWAYS PLC	S	128	0	0	7.8	33.6	31.3	14.1	7.8	2.3	3.1	0.0	0.0	0.0	0.0	15	74.5	13	110	
ALICANTE	EASYJET UK LTD	S	231	0	0	4.3	26.0	40.3	13.9	7.4	5.2	3.0	0.0	0.0	0.0	0.0	17	65.7	18	233	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	12	14	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	53	0	0	1.9	32.1	35.8	17.0	9.4	3.8	0.0	0.0	0.0	0.0	0.0	13	81.6	9	38	
ALICANTE	RYANAIR	S	54	0	0	11.1	18.5	38.9	11.1	18.5	1.9	0.0	0.0	0.0	0.0	0.0	14	68.5	18	54	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	34	11	
ALICANTE	VUELING AIRLINES	S	32	0	2	14.7	32.4	26.5	11.8	2.9	5.9	0.0	0.0	0.0	0.0	5.9	10	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>516</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>28.0</b>	<b>36.7</b>	<b>14.3</b>	<b>8.5</b>	<b>3.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>69.6</b>	<b>16</b>	<b>460</b>	
ALMERIA	BRITISH AIRWAYS PLC	S	22	0	0	13.6	63.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
ALMERIA	EASYJET UK LTD	S	62	0	0	16.1	48.4	27.4	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.7	8	62	
ALMERIA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	30	6	
ALMERIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	24	8	
ALMERIA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1	
<b>TOTAL ALMERIA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>49.5</b>	<b>29.0</b>	<b>6.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.8</b>	<b>11</b>	<b>77</b>	
ASTURIAS	VUELING AIRLINES	S	27	0	1	0.0	21.4	32.1	21.4	7.1	14.3	0.0	0.0	0.0	0.0	3.6	22	58.3	31	24	
<b>TOTAL ASTURIAS</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.4</b>	<b>32.1</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>22</b>	<b>58.3</b>	<b>31</b>	<b>24</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	74.8	12	100	
BARCELONA	EASYJET UK LTD	S	356	0	0	8.7	27.8	34.6	10.1	15.4	3.4	0.0	0.0	0.0	0.0	0.0	13	57.6	28	357	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	109	0	0	0.9	31.2	30.3	20.2	13.8	2.8	0.9	0.0	0.0	0.0	0.0	16	57.1	31	70	
BARCELONA	VUELING AIRLINES	S	343	0	12	5.9	22.3	32.7	14.1	13.2	6.8	1.4	0.3	0.0	0.0	3.4	20	50.7	37	367	
<b>TOTAL BARCELONA</b>			<b>808</b>	<b>0</b>	<b>12</b>	<b>6.5</b>	<b>25.9</b>	<b>33.2</b>	<b>13.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>56.6</b>	<b>30</b>	<b>894</b>	
BILBAO	BRITISH AIRWAYS PLC	S	84	0	0	16.7	39.3	25.0	8.3	7.1	2.4	1.2	0.0	0.0	0.0	0.0	10	0.0	0	0	
BILBAO	VUELING AIRLINES	S	54	0	0	1.9	50.0	24.1	14.8	5.6	3.7	0.0	0.0	0.0	0.0	0.0	9	69.4	13	62	
<b>TOTAL BILBAO</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>43.5</b>	<b>24.6</b>	<b>10.9</b>	<b>6.5</b>	<b>2.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.4</b>	<b>13</b>	<b>62</b>	
GRANADA	EASYJET UK LTD	S	28	0	0	3.6	32.1	28.6	25.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	22	26	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GRANADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>28.6</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.2</b>	<b>22</b>	<b>26</b>
IBIZA	BRITISH AIRWAYS PLC	S	70	0	0	10.0	35.7	32.9	7.1	10.0	4.3	0.0	0.0	0.0	0.0	0.0	12	77.1	14	48
IBIZA	EASYJET UK LTD	S	77	0	0	1.3	35.1	39.0	7.8	9.1	5.2	2.6	0.0	0.0	0.0	0.0	16	72.7	14	66
IBIZA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	8
IBIZA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	8	8
IBIZA	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	27	0.0	0	0
IBIZA	TUI AIRWAYS LTD	C	16	0	0	6.3	50.0	31.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	66.7	12	9
<b>TOTAL IBIZA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>36.6</b>	<b>35.4</b>	<b>7.3</b>	<b>8.5</b>	<b>5.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.8</b>	<b>16</b>	<b>139</b>
JEREZ	EASYJET UK LTD	S	22	0	0	18.2	31.8	45.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
JEREZ	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	13	7
<b>TOTAL JEREZ</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>31.0</b>	<b>48.3</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>0.0</b>	<b>4</b>	<b>85.7</b>	<b>13</b>	<b>7</b>
MADRID	AIR EUROPA	S	124	0	0	6.5	32.3	41.1	12.1	5.6	2.4	0.0	0.0	0.0	0.0	0.0	9	66.9	18	124
MADRID	EASYJET UK LTD	S	248	0	0	9.3	25.8	36.3	14.1	10.5	2.8	0.0	0.8	0.4	0.0	0.0	17	70.7	19	246
MADRID	IBERIA EXPRESS	S	121	0	1	10.7	29.5	42.6	11.5	2.5	2.5	0.0	0.0	0.0	0.0	0.8	9	74.4	13	124
MADRID	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
MADRID	NORWEGIAN AIR INTERNATIONAL	S	82	0	0	7.3	22.0	37.8	22.0	9.8	1.2	0.0	0.0	0.0	0.0	0.0	12	70.8	20	106
<b>TOTAL MADRID</b>			<b>575</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>27.4</b>	<b>38.8</b>	<b>14.2</b>	<b>7.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>70.7</b>	<b>18</b>	<b>600</b>
MAHON	BRITISH AIRWAYS PLC	S	16	0	0	6.3	18.8	43.8	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
MAHON	EASYJET UK LTD	S	74	0	0	2.7	28.4	41.9	16.2	5.4	5.4	0.0	0.0	0.0	0.0	0.0	12	76.5	15	68
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.6	15	17
MAHON	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	15	87.5	9	32
MAHON	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL MAHON</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>25.8</b>	<b>42.3</b>	<b>17.5</b>	<b>5.2</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.0</b>	<b>13</b>	<b>118</b>
MALAGA	BRITISH AIRWAYS PLC	S	221	0	0	20.4	37.6	29.9	5.4	5.0	1.4	0.0	0.5	0.0	0.0	0.0	7	81.3	10	223
MALAGA	EASYJET UK LTD	S	295	0	0	8.1	24.4	37.6	14.2	10.5	3.4	1.0	0.7	0.0	0.0	0.0	16	58.8	23	300
MALAGA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	8
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	130	0	0	3.1	26.9	37.7	20.8	9.2	2.3	0.0	0.0	0.0	0.0	0.0	13	56.6	31	76
MALAGA	TUI AIRWAYS LTD	C	17	0	0	0.0	35.3	35.3	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	17	14
<b>TOTAL MALAGA</b>			<b>663</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>29.6</b>	<b>35.0</b>	<b>12.5</b>	<b>8.6</b>	<b>2.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.1</b>	<b>19</b>	<b>621</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	106	0	0	3.8	16.0	41.5	14.2	19.8	3.8	0.9	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>16.0</b>	<b>41.5</b>	<b>14.2</b>	<b>19.8</b>	<b>3.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>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	62.0	20	108
<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>62.0</b>	<b>20</b>	<b>108</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	65	0	0	9.2	35.4	33.8	7.7	10.8	1.5	0.0	0.0	1.5	0.0	0.0	27	100.0	0	4	
PALMA DE MALLORCA	EASYJET UK LTD	S	286	0	1	6.6	24.4	30.7	15.3	15.3	5.9	0.7	0.7	0.0	0.0	0.3	19	53.7	29	270	
PALMA DE MALLORCA	MIAMI AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	10	
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	4.3	32.6	30.4	19.6	8.7	2.2	0.0	0.0	2.2	0.0	0.0	23	70.0	18	60	
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	58.9	21	55	
PALMA DE MALLORCA	TITAN AIRWAYS LTD	C	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		
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	42	0	0	2.4	21.4	47.6	14.3	7.1	2.4	2.4	2.4	0.0	0.0	0.0	20	62.7	18	67	
<b>TOTAL PALMA DE MALLORCA</b>			<b>440</b>	<b>0</b>	<b>5</b>	<b>6.3</b>	<b>26.3</b>	<b>32.4</b>	<b>14.4</b>	<b>13.3</b>	<b>4.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.1</b>	<b>21</b>	<b>58.7</b>	<b>25</b>	<b>466</b>	
REUS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	2	
REUS	TUI AIRWAYS LTD	C	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	73.9	16	23	
<b>TOTAL REUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>47.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.0</b>	<b>20</b>	<b>25</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET UK LTD	S	16	0	0	12.5	43.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	11	16	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
SEVILLE	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	0.0	51	1	
SEVILLE	BRITISH AIRWAYS PLC	S	80	0	0	13.8	36.3	35.0	5.0	3.8	3.8	1.3	0.0	1.3	0.0	0.0	29	87.0	7	54	
SEVILLE	EASYJET UK LTD	S	62	0	0	4.8	16.1	53.2	12.9	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	62.9	18	62	
SEVILLE	SMARTLYNX AIRLINES (LATVIA)	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>27.3</b>	<b>42.7</b>	<b>8.4</b>	<b>4.9</b>	<b>4.2</b>	<b>0.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>72.9</b>	<b>13</b>	<b>117</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	82.8	18	58	
VALENCIA	EASYJET UK LTD	S	170	0	0	2.9	28.8	47.1	10.6	7.1	3.5	0.0	0.0	0.0	0.0	0.0	11	73.8	16	172	
<b>TOTAL VALENCIA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.8</b>	<b>47.1</b>	<b>10.6</b>	<b>7.1</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>11</b>	<b>76.1</b>	<b>17</b>	<b>230</b>	
ZARAGOZA	ENTER AIR	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL ZARAGOZA</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>		
<b>TOTAL SPAIN</b>			<b>4030</b>	<b>0</b>	<b>23</b>	<b>7.5</b>	<b>28.7</b>	<b>35.8</b>	<b>12.9</b>	<b>9.7</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>65.9</b>	<b>21</b>	<b>3990</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	41	0	0	24.4	36.6	19.5	12.2	2.4	4.9	0.0	0.0	0.0	0.0	0.0	8	58.8	27	34	
ARRECIFE	EASYJET UK LTD	S	74	0	1	4.0	10.7	48.0	21.3	10.7	1.3	0.0	2.7	0.0	0.0	1.3	19	71.6	16	74	
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	25	19	
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	8	
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	63.4	27	41	
ARRECIFE	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ARRECIFE	TUI AIRWAYS LTD	C	35	0	0	2.9	22.9	54.3	2.9	5.7	0.0	8.6	2.9	0.0	0.0	0.0	23	61.1	21	18	
<b>TOTAL ARRECIFE</b>			<b>151</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>20.4</b>	<b>42.1</b>	<b>14.5</b>	<b>7.2</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>67.0</b>	<b>21</b>	<b>194</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	75.0	13	8	
FUERTEVENTURA	EASYJET UK LTD	S	48	0	0	6.3	29.2	47.9	10.4	4.2	2.1	0.0	0.0	0.0	0.0	0.0	9	72.4	16	58	
FUERTEVENTURA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	28	
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	68.0	11	24	
FUERTEVENTURA	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	31	0.0	0	0	
FUERTEVENTURA	TUI AIRWAYS LTD	C	28	0	0	7.1	35.7	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>31.2</b>	<b>40.3</b>	<b>14.3</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.8</b>	<b>13</b>	<b>118</b>	
LAS PALMAS	BRITISH AIRWAYS PLC	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
LAS PALMAS	EASYJET UK LTD	S	56	0	0	5.4	10.7	44.6	19.6	10.7	8.9	0.0	0.0	0.0	0.0	0.0	18	78.6	15	56	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	5.6	50.0	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	84.6	11	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	61.5	24	26	
LAS PALMAS	TUI AIRWAYS LTD	C	35	0	0	0.0	11.4	45.7	20.0	17.1	0.0	5.7	0.0	0.0	0.0	0.0	22	51.5	23	33	
LAS PALMAS	WAMOS AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>11.4</b>	<b>44.7</b>	<b>17.5</b>	<b>16.7</b>	<b>4.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.5</b>	<b>17</b>	<b>149</b>	
SANTA CRUZ DE LA PALMA	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	4	55.6	14	18	
SANTA CRUZ DE LA PALMA	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	59	8	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>36.4</b>	<b>18.2</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>46.2</b>	<b>27</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	94	0	0	24.5	19.1	39.4	7.4	5.3	4.3	0.0	0.0	0.0	0.0	0.0	10	83.9	8	62	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	118	0	0	11.9	19.5	45.8	11.0	6.8	2.5	1.7	0.0	0.8	0.0	0.0	17	65.6	16	125	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	10	26	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	44	0	0	4.5	40.9	29.5	11.4	11.4	2.3	0.0	0.0	0.0	0.0	0.0	11	88.1	7	42	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR UK LTD	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
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	49.0	32	48	
TENERIFE (SURREINA SOFIA)	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	4	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	55	0	0	1.8	16.4	40.0	16.4	12.7	9.1	3.6	0.0	0.0	0.0	0.0	22	48.9	29	45	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>313</b>	<b>0</b>	<b>3</b>	<b>12.7</b>	<b>21.8</b>	<b>40.2</b>	<b>10.8</b>	<b>7.9</b>	<b>4.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>68.2</b>	<b>17</b>	<b>348</b>
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>666</b>	<b>0</b>	<b>4</b>	<b>9.4</b>	<b>20.9</b>	<b>41.3</b>	<b>13.3</b>	<b>8.7</b>	<b>3.9</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>68.6</b>	<b>18</b>	<b>835</b>
<b>COLOMBO</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
<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>100.0</b>	<b>4</b>	<b>2</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>100.0</b>	<b>4</b>	<b>2</b>
<b>ST LUCIA</b>																				
<b>ST LUCIA (HEWANORRA)</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	80.0	7	10
<b>ST LUCIA (HEWANORRA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	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	23	66.7	16	6
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
<b>TOTAL ST LUCIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
<b>SWEDEN</b>																				
<b>GOTEBORG (LANDVETTER)</b>	NORWEGIAN AIR INTERNATIONAL	S	14	0	0	0.0	28.6	14.3	14.3	21.4	21.4	0.0	0.0	0.0	0.0	0.0	29	75.0	19	16
<b>GOTEBORG (LANDVETTER)</b>	NORWEGIAN AIR SHUTTLE	S	82	0	0	0.0	22.0	40.2	18.3	13.4	3.7	2.4	0.0	0.0	0.0	0.0	19	63.1	18	84
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>36.5</b>	<b>17.7</b>	<b>14.6</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>20</b>	<b>65.0</b>	<b>18</b>	<b>100</b>
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR INTERNATIONAL	S	218	0	0	5.5	30.7	38.1	13.3	9.2	3.2	0.0	0.0	0.0	0.0	0.0	11	75.4	17	272
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	6	0	0	0.0	0.0	33.3	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	32	6
<b>STOCKHOLM (ARLANDA)</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>29.9</b>	<b>37.9</b>	<b>12.9</b>	<b>10.3</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>12</b>	<b>73.8</b>	<b>17</b>	<b>279</b>
<b>TOTAL SWEDEN</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>27.8</b>	<b>37.5</b>	<b>14.4</b>	<b>11.6</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.5</b>	<b>17</b>	<b>379</b>
<b>SWITZERLAND</b>																				
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	174	0	0	5.7	24.7	31.0	14.9	10.9	12.6	0.0	0.0	0.0	0.0	0.0	22	70.3	17	172
<b>TOTAL BALE MULHOUSE</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>24.7</b>	<b>31.0</b>	<b>14.9</b>	<b>10.9</b>	<b>12.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.5</b>	<b>17</b>	<b>172</b>
<b>GENEVA</b>	EASYJET UK LTD	S	335	0	0	3.0	24.8	40.0	15.8	9.3	7.2	0.0	0.0	0.0	0.0	0.0	16	61.6	18	352
<b>TOTAL GENEVA</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>24.8</b>	<b>40.0</b>	<b>15.8</b>	<b>9.3</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>18</b>	<b>352</b>
<b>ZURICH</b>	EASYJET UK LTD	S	96	0	0	1.0	33.3	44.8	11.5	7.3	2.1	0.0	0.0	0.0	0.0	0.0	11	71.6	14	94
<b>TOTAL ZURICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>33.3</b>	<b>44.8</b>	<b>11.5</b>	<b>7.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.6</b>	<b>14</b>	<b>94</b>
<b>TOTAL SWITZERLAND</b>			<b>605</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>26.1</b>	<b>38.2</b>	<b>14.9</b>	<b>9.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.5</b>	<b>17</b>	<b>618</b>
<b>TAIWAN</b>																				
<b>TAIPEI</b>	CHINA AIRLINES	S	42	0	0	16.7	54.8	11.9	11.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	65.9	13	44
<b>TOTAL TAIPEI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>54.8</b>	<b>11.9</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.9</b>	<b>13</b>	<b>44</b>
<b>TOTAL TAIWAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>54.8</b>	<b>11.9</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.9</b>	<b>13</b>	<b>44</b>
<b>THAILAND</b>																				
<b>BANGKOK SUVARNABHUMI</b>	NORWEGIAN AIR UK 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 OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 BANGKOK SUVARNABHUMI</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 THAILAND</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>TRINIDAD AND TOBAGO</b>																					
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	45	0	0	22.2	24.4	42.2	6.7	2.2	0.0	2.2	0.0	0.0	0.0	0.0	7	68.9	14	45	
<b>TOTAL PORT OF SPAIN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>24.4</b>	<b>42.2</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.9</b>	<b>14</b>	<b>45</b>	
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	18	0	0	22.2	27.8	22.2	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	83.3	11	18	
<b>TOBAGO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	30.0	20.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	18	9	
<b>TOTAL TOBAGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>14</b>	<b>27</b>	
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>24.7</b>	<b>37.0</b>	<b>6.8</b>	<b>5.5</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>14</b>	<b>72</b>	
<b>ENFIDHA - HAMMAMET INTL</b>	NOUVELAIR TUNISIE	C	2	0	1	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	22	0.0	0	0	
<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	80.6	8	36	
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	37.5	18.8	6.3	0.0	6.3	6.3	0.0	0.0	0.0	30	87.5	10	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.1</b>	<b>36.8</b>	<b>15.8</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>30</b>	<b>81.8</b>	<b>9</b>	<b>44</b>	
<b>TUNIS</b>	TUNISAIR	S	20	0	0	0.0	0.0	30.0	10.0	35.0	15.0	0.0	5.0	5.0	0.0	0.0	66	50.0	37	26	
<b>TOTAL TUNIS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>35.0</b>	<b>15.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>50.0</b>	<b>37</b>	<b>26</b>	
<b>TOTAL TUNISIA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.3</b>	<b>33.3</b>	<b>12.8</b>	<b>23.1</b>	<b>7.7</b>	<b>2.6</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>49</b>	<b>70.0</b>	<b>19</b>	<b>70</b>	
<b>TURKEY</b>																					
<b>ANKARA (ESENBOGA)</b>	THY TURKISH AIRLINES	S	12	0	0	0.0	25.0	16.7	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>16.7</b>	<b>16.7</b>	<b>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ANTALYA</b>	EASYJET UK LTD	S	39	0	0	2.6	23.1	25.6	30.8	17.9	0.0	0.0	0.0	0.0	0.0	0.0	16	69.4	17	36	
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	38	6	
<b>ANTALYA</b>	HI FLY	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>ANTALYA</b>	PEGASUS 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	100.0	0	1	
<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	61.9	20	117	
<b>ANTALYA</b>	THY TURKISH AIRLINES	S	52	0	0	0.0	15.4	38.5	13.5	25.0	7.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>ANTALYA</b>	TITAN AIRWAYS LTD	C	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	5	0.0	0	0	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	32	0	0	6.3	21.9	34.4	21.9	12.5	3.1	0.0	0.0	0.0	0.0	0.0	16	52.3	29	41	
<b>TOTAL ANTALYA</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>20.3</b>	<b>32.0</b>	<b>21.1</b>	<b>18.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>60.0</b>	<b>22</b>	<b>201</b>	
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	49	0	0	0.0	10.2	55.1	18.4	8.2	6.1	2.0	0.0	0.0	0.0	0.0	19	58.0	22	50	
<b>BODRUM (MILAS)</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	77.8	17	18	
<b>BODRUM (MILAS)</b>	THY TURKISH AIRLINES	S	22	0	0	22.7	50.0	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>BODRUM (MILAS)</b>	TUI AIRWAYS LTD	C	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	1	55.6	18	9	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BODRUM (MILAS)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>21.8</b>	<b>48.7</b>	<b>12.8</b>	<b>5.1</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.3</b>	<b>21</b>	<b>77</b>	
DALAMAN	ATLASJET INTERNATIONAL	C	3	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
DALAMAN	BRITISH AIRWAYS PLC	S	52	0	0	11.5	28.8	44.2	11.5	1.9	0.0	0.0	0.0	1.9	0.0	0.0	16	68.8	18	16	
DALAMAN	EASYJET UK LTD	S	60	0	0	0.0	11.7	33.3	31.7	15.0	5.0	3.3	0.0	0.0	0.0	0.0	26	53.8	19	52	
DALAMAN	HI FLY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
DALAMAN	PEGASUS AIRLINES	S	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	10	77.8	5	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	72.4	12	127	
DALAMAN	TUI AIRWAYS LTD	C	48	0	0	10.4	25.0	43.8	4.2	6.3	6.3	4.2	0.0	0.0	0.0	0.0	19	69.7	16	33	
<b>TOTAL DALAMAN</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>21.6</b>	<b>38.6</b>	<b>18.7</b>	<b>8.2</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.9</b>	<b>14</b>	<b>236</b>	
ISTANBUL	ATLASJET INTERNATIONAL	C	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	4.8	21.0	38.7	19.4	12.1	3.2	0.8	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>21.3</b>	<b>37.8</b>	<b>19.7</b>	<b>11.8</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	58	0	0	1.7	44.8	32.8	10.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	9	69.0	20	58	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>44.8</b>	<b>32.8</b>	<b>10.3</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.0</b>	<b>20</b>	<b>58</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	66.9	22	124	
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.9</b>	<b>22</b>	<b>124</b>	
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	18	0	0	0.0	11.1	38.9	22.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	21	83.3	9	18	
IZMIR (ADNAN MENDERES)	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	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	66.7	14	12	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	43.8	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	57.1	55	7	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>17.1</b>	<b>22.9</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>19</b>	<b>73.0</b>	<b>19</b>	<b>37</b>	
<b>TOTAL TURKEY</b>			<b>608</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>23.2</b>	<b>37.6</b>	<b>17.7</b>	<b>12.2</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>65.3</b>	<b>19</b>	<b>733</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	13	0	0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.6	16	17	
<b>TOTAL PROVIDENCIALES</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>16</b>	<b>17</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>16</b>	<b>17</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	124	0	0	0.0	18.5	31.5	29.0	13.7	6.5	0.0	0.0	0.8	0.0	0.0	24	57.7	22	123	
<b>TOTAL KIEV (BORISPOL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>31.5</b>	<b>29.0</b>	<b>13.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.7</b>	<b>22</b>	<b>123</b>	
<b>TOTAL UKRAINE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>31.5</b>	<b>29.0</b>	<b>13.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.7</b>	<b>22</b>	<b>123</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI 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	11	1	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
DUBAI	EMIRATES	S	186	0	0	5.4	31.2	46.2	9.1	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	86.0	7	185	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>31.2</b>	<b>46.2</b>	<b>9.1</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>86.0</b>	<b>7</b>	<b>185</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>31.2</b>	<b>46.2</b>	<b>9.1</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>86.1</b>	<b>8</b>	<b>186</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	70.5	17	110
<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>70.5</b>	<b>17</b>	<b>110</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	374	0	0	6.7	32.4	26.7	13.6	13.6	5.6	1.3	0.0	0.0	0.0	0.0	17	67.5	17	364
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>32.4</b>	<b>26.7</b>	<b>13.6</b>	<b>13.6</b>	<b>5.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.5</b>	<b>17</b>	<b>364</b>
<b>BIRMINGHAM</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	4	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BRISTOL</b>	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>BRISTOL</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
<b>TOTAL BRISTOL</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>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>DURHAM TEES VALLEY</b>	SENATOR AVIATION CHARTER GMBH	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL DURHAM TEES VALLEY</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>EDINBURGH</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	220	0	2	12.2	47.7	23.9	5.4	6.3	3.6	0.0	0.0	0.0	0.0	0.9	8	77.1	12	218
<b>EDINBURGH</b>	EASYJET UK LTD	S	250	0	0	9.6	27.6	32.0	9.6	13.6	6.0	0.8	0.8	0.0	0.0	0.0	18	56.4	27	254
<b>TOTAL EDINBURGH</b>			<b>470</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>37.1</b>	<b>28.2</b>	<b>7.6</b>	<b>10.2</b>	<b>4.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>66.0</b>	<b>20</b>	<b>473</b>
<b>GLASGOW</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	214	0	0	7.9	50.0	30.4	6.1	3.3	2.3	0.0	0.0	0.0	0.0	0.0	6	81.5	12	216
<b>GLASGOW</b>	EASYJET UK LTD	S	200	0	0	6.5	29.5	30.5	15.0	11.0	6.5	0.5	0.5	0.0	0.0	0.0	17	65.8	20	196
<b>GLASGOW</b>	TITAN AIRWAYS LTD	C	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	369	0.0	0	0
<b>GLASGOW</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	54	2
<b>TOTAL GLASGOW</b>			<b>415</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>39.9</b>	<b>30.3</b>	<b>10.3</b>	<b>7.0</b>	<b>4.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>73.7</b>	<b>16</b>	<b>415</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	357	0	1	5.3	49.4	23.2	8.1	7.0	4.2	1.7	0.8	0.0	0.0	0.3	14	78.2	11	354
<b>TOTAL GUERNSEY</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>49.4</b>	<b>23.2</b>	<b>8.1</b>	<b>7.0</b>	<b>4.2</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>78.2</b>	<b>11</b>	<b>354</b>
<b>INVERNESS</b>	EASYJET UK LTD	S	156	0	2	2.5	29.7	41.1	10.8	8.9	4.4	0.6	0.6	0.0	0.0	1.3	16	61.4	26	158
<b>TOTAL INVERNESS</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>29.7</b>	<b>41.1</b>	<b>10.8</b>	<b>8.9</b>	<b>4.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>61.4</b>	<b>26</b>	<b>158</b>
<b>ISLE OF MAN</b>	EASYJET UK LTD	S	124	0	0	6.5	39.5	26.6	12.9	9.7	4.0	0.0	0.8	0.0	0.0	0.0	14	67.2	17	116
<b>ISLE OF MAN</b>	FLYBE LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>38.9</b>	<b>26.2</b>	<b>12.7</b>	<b>9.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>67.2</b>	<b>17</b>	<b>116</b>
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	304	0	0	15.8	51.3	21.4	7.6	1.6	2.0	0.0	0.0	0.3	0.0	0.0	7	81.3	11	292
<b>JERSEY</b>	EASYJET UK LTD	S	194	0	0	10.3	38.1	32.5	7.7	4.1	6.2	1.0	0.0	0.0	0.0	0.0	12	75.6	14	192
<b>TOTAL JERSEY</b>			<b>498</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>46.2</b>	<b>25.7</b>	<b>7.6</b>	<b>2.6</b>	<b>3.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.1</b>	<b>12</b>	<b>484</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL 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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
LUTON	TUI AIRWAYS LTD	C	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>1</b>
MANCHESTER	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
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	9	2
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MANCHESTER</b>			<b>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>75.0</b>	<b>6</b>	<b>3</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	50.0	28	2
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>28</b>	<b>2</b>
NEWQUAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.7	10	160
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.7</b>	<b>10</b>	<b>160</b>
SOUTHEND	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<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>2401</b>	<b>0</b>	<b>14</b>	<b>8.5</b>	<b>40.0</b>	<b>27.7</b>	<b>9.6</b>	<b>8.0</b>	<b>4.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>72.2</b>	<b>16</b>	<b>2640</b>
<b>USA</b>																				
AUSTIN (BERGSTROM)	AIR ALSIE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	24	0	0	12.5	16.7	29.2	12.5	20.8	8.3	0.0	0.0	0.0	0.0	0.0	19	70.8	26	24
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>16.7</b>	<b>29.2</b>	<b>12.5</b>	<b>20.8</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>19</b>	<b>72.0</b>	<b>25</b>	<b>25</b>
BOSTON	NETJETS AVIATION (USA)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
BOSTON	NORWEGIAN AIR UK LTD	S	62	0	0	6.5	48.4	32.3	8.1	1.6	3.2	0.0	0.0	0.0	0.0	0.0	8	90.3	7	62
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>48.4</b>	<b>32.3</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>7</b>	<b>63</b>
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	29	0	0	3.4	24.1	27.6	17.2	10.3	17.2	0.0	0.0	0.0	0.0	0.0	28	90.0	5	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>24.1</b>	<b>27.6</b>	<b>17.2</b>	<b>10.3</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>90.0</b>	<b>5</b>	<b>60</b>
CINCINNATI	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL CINCINNATI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	24	0	0	8.3	29.2	37.5	12.5	0.0	4.2	8.3	0.0	0.0	0.0	0.0	21	61.5	27	26
<b>TOTAL DENVER INTERNATIONAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.2</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</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>21</b>	<b>61.5</b>	<b>27</b>	<b>26</b>
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	14	26
FORT LAUDERDALE	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	13	31



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 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>75.4</b>	<b>14</b>	<b>57</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	45	0	0	8.9	37.8	28.9	15.6	4.4	0.0	0.0	4.4	0.0	0.0	0.0	17	57.7	19	26
LAS VEGAS	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.2	20	52
<b>TOTAL LAS VEGAS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>37.8</b>	<b>28.9</b>	<b>15.6</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.5</b>	<b>19</b>	<b>80</b>
LOS ANGELES INTERNATIONAL	EXECUTIVE JET MANAGEMENT EUROPE	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	62	0	0	17.7	30.6	35.5	14.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	13	85
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>30.2</b>	<b>36.5</b>	<b>14.3</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>6</b>	<b>80.0</b>	<b>13</b>	<b>85</b>
MIAMI INTERNATIONAL	NORWEGIAN AIR UK LTD	S	61	0	0	16.4	26.2	26.2	18.0	6.6	6.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>26.2</b>	<b>26.2</b>	<b>18.0</b>	<b>6.6</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	1	9.5	23.8	34.9	12.7	9.5	6.3	1.6	0.0	0.0	0.0	1.6	19	86.5	7	52
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	158	0	0	24.7	27.2	32.9	5.7	4.4	3.8	0.0	1.3	0.0	0.0	0.0	11	83.7	13	123
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>220</b>	<b>0</b>	<b>1</b>	<b>20.4</b>	<b>26.2</b>	<b>33.5</b>	<b>7.7</b>	<b>5.9</b>	<b>4.5</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>84.6</b>	<b>12</b>	<b>175</b>
OAKLAND	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	33	10
OAKLAND	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	51
OAKLAND	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	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>81.0</b>	<b>10</b>	<b>62</b>
ORLANDO	BRITISH AIRWAYS PLC	S	111	0	0	13.5	27.9	34.2	9.0	7.2	4.5	2.7	0.9	0.0	0.0	0.0	17	78.4	14	111
ORLANDO	NORWEGIAN AIR UK LTD	S	61	0	0	1.6	19.7	26.2	13.1	19.7	13.1	6.6	0.0	0.0	0.0	0.0	34	77.4	15	53
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	50.0	38	26
ORLANDO	VIRGIN ATLANTIC 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
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	101	0	0	10.9	31.7	33.7	10.9	7.9	3.0	1.0	1.0	0.0	0.0	0.0	13	80.4	11	97
ORLANDO	WAMOS AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	219	0.0	0	0
<b>TOTAL ORLANDO</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>27.6</b>	<b>32.0</b>	<b>10.5</b>	<b>10.2</b>	<b>5.8</b>	<b>2.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.3</b>	<b>15</b>	<b>287</b>
PHILADELPHIA INTERNATIONAL	NETJETS AVIATION (USA)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
SAN FRANCISCO	NORWEGIAN AIR UK LTD	S	42	0	0	16.7	26.2	42.9	11.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
SAN FRANCISCO	VIRGIN ATLANTIC 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	106	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>25.6</b>	<b>41.9</b>	<b>11.6</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SANFORD	TUI AIRWAYS LTD	C	17	0	0	0.0	29.4	35.3	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	82.4	23	17

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SANFORD</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>35.3</b>	<b>23.5</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>82.4</b>	<b>23</b>	<b>17</b>
SEATTLE (TACOMA)	NORWEGIAN AIR UK LTD	S	29	0	0	10.3	27.6	41.4	10.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12	74.2	25	31
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SEATTLE (TACOMA)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.6</b>	<b>41.4</b>	<b>10.3</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>24</b>	<b>32</b>
TAMPA	BRITISH AIRWAYS PLC	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	0	0
TAMPA	BRITISH AIRWAYS PLC	S	60	0	0	6.7	21.7	45.0	11.7	1.7	11.7	1.7	0.0	0.0	0.0	0.0	0.0	18	72.1	15	60
TAMPA	NORWEGIAN AIR UK LTD	S	18	0	0	0.0	50.0	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1
TAMPA	VIRGIN ATLANTIC 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	0.0	82	0.0	0	0
<b>TOTAL TAMPA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>29.6</b>	<b>38.3</b>	<b>13.6</b>	<b>2.5</b>	<b>9.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.6</b>	<b>15</b>	<b>61</b>
<b>TOTAL USA</b>			<b>974</b>	<b>0</b>	<b>1</b>	<b>12.4</b>	<b>28.9</b>	<b>33.4</b>	<b>11.5</b>	<b>6.4</b>	<b>5.3</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>15</b>	<b>78.6</b>	<b>14</b>	<b>1031</b>
<b>TOTAL GATWICK</b>			<b>24028</b>	<b>0</b>	<b>117</b>	<b>7.0</b>	<b>29.0</b>	<b>35.6</b>	<b>13.2</b>	<b>9.1</b>	<b>4.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.1</b>	<b>15</b>	<b>69.7</b>	<b>18</b>	<b>24701</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	AIR X CHARTER	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL 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>6</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>6</b>	<b>1</b>
<b>AUSTRIA</b>																				
SALZBURG	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
SALZBURG	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	12	2
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>4</b>
VIENNA	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>11</b>	<b>6</b>
<b>BELGIUM</b>																				
BRUSSELS	AERO4M	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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>
CHARLEROI	RYANAIR	S	16	0	0	0.0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	16	16
<b>TOTAL CHARLEROI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</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>8</b>	<b>68.8</b>	<b>16</b>	<b>16</b>
<b>TOTAL BELGIUM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</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>8</b>	<b>68.8</b>	<b>16</b>	<b>16</b>
<b>BULGARIA</b>																				
SOFIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	22	14
<b>TOTAL SOFIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>22</b>	<b>14</b>
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>22</b>	<b>14</b>
<b>CANADA</b>																				
CALGARY	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	176	1
<b>TOTAL CALGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>176</b>	<b>1</b>
HALIFAX INT	WEST JET AIRLINES	S	30	0	0	10.0	46.7	43.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
<b>TOTAL HALIFAX INT</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>46.7</b>	<b>43.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
TORONTO	AIR TRANSAT	S	36	0	0	16.7	66.7	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	2	32
TORONTO	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	6	36
<b>TOTAL TORONTO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.6</b>	<b>4</b>	<b>68</b>
VANCOUVER	AIR TRANSAT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4
<b>TOTAL VANCOUVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>28</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>57.6</b>	<b>27.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>7</b>	<b>75</b>
<b>CAPE VERDE ISLANDS</b>																				
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	30	7
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>30</b>	<b>7</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>71.4</b>	<b>30</b>	<b>7</b>
<b>CROATIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DUBROVNIK	JET2.COM LTD	S	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	8	100.0	2	6
DUBROVNIK	TUI AIRWAYS LTD	C	9	0	0	22.2	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	8
<b>TOTAL DUBROVNIK</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>13.3</b>	<b>46.7</b>	<b>6.7</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.7</b>	<b>5</b>	<b>14</b>
SPLIT	EASYJET UK LTD	S	15	0	0	0.0	33.3	40.0	13.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	14	92.9	4	14
<b>TOTAL SPLIT</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.0</b>	<b>13.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.9</b>	<b>4</b>	<b>14</b>
<b>TOTAL CROATIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>23.3</b>	<b>43.3</b>	<b>10.0</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.3</b>	<b>5</b>	<b>28</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	10	0	0	20.0	60.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	4	10
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	63.2	23	19
LARNACA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	8
<b>TOTAL LARNACA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>41.2</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.4</b>	<b>13</b>	<b>37</b>
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	12	18
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	0.0	58	4
PAPHOS	TUI AIRWAYS LTD	C	10	0	0	30.0	10.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>53.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.0</b>	<b>17</b>	<b>31</b>
<b>TOTAL CYPRUS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>31.1</b>	<b>44.4</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>15</b>	<b>68</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	6	18
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>6</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>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>83.3</b>	<b>6</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	60.0	15	5
<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>60.0</b>	<b>15</b>	<b>5</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>60.0</b>	<b>15</b>	<b>5</b>
<b>FRANCE</b>																				
CARCASSONNE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	8
<b>TOTAL CARCASSONNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>4</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	76	0	0	0.0	30.3	50.0	10.5	6.6	2.6	0.0	0.0	0.0	0.0	0.0	11	57.7	22	78
PARIS (CHARLES DE GAULLE)	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.9</b>	<b>50.6</b>	<b>10.4</b>	<b>6.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.7</b>	<b>22</b>	<b>78</b>
TOULON / HYERES	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	19	1
<b>TOTAL TOULON / HYERES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.9</b>	<b>50.6</b>	<b>10.4</b>	<b>6.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.6</b>	<b>21</b>	<b>87</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	50	0	0	10.0	54.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	8	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.2	18	46
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>54.0</b>	<b>36.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>12</b>	<b>108</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	55.6	23	54
DUSSELDORF	LOGANAIR LTD	S	52	0	0	0.0	34.6	36.5	9.6	11.5	1.9	5.8	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>36.5</b>	<b>9.6</b>	<b>11.5</b>	<b>1.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>23</b>	<b>54</b>
FRANKFURT MAIN	LUFTHANSA	S	60	0	0	0.0	30.0	36.7	21.7	11.7	0.0	0.0	0.0	0.0	0.0	0.0	12	66.1	14	62
<b>TOTAL FRANKFURT MAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>36.7</b>	<b>21.7</b>	<b>11.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.1</b>	<b>14</b>	<b>62</b>
LEIPZIG	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	10	6
<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>83.3</b>	<b>10</b>	<b>6</b>
MUNICH	LUFTHANSA	S	36	0	0	0.0	8.3	63.9	19.4	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	65.9	15	44
<b>TOTAL MUNICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>63.9</b>	<b>19.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.9</b>	<b>15</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>33.3</b>	<b>41.4</b>	<b>12.6</b>	<b>8.1</b>	<b>0.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.8</b>	<b>15</b>	<b>274</b>
GREECE																				
CHANIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	8
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>13</b>	<b>8</b>
CORFU	JET2.COM LTD	S	8	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	76	5
CORFU	TUI AIRWAYS LTD	C	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	4	33.3	24	9
<b>TOTAL CORFU</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>53.3</b>	<b>13.3</b>	<b>6.7</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>8</b>	<b>50.0</b>	<b>33</b>	<b>18</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	0.0	30	2
HERAKLION	JET2.COM LTD	S	20	0	0	20.0	45.0	15.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	9	94.7	2	19
HERAKLION	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	18	12
<b>TOTAL HERAKLION</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>45.0</b>	<b>15.0</b>	<b>5.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>10</b>	<b>33</b>
KOS	EASYJET UK LTD	S	16	0	0	18.8	18.8	37.5	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	19	43.8	18	16
KOS	JET2.COM LTD	S	7	0	0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	9
<b>TOTAL KOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>39.1</b>	<b>26.1</b>	<b>8.7</b>	<b>4.3</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>13</b>	<b>52.0</b>	<b>17</b>	<b>25</b>
RHODES	JET2.COM LTD	S	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	14
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	85.7	4	7
RHODES	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	28.6	14.3	0.0	0.0	28.6	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL RHODES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>45.0</b>	<b>15.0</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>19</b>	<b>85.7</b>	<b>6</b>	<b>21</b>
ZAKINTHOS	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	4	100.0	3	4
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	51	14
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>41</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>40.2</b>	<b>26.8</b>	<b>8.5</b>	<b>7.3</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>12</b>	<b>69.9</b>	<b>19</b>	<b>123</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	16	0	0	6.3	18.8	43.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	17	18
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</b>	<b>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>61.1</b>	<b>17</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</b>	<b>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>61.1</b>	<b>17</b>	<b>18</b>
<b>ICELAND</b>																				
AKUREYRI	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	3	0.0	0	0
<b>TOTAL AKUREYRI</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>
KEFLAVIK	AIR X CHARTER	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
KEFLAVIK	ICELANDAIR	S	62	0	0	3.2	64.5	25.8	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	87.1	5	62
KEFLAVIK	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	0	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>62.1</b>	<b>27.3</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>6</b>	<b>63</b>
<b>TOTAL ICELAND</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>61.2</b>	<b>28.4</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>6</b>	<b>63</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	40	0	0	0.0	45.0	42.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.2	8	42
<b>TOTAL CORK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>42.5</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>76.2</b>	<b>8</b>	<b>42</b>
DONEGAL	LOGANAIR LTD	S	42	0	0	21.4	28.6	23.8	16.7	4.8	0.0	4.8	0.0	0.0	0.0	0.0	14	94.3	2	33
<b>TOTAL DONEGAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>23.8</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>94.3</b>	<b>2</b>	<b>33</b>
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	50.0	8	2
DUBLIN	AER LINGUS	S	258	0	0	4.3	39.1	35.3	9.7	6.2	5.4	0.0	0.0	0.0	0.0	0.0	12	80.0	10	265
DUBLIN	RYANAIR	S	176	0	0	2.8	42.0	36.9	10.2	5.1	2.8	0.0	0.0	0.0	0.0	0.0	9	81.8	9	176
<b>TOTAL DUBLIN</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>40.3</b>	<b>35.9</b>	<b>9.9</b>	<b>5.8</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>10</b>	<b>80.6</b>	<b>10</b>	<b>443</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>516</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>39.7</b>	<b>35.5</b>	<b>10.7</b>	<b>5.2</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.2</b>	<b>9</b>	<b>518</b>
<b>ISRAEL</b>																				
TEL AVIV	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<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>100.0</b>	<b>8</b>	<b>1</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>100.0</b>	<b>8</b>	<b>1</b>
<b>ITALY</b>																				
GENOA	BA CITYFLYER LTD	C	6	0	0	0.0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GENOA	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	83.3	7	6
<b>TOTAL GENOA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>7</b>	<b>6</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	11	24
<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>79.2</b>	<b>11</b>	<b>24</b>
NAPLES	JET2.COM LTD	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	33.3	5.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	8	5
<b>TOTAL NAPLES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>29.2</b>	<b>4.2</b>	<b>20.8</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>18</b>	<b>100.0</b>	<b>8</b>	<b>5</b>
RIMINI	AERO4M	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL RIMINI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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)	ALBA STAR	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	0	0.0	37.5	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	15	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
VENICE	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	16.7	32	6
VENICE	EASYJET UK LTD	S	16	0	0	31.3	37.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	2
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>37.5</b>	<b>26</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>35.4</b>	<b>33.8</b>	<b>7.7</b>	<b>9.2</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>11</b>	<b>73.8</b>	<b>13</b>	<b>61</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	16	14
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>16</b>	<b>14</b>
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>16</b>	<b>14</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	16	0	0	18.8	43.8	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	16
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</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>100.0</b>	<b>1</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</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>100.0</b>	<b>1</b>	<b>16</b>
<b>MEXICO</b>																				
CANCUN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	15	18
CANCUN	TUI AIRWAYS LTD	C	17	0	0	11.8	11.8	58.8	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	18	63.6	15	11
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>58.8</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>18</b>	<b>75.9</b>	<b>15</b>	<b>29</b>
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>58.8</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>18</b>	<b>75.9</b>	<b>15</b>	<b>29</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	50	0	0	8.0	28.0	30.0	24.0	4.0	6.0	0.0	0.0	0.0	0.0	0.0	15	72.0	13	50
AMSTERDAM	KLM	S	170	0	0	0.0	14.7	48.8	21.2	12.9	1.8	0.0	0.6	0.0	0.0	0.0	15	89.0	5	170
AMSTERDAM	KLM CITYHOPPER	S	26	0	0	0.0	30.8	46.2	0.0	19.2	3.8	0.0	0.0	0.0	0.0	0.0	13	88.9	6	36
<b>TOTAL AMSTERDAM</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>19.1</b>	<b>44.7</b>	<b>19.5</b>	<b>11.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>256</b>
EINDHOVEN	CORENDON DUTCH AIRLINES	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EINDHOVEN	JETAIRFLY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	100.0	4	1
<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>25</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>19.0</b>	<b>44.4</b>	<b>19.4</b>	<b>12.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>257</b>
<b>POLAND</b>																				
KATOWICE	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
KATOWICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	16
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.7</b>	<b>11</b>	<b>17</b>

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KRAKOW	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	2	2
KRAKOW	RYANAIR	S	18	0	0	11.1	44.4	16.7	5.6	0.0	11.1	5.6	5.6	0.0	0.0	0.0	30	72.2	33	18
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</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>30</b>	<b>75.0</b>	<b>29</b>	<b>20</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	0	6.3	25.0	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	37.5	76	8
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>37.5</b>	<b>76</b>	<b>8</b>
WROCLAW	RYANAIR	S	16	0	0	0.0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	13	61.1	21	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>21</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>28.0</b>	<b>38.0</b>	<b>14.0</b>	<b>6.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.5</b>	<b>28</b>	<b>63</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
FARO	EASYJET UK LTD	S	20	0	0	15.0	65.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	14	18
FARO	JET2.COM LTD	S	50	0	0	32.0	48.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.6	5	44
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>27.1</b>	<b>52.9</b>	<b>18.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.1</b>	<b>7</b>	<b>67</b>
LISBON	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
LISBON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	70	7
<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>50.0</b>	<b>62</b>	<b>8</b>
OPORTO (PORTUGAL)	JET2.COM LTD	C	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
OPORTO (PORTUGAL)	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	3	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>53.9</b>	<b>19.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>81.3</b>	<b>13</b>	<b>75</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	5	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>5</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>5</b>	<b>10</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	34	0	0	2.9	32.4	38.2	20.6	0.0	2.9	2.9	0.0	0.0	0.0	0.0	15	87.5	6	24
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>38.2</b>	<b>20.6</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>15</b>	<b>87.5</b>	<b>6</b>	<b>24</b>
CLUJ NAPOCA	AIR X CHARTER	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL CLUJ NAPOCA</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>33.3</b>	<b>36.1</b>	<b>19.4</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>24</b>
<b>RUSSIA</b>																				
MOSCOW (SHEREMETYEVO)	URAL 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	17	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>17</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>17</b>	<b>2</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	ALK Airlines/Air Lubo	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	2	
BRATISLAVA	SMALL PLANET AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
BRATISLAVA	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	42	2	
<b>TOTAL BRATISLAVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>16.7</b>	<b>39</b>	<b>6</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>16.7</b>	<b>39</b>	<b>6</b>	
<b>SPAIN</b>																					
ALICANTE	BA CITYFLYER LTD	C	8	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	107	0.0	0	0	
ALICANTE	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	75.0	20	8	
ALICANTE	EASYJET UK LTD	S	60	0	0	5.0	66.7	25.0	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	4	84.8	8	66	
ALICANTE	JET2.COM LTD	S	74	0	0	9.5	40.5	44.6	4.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4	92.1	4	76	
ALICANTE	RYANAIR	S	22	0	0	9.1	31.8	36.4	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	86.4	9	22	
ALICANTE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8	
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>47.7</b>	<b>37.4</b>	<b>4.6</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.8</b>	<b>7</b>	<b>180</b>	
BARCELONA	BA CITYFLYER LTD	C	6	0	0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BARCELONA	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	5	
BARCELONA	JET2.COM LTD	S	18	0	0	5.6	61.1	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	24	
<b>TOTAL BARCELONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>16.7</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>0.0</b>	<b>6</b>	<b>79.3</b>	<b>8</b>	<b>29</b>	
GIRONA	JET2.COM LTD	S	12	0	0	33.3	33.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	12	
<b>TOTAL GIRONA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>12</b>	
IBIZA	JET2.COM LTD	S	34	0	0	14.7	41.2	29.4	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	10	32	
IBIZA	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	12	
IBIZA	TUI AIRWAYS LTD	C	12	0	0	25.0	33.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	11	14	
<b>TOTAL IBIZA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>39.1</b>	<b>30.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.9</b>	<b>9</b>	<b>58</b>	
MADRID	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	26	30	
<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>76.7</b>	<b>26</b>	<b>30</b>	
MAHON	JET2.COM LTD	S	16	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	83.3	4	6	
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	14	
<b>TOTAL MAHON</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
MALAGA	EASYJET UK LTD	S	50	0	0	8.0	42.0	28.0	6.0	12.0	0.0	2.0	2.0	0.0	0.0	0.0	15	73.3	21	60	
MALAGA	JET2.COM LTD	S	42	0	0	14.3	45.2	33.3	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	7	38	
MALAGA	RYANAIR	S	32	0	0	6.3	25.0	37.5	21.9	3.1	0.0	6.3	0.0	0.0	0.0	0.0	17	79.2	14	24	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	37.5	19	8	
<b>TOTAL MALAGA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>37.9</b>	<b>31.8</b>	<b>9.8</b>	<b>6.1</b>	<b>0.8</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.4</b>	<b>15</b>	<b>130</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	6	0	0	16.7	33.3	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	

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Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	6	
PALMA DE MALLORCA	EASYJET UK LTD	S	17	0	0	5.9	29.4	35.3	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	19	44.4	28	18	
PALMA DE MALLORCA	JET2.COM LTD	S	70	0	0	24.3	41.4	32.9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	48	
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	51.7	23	29	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	27	0	0	3.7	33.3	48.1	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	52.0	23	25	
<b>TOTAL PALMA DE MALLORCA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>37.5</b>	<b>36.7</b>	<b>4.2</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>0.0</b>	<b>6</b>	<b>64.3</b>	<b>17</b>	<b>126</b>	
REUS	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	2	5	
REUS	JET2.COM LTD	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	4	12	
REUS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	18	
REUS	TUI AIRWAYS LTD	C	14	0	0	14.3	57.1	21.4	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	94	0.0	0	0	
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>53.1</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>91.4</b>	<b>6</b>	<b>35</b>	
VALENCIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	14	16	
<b>TOTAL VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>556</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>43.0</b>	<b>33.6</b>	<b>5.9</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.3</b>	<b>11</b>	<b>636</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	42	0	0	26.2	45.2	16.7	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.7	6	39	
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	35.0	32	20	
ARRECIFE	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	75.0	10	8	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>39.2</b>	<b>21.6</b>	<b>11.8</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>6</b>	<b>71.6</b>	<b>14</b>	<b>67</b>	
FUERTEVENTURA	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	3	75.0	7	20	
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	64.3	43	14	
<b>TOTAL FUERTEVENTURA</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>3</b>	<b>70.6</b>	<b>22</b>	<b>34</b>	
LAS PALMAS	JET2.COM LTD	S	36	0	0	30.6	55.6	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.8	6	33	
LAS PALMAS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	8	
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	20.0	45	5	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	4	9	
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>47.7</b>	<b>20.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.7</b>	<b>12</b>	<b>55</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	75	0	0	30.7	33.3	30.7	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	50	
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	57.9	71	37	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	17	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>31.2</b>	<b>34.4</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>68.9</b>	<b>32</b>	<b>105</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>37.0</b>	<b>28.4</b>	<b>6.7</b>	<b>1.9</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>70.6</b>	<b>22</b>	<b>261</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	3	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BALE MULHOUSE</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>
<b>TOTAL SWITZERLAND</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>
<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	90.0	3	10
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>3</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>3</b>	<b>10</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	36	0	0	8.3	44.4	33.3	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	18
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.8	21	36
ANTALYA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>39.5</b>	<b>34.9</b>	<b>14.0</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.8</b>	<b>16</b>	<b>54</b>
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	0.0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	8
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>6</b>	<b>8</b>
DALAMAN	JET2.COM LTD	S	57	0	0	3.5	47.4	36.8	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.0	7	21
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	63.6	20	44
DALAMAN	TUI AIRWAYS LTD	C	14	0	0	7.1	21.4	50.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	11	15
<b>TOTAL DALAMAN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>42.3</b>	<b>39.4</b>	<b>11.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>15</b>	<b>80</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>40.0</b>	<b>37.7</b>	<b>14.6</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>7</b>	<b>67.6</b>	<b>15</b>	<b>142</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	124	0	0	4.0	43.5	37.9	10.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.9	6	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>43.5</b>	<b>37.9</b>	<b>10.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.9</b>	<b>6</b>	<b>124</b>
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>43.5</b>	<b>37.9</b>	<b>10.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.9</b>	<b>6</b>	<b>124</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>85</b>	<b>1</b>
BARRA	LOGANAIR LTD	S	112	0	3	0.9	35.7	45.2	5.2	5.2	5.2	0.0	0.0	0.0	0.0	2.6	10	64.0	13	102
<b>TOTAL BARRA</b>			<b>112</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>35.7</b>	<b>45.2</b>	<b>5.2</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>64.0</b>	<b>13</b>	<b>102</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	198	0	0	4.0	49.5	35.9	6.1	1.5	2.5	0.5	0.0	0.0	0.0	0.0	6	88.9	5	214
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>49.5</b>	<b>35.9</b>	<b>6.1</b>	<b>1.5</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>5</b>	<b>214</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	188	0	0	5.9	56.9	23.9	6.9	2.7	3.7	0.0	0.0	0.0	0.0	0.0	7	79.3	11	186

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>188</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>56.9</b>	<b>23.9</b>	<b>6.9</b>	<b>2.7</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>79.3</b>	<b>11</b>	<b>186</b>
BENBECULA	LOGANAIR LTD	S	104	0	1	1.9	35.2	41.0	13.3	5.7	1.0	1.0	0.0	0.0	0.0	1.0	10	77.3	15	108
<b>TOTAL BENBECULA</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>35.2</b>	<b>41.0</b>	<b>13.3</b>	<b>5.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>77.3</b>	<b>15</b>	<b>108</b>
BIRMINGHAM	FLYBE LTD	S	352	0	2	5.1	49.7	31.6	6.5	0.8	4.0	1.1	0.6	0.0	0.0	0.6	10	75.4	15	364
<b>TOTAL BIRMINGHAM</b>			<b>352</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>49.7</b>	<b>31.6</b>	<b>6.5</b>	<b>0.8</b>	<b>4.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>75.4</b>	<b>15</b>	<b>364</b>
BRISTOL	EASYJET UK LTD	S	196	0	0	6.1	45.9	32.1	8.7	6.1	1.0	0.0	0.0	0.0	0.0	0.0	7	64.3	16	194
<b>TOTAL BRISTOL</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>45.9</b>	<b>32.1</b>	<b>8.7</b>	<b>6.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.3</b>	<b>16</b>	<b>194</b>
CAMPBELTOWN	LOGANAIR LTD	S	84	0	3	17.2	40.2	27.6	4.6	1.1	1.1	4.6	0.0	0.0	0.0	3.4	11	79.3	6	84
<b>TOTAL CAMPBELTOWN</b>			<b>84</b>	<b>0</b>	<b>3</b>	<b>17.2</b>	<b>40.2</b>	<b>27.6</b>	<b>4.6</b>	<b>1.1</b>	<b>1.1</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>11</b>	<b>79.3</b>	<b>6</b>	<b>84</b>
CARDIFF WALES	FLYBE LTD	S	4	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	82.5	16	40
<b>TOTAL CARDIFF WALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>82.5</b>	<b>16</b>	<b>40</b>
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	44	0	2	2.2	37.0	26.1	10.9	13.0	2.2	2.2	2.2	0.0	0.0	4.3	20	100.0	0	4
CITY OF DERRY (EGLINTON)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	122	22
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>37.0</b>	<b>26.1</b>	<b>10.9</b>	<b>13.0</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>20</b>	<b>53.8</b>	<b>103</b>	<b>26</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	82	0	0	2.4	57.3	28.0	2.4	4.9	2.4	2.4	0.0	0.0	0.0	0.0	10	79.7	14	135
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	16	0	2	0.0	33.3	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	11.1	8	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>53.0</b>	<b>29.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>79.7</b>	<b>14</b>	<b>135</b>
EDINBURGH	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	0.0	50.0	35.3	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	7	74.0	16	48
<b>TOTAL EXETER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.3</b>	<b>8.8</b>	<b>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>74.0</b>	<b>16</b>	<b>48</b>
GATWICK	BRITISH AIRWAYS PLC	S	218	0	0	4.6	56.4	27.1	6.4	3.7	1.8	0.0	0.0	0.0	0.0	0.0	6	81.5	12	216
GATWICK	EASYJET UK LTD	S	200	0	0	5.0	32.5	29.5	12.5	13.0	6.5	1.0	0.0	0.0	0.0	0.0	16	71.5	19	196
GATWICK	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	381	0.0	0	0
GATWICK	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
<b>TOTAL GATWICK</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>44.9</b>	<b>28.2</b>	<b>9.3</b>	<b>8.1</b>	<b>4.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.5</b>	<b>16</b>	<b>413</b>
HEATHROW	BRITISH AIRWAYS PLC	S	518	0	8	2.1	42.0	32.5	8.7	9.7	3.0	0.4	0.0	0.0	0.0	1.5	11	74.2	12	563
<b>TOTAL HEATHROW</b>			<b>518</b>	<b>0</b>	<b>8</b>	<b>2.1</b>	<b>42.0</b>	<b>32.5</b>	<b>8.7</b>	<b>9.7</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>74.2</b>	<b>12</b>	<b>563</b>
ISLAY	LOGANAIR LTD	S	108	0	0	5.6	53.7	27.8	5.6	4.6	1.9	0.9	0.0	0.0	0.0	0.0	8	69.6	19	131
<b>TOTAL ISLAY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>53.7</b>	<b>27.8</b>	<b>5.6</b>	<b>4.6</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>8</b>	<b>69.6</b>	<b>19</b>	<b>131</b>
JERSEY	EASYJET UK LTD	S	32	0	0	0.0	34.4	53.1	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	61.8	21	34
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>53.1</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>10</b>	<b>61.8</b>	<b>21</b>	<b>34</b>
KIRKWALL	LOGANAIR LTD	S	63	0	0	9.5	42.9	33.3	1.6	4.8	4.8	3.2	0.0	0.0	0.0	0.0	14	60.7	24	83

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 KIRKWALL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>42.9</b>	<b>33.3</b>	<b>1.6</b>	<b>4.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.7</b>	<b>24</b>	<b>83</b>	
LONDON CITY	BA CITYFLYER LTD	S	359	0	0	5.6	46.8	25.3	9.2	7.8	4.7	0.6	0.0	0.0	0.0	0.0	11	0.0	0	0	
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	78.5	11	337	
<b>TOTAL LONDON CITY</b>			<b>359</b>	<b>0</b>	<b>7</b>	<b>5.5</b>	<b>45.9</b>	<b>24.9</b>	<b>9.0</b>	<b>7.7</b>	<b>4.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>78.5</b>	<b>11</b>	<b>337</b>	
LUTON	EASYJET UK LTD	S	146	0	2	6.1	35.8	23.6	16.2	10.8	6.1	0.0	0.0	0.0	0.0	1.4	15	73.0	12	148	
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	0.0	29	1	
<b>TOTAL LUTON</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>35.8</b>	<b>23.6</b>	<b>16.2</b>	<b>10.8</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>72.5</b>	<b>13</b>	<b>149</b>	
MANCHESTER	FLYBE LTD	S	90	0	0	2.2	45.6	43.3	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	84.0	10	142	
<b>TOTAL MANCHESTER</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>45.6</b>	<b>43.3</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.0</b>	<b>10</b>	<b>142</b>	
SOUTHAMPTON	FLYBE LTD	S	223	0	1	9.4	46.0	29.0	6.7	5.4	1.3	1.8	0.0	0.0	0.0	0.4	9	83.3	12	252	
<b>TOTAL SOUTHAMPTON</b>			<b>223</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>46.0</b>	<b>29.0</b>	<b>6.7</b>	<b>5.4</b>	<b>1.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>83.3</b>	<b>12</b>	<b>252</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	88.3	5	92	
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	9	1	
SOUTHEND	LOGANAIR LTD	S	106	0	2	0.0	34.3	44.4	12.0	5.6	1.9	0.0	0.0	0.0	0.0	1.9	9	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.3</b>	<b>44.4</b>	<b>12.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>9</b>	<b>88.4</b>	<b>5</b>	<b>93</b>	
STANSTED	EASYJET UK LTD	S	178	0	0	5.6	56.7	21.9	7.9	6.7	0.0	0.0	1.1	0.0	0.0	0.0	8	65.4	23	179	
STANSTED	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.7	24	77	
<b>TOTAL STANSTED</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>56.7</b>	<b>21.9</b>	<b>7.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>63.6</b>	<b>23</b>	<b>260</b>	
STORNOWAY	LOGANAIR LTD	S	213	0	2	2.8	38.6	42.3	7.9	4.7	1.9	0.9	0.0	0.0	0.0	0.9	9	84.4	12	218	
<b>TOTAL STORNOWAY</b>			<b>213</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>38.6</b>	<b>42.3</b>	<b>7.9</b>	<b>4.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>84.4</b>	<b>12</b>	<b>218</b>	
SUMBURGH	LOGANAIR LTD	S	79	0	2	8.6	42.0	33.3	3.7	6.2	2.5	0.0	1.2	0.0	0.0	2.5	10	80.8	16	76	
<b>TOTAL SUMBURGH</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>42.0</b>	<b>33.3</b>	<b>3.7</b>	<b>6.2</b>	<b>2.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10</b>	<b>80.8</b>	<b>16</b>	<b>76</b>	
TIREE	LOGANAIR LTD	S	113	0	1	14.0	51.8	21.1	1.8	3.5	3.5	3.5	0.0	0.0	0.0	0.9	10	81.4	11	111	
<b>TOTAL TIREE</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>51.8</b>	<b>21.1</b>	<b>1.8</b>	<b>3.5</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>10</b>	<b>81.4</b>	<b>11</b>	<b>111</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4061</b>	<b>0</b>	<b>38</b>	<b>5.0</b>	<b>45.3</b>	<b>31.2</b>	<b>7.9</b>	<b>5.8</b>	<b>3.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>76.2</b>	<b>14</b>	<b>4365</b>	
<b>USA</b>																					
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	10	
<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>80.0</b>	<b>8</b>	<b>10</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	100.0	0	2	
NEW YORK (NEWARK)	UNITED AIRLINES	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>10</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	75.0	15	24	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	16.7	33.3	37.5	8.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	10	84.6	13	26	
<b>TOTAL ORLANDO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>37.5</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>10</b>	<b>80.0</b>	<b>14</b>	<b>50</b>	
SANFORD	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	3	12	

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
		CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL SANFORD			8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	3	12
TOTAL USA			40	0	0	15.0	37.5	37.5	7.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	7	84.1	10	82
TOTAL GLASGOW			6775	0	38	6.5	42.5	33.1	8.7	5.4	2.5	0.7	0.1	0.1	0.0	0.6	10	76.6	13	7500

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	42	0	0	9.5	40.5	19.0	19.0	9.5	2.4	0.0	0.0	0.0	0.0	0.0	13	77.3	10	44	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>19.0</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.3</b>	<b>10</b>	<b>44</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>19.0</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.3</b>	<b>10</b>	<b>44</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	17.7	33.9	37.1	4.8	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	87.1	9	62	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>33.9</b>	<b>37.1</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>9</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>33.9</b>	<b>37.1</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>9</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	60	0	2	6.5	29.0	43.5	11.3	4.8	0.0	1.6	0.0	0.0	0.0	3.2	11	72.6	14	60	
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>29.0</b>	<b>43.5</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>11</b>	<b>72.6</b>	<b>14</b>	<b>60</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	0.0	22.6	46.8	22.6	6.5	0.0	1.6	0.0	0.0	0.0	0.0	13	72.6	12	62	
SYDNEY	QANTAS	S	62	0	0	0.0	17.7	38.7	25.8	14.5	1.6	0.0	1.6	0.0	0.0	0.0	19	67.7	16	62	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.2</b>	<b>42.7</b>	<b>24.2</b>	<b>10.5</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>16</b>	<b>70.2</b>	<b>14</b>	<b>124</b>	
<b>TOTAL AUSTRALIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>23.1</b>	<b>43.0</b>	<b>19.9</b>	<b>8.6</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>71.0</b>	<b>14</b>	<b>184</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	96.4	2	28	
<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>96.4</b>	<b>2</b>	<b>28</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	75.0	9	16	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
VIENNA	AUSTRIAN AIRLINES	S	248	0	0	0.8	15.3	48.4	18.5	12.1	4.4	0.4	0.0	0.0	0.0	0.0	17	63.3	16	240	
VIENNA	BRITISH AIRWAYS PLC	S	302	0	2	5.3	33.6	42.1	10.5	5.6	1.6	0.0	0.7	0.0	0.0	0.7	10	77.5	10	302	
<b>TOTAL VIENNA</b>			<b>550</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>25.4</b>	<b>44.9</b>	<b>14.1</b>	<b>8.5</b>	<b>2.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>71.2</b>	<b>13</b>	<b>542</b>	
<b>TOTAL AUSTRIA</b>			<b>550</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>25.4</b>	<b>44.9</b>	<b>14.1</b>	<b>8.5</b>	<b>2.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>72.5</b>	<b>12</b>	<b>586</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	28	0	0	14.3	21.4	46.4	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	7	26	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>46.4</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.6</b>	<b>7</b>	<b>26</b>	
<b>TOTAL AZERBAIJAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>46.4</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.6</b>	<b>7</b>	<b>26</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	62	0	0	3.2	45.2	43.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	6	60	
BAHRAIN	GULF AIR	S	124	0	0	2.4	33.9	36.3	20.2	5.6	0.8	0.8	0.0	0.0	0.0	0.0	11	68.3	12	120	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>37.6</b>	<b>38.7</b>	<b>15.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.6</b>	<b>10</b>	<b>180</b>	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>37.6</b>	<b>38.7</b>	<b>15.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.6</b>	<b>10</b>	<b>180</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	34	0	2	5.6	5.6	38.9	27.8	8.3	2.8	5.6	0.0	0.0	0.0	5.6	25	55.9	23	34	
<b>TOTAL DHAKHA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>25</b>	<b>55.9</b>	<b>23</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 BANGLADESH</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>25</b>	<b>55.9</b>	<b>23</b>	<b>34</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRITISH AIRWAYS PLC	S	318	0	4	3.1	45.7	30.4	11.2	4.7	2.8	0.9	0.0	0.0	0.0	1.2	10	60.5	12	281	
BRUSSELS	BRUSSELS AIRLINES	S	178	0	0	0.6	15.2	48.3	18.5	13.5	3.4	0.6	0.0	0.0	0.0	0.0	17	65.7	15	178	
<b>TOTAL BRUSSELS</b>			<b>496</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>34.8</b>	<b>36.8</b>	<b>13.8</b>	<b>7.8</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>62.3</b>	<b>13</b>	<b>459</b>	
<b>TOTAL BELGIUM</b>			<b>496</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>34.8</b>	<b>36.8</b>	<b>13.8</b>	<b>7.8</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>62.3</b>	<b>13</b>	<b>459</b>	
<b>BRAZIL</b>																					
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	60	0	0	15.0	26.7	35.0	11.7	5.0	5.0	0.0	1.7	0.0	0.0	0.0	14	69.4	39	61	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>26.7</b>	<b>35.0</b>	<b>11.7</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>69.4</b>	<b>39</b>	<b>61</b>	
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	21.0	25.8	37.1	9.7	3.2	1.6	0.0	0.0	1.6	0.0	0.0	25	75.8	11	62	
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	62	0	0	33.9	38.7	25.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	9	62	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>32.3</b>	<b>31.5</b>	<b>5.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.8</b>	<b>10</b>	<b>124</b>	
<b>TOTAL BRAZIL</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>30.4</b>	<b>32.6</b>	<b>7.6</b>	<b>2.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.3</b>	<b>20</b>	<b>185</b>	
<b>BRUNEI</b>																					
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	61	0	0	0.0	29.5	32.8	21.3	13.1	1.6	1.6	0.0	0.0	0.0	0.0	15	67.7	26	61	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>32.8</b>	<b>21.3</b>	<b>13.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>26</b>	<b>61</b>	
<b>TOTAL BRUNEI</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>32.8</b>	<b>21.3</b>	<b>13.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>26</b>	<b>61</b>	
<b>BULGARIA</b>																					
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	4.8	29.0	46.8	8.1	9.7	0.0	1.6	0.0	0.0	0.0	0.0	11	85.5	6	62	
SOFIA	BULGARIA AIR	S	42	0	0	2.4	14.3	45.2	21.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	72.7	12	44	
<b>TOTAL SOFIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>13.5</b>	<b>12.5</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>13</b>	<b>80.2</b>	<b>8</b>	<b>106</b>	
<b>TOTAL BULGARIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>13.5</b>	<b>12.5</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>13</b>	<b>80.2</b>	<b>8</b>	<b>106</b>	
<b>CANADA</b>																					
CALGARY	AIR CANADA	S	62	0	0	11.3	50.0	27.4	4.8	1.6	4.8	0.0	0.0	0.0	0.0	0.0	7	82.3	7	62	
CALGARY	BRITISH AIRWAYS PLC	S	51	0	0	15.7	41.2	23.5	11.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7	76.4	16	55	
<b>TOTAL CALGARY</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>46.0</b>	<b>25.7</b>	<b>8.0</b>	<b>4.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.5</b>	<b>12</b>	<b>117</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	89.7	5	58	
<b>TOTAL HALIFAX INT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.7</b>	<b>5</b>	<b>58</b>	
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	0.0	29.0	46.8	17.7	3.2	1.6	1.6	0.0	0.0	0.0	0.0	12	69.4	15	62	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	9.7	21.0	41.9	14.5	9.7	0.0	3.2	0.0	0.0	0.0	0.0	14	90.3	6	62	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.0</b>	<b>44.4</b>	<b>16.1</b>	<b>6.5</b>	<b>0.8</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>79.8</b>	<b>10</b>	<b>124</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	58	0	0	13.8	36.2	39.7	6.9	1.7	1.7	0.0	0.0	0.0	0.0	0.0	5	77.4	10	60	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>36.2</b>	<b>39.7</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.4</b>	<b>10</b>	<b>60</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	91.3	4	46	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ST JOHNS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.3</b>	<b>4</b>	<b>46</b>
TORONTO	AIR CANADA	S	244	0	0	9.8	29.9	39.8	9.4	7.0	2.5	0.8	0.4	0.4	0.0	0.0	14	82.1	9	246
TORONTO	BRITISH AIRWAYS PLC	S	122	0	0	12.3	23.0	36.9	13.1	7.4	3.3	2.5	1.6	0.0	0.0	0.0	19	70.3	19	118
<b>TOTAL TORONTO</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>27.6</b>	<b>38.8</b>	<b>10.7</b>	<b>7.1</b>	<b>2.7</b>	<b>1.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.3</b>	<b>12</b>	<b>364</b>
VANCOUVER	AIR CANADA	S	62	0	0	4.8	45.2	33.9	6.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	77.4	14	62
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	11.3	16.1	41.9	12.9	9.7	4.8	3.2	0.0	0.0	0.0	0.0	17	83.9	10	62
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.6</b>	<b>37.9</b>	<b>9.7</b>	<b>7.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>12</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>785</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>31.0</b>	<b>37.7</b>	<b>10.7</b>	<b>6.2</b>	<b>2.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.3</b>	<b>11</b>	<b>893</b>
<b>CAYMAN ISLANDS</b>																				
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	26.5	14.7	38.2	8.8	5.9	2.9	2.9	0.0	0.0	0.0	0.0	13	82.9	5	35
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>14.7</b>	<b>38.2</b>	<b>8.8</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.9</b>	<b>5</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>14.7</b>	<b>38.2</b>	<b>8.8</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.9</b>	<b>5</b>	<b>35</b>
<b>CHILE</b>																				
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	46	0	0	28.3	26.1	32.6	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	84.2	7	38
<b>TOTAL SANTIAGO DE CHILE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>26.1</b>	<b>32.6</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>0.0</b>	<b>9</b>	<b>84.2</b>	<b>7</b>	<b>38</b>
<b>TOTAL CHILE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>26.1</b>	<b>32.6</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>0.0</b>	<b>9</b>	<b>84.2</b>	<b>7</b>	<b>38</b>
<b>CHINA</b>																				
BEIJING	AIR CHINA	S	179	0	1	6.7	25.0	28.9	15.0	16.1	7.2	0.6	0.0	0.0	0.0	0.6	19	77.3	10	128
BEIJING	BRITISH AIRWAYS PLC	S	50	0	0	8.0	14.0	34.0	28.0	10.0	2.0	2.0	2.0	0.0	0.0	0.0	22	72.6	13	62
<b>TOTAL BEIJING</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>7.0</b>	<b>22.6</b>	<b>30.0</b>	<b>17.8</b>	<b>14.8</b>	<b>6.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>75.8</b>	<b>11</b>	<b>190</b>
BEIJING DAXING INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	11	0	0	0.0	27.3	45.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>45.5</b>	<b>18.2</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	24	0	0	4.2	20.8	20.8	29.2	16.7	0.0	4.2	0.0	4.2	0.0	0.0	39	89.3	11	28
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>20.8</b>	<b>29.2</b>	<b>16.7</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>89.3</b>	<b>11</b>	<b>28</b>
CHENGDU	AIR CHINA	S	24	0	4	3.6	17.9	21.4	14.3	14.3	14.3	0.0	0.0	0.0	0.0	14.3	26	0.0	0	0
<b>TOTAL CHENGDU</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>17.9</b>	<b>21.4</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>14.3</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	66	0	0	16.7	39.4	18.2	13.6	9.1	3.0	0.0	0.0	0.0	0.0	0.0	11	83.3	11	72
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>39.4</b>	<b>18.2</b>	<b>13.6</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>11</b>	<b>72</b>
QINGDAO	BEIJING CAPITAL AIRLINES	S	22	0	2	16.7	25.0	12.5	12.5	8.3	4.2	4.2	0.0	8.3	0.0	8.3	74	100.0	0	18
<b>TOTAL QINGDAO</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>74</b>	<b>100.0</b>	<b>0</b>	<b>18</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	86	0	0	1.2	26.7	39.5	18.6	9.3	4.7	0.0	0.0	0.0	0.0	0.0	14	78.7	13	89
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	62	0	0	1.6	35.5	25.8	16.1	12.9	8.1	0.0	0.0	0.0	0.0	0.0	16	72.6	11	62
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	3.2	14.5	38.7	22.6	17.7	3.2	0.0	0.0	0.0	0.0	0.0	19	72.6	38	62

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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
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>25.7</b>	<b>35.2</b>	<b>19.0</b>	<b>12.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.1</b>	<b>20</b>	<b>213</b>
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	28	0	3	9.7	16.1	25.8	6.5	25.8	6.5	0.0	0.0	0.0	0.0	9.7	21	100.0	0	2
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>16.1</b>	<b>25.8</b>	<b>6.5</b>	<b>25.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
TIANJIN	TIANJIN AIRLINES	S	20	0	20	2.5	15.0	7.5	5.0	12.5	7.5	0.0	0.0	0.0	0.0	50.0	24	84.6	6	52
<b>TOTAL TIANJIN</b>			<b>20</b>	<b>0</b>	<b>20</b>	<b>2.5</b>	<b>15.0</b>	<b>7.5</b>	<b>5.0</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>24</b>	<b>84.6</b>	<b>6</b>	<b>52</b>
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	26	0	0	11.5	23.1	26.9	7.7	19.2	11.5	0.0	0.0	0.0	0.0	0.0	21	64.3	17	28
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>17</b>	<b>28</b>
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	14	0	0	0.0	21.4	14.3	0.0	42.9	21.4	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>674</b>	<b>0</b>	<b>30</b>	<b>6.3</b>	<b>24.3</b>	<b>27.6</b>	<b>15.9</b>	<b>14.3</b>	<b>6.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.4</b>	<b>0.0</b>	<b>4.3</b>	<b>21</b>	<b>78.1</b>	<b>14</b>	<b>603</b>
<b>COLOMBIA</b>																				
BOGOTA	AVIANCA COLOMBIA	S	61	0	0	27.9	39.3	19.7	0.0	1.6	3.3	0.0	0.0	8.2	0.0	0.0	69	75.8	13	62
<b>TOTAL BOGOTA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>39.3</b>	<b>19.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>75.8</b>	<b>13</b>	<b>62</b>
<b>TOTAL COLOMBIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>39.3</b>	<b>19.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>75.8</b>	<b>13</b>	<b>62</b>
<b>CROATIA</b>																				
SPLIT	BRITISH AIRWAYS PLC	S	20	0	0	0.0	35.0	35.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
SPLIT	CROATIA AIRLINES	S	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	18	62.5	17	8
<b>TOTAL SPLIT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>35.7</b>	<b>25.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.5</b>	<b>17</b>	<b>8</b>
ZAGREB	BRITISH AIRWAYS PLC	S	72	0	0	12.5	34.7	36.1	6.9	4.2	0.0	4.2	1.4	0.0	0.0	0.0	15	80.6	8	62
ZAGREB	CROATIA AIRLINES	S	26	0	0	0.0	7.7	15.4	23.1	38.5	15.4	0.0	0.0	0.0	0.0	0.0	36	39.3	32	28
<b>TOTAL ZAGREB</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>27.6</b>	<b>30.6</b>	<b>11.2</b>	<b>13.3</b>	<b>4.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.8</b>	<b>15</b>	<b>90</b>
<b>TOTAL CROATIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>27.0</b>	<b>31.7</b>	<b>14.3</b>	<b>11.9</b>	<b>4.8</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.3</b>	<b>16</b>	<b>98</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	177	0	0	7.3	28.2	47.5	11.3	4.5	1.1	0.0	0.0	0.0	0.0	0.0	8	67.2	16	122
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.3	9	34
<b>TOTAL LARNACA</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>28.2</b>	<b>47.5</b>	<b>11.3</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.4</b>	<b>14</b>	<b>156</b>
<b>TOTAL CYPRUS</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>28.2</b>	<b>47.5</b>	<b>11.3</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.4</b>	<b>14</b>	<b>156</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	BRITISH AIRWAYS PLC	S	310	0	4	5.7	36.3	32.2	12.4	9.2	1.6	1.3	0.0	0.0	0.0	1.3	12	78.7	11	294
<b>TOTAL PRAGUE</b>			<b>310</b>	<b>0</b>	<b>4</b>	<b>5.7</b>	<b>36.3</b>	<b>32.2</b>	<b>12.4</b>	<b>9.2</b>	<b>1.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>78.7</b>	<b>11</b>	<b>294</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>310</b>	<b>0</b>	<b>4</b>	<b>5.7</b>	<b>36.3</b>	<b>32.2</b>	<b>12.4</b>	<b>9.2</b>	<b>1.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>78.7</b>	<b>11</b>	<b>294</b>
<b>DENMARK</b>																				
BILLUND	BRITISH AIRWAYS PLC	S	58	0	4	25.8	29.0	21.0	11.3	4.8	1.6	0.0	0.0	0.0	0.0	6.5	8	82.7	8	98
<b>TOTAL BILLUND</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>25.8</b>	<b>29.0</b>	<b>21.0</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>8</b>	<b>82.7</b>	<b>8</b>	<b>98</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
COPENHAGEN	BRITISH AIRWAYS PLC	S	345	0	1	8.1	39.9	34.4	8.7	5.5	2.6	0.3	0.0	0.3	0.0	0.3	10	82.6	7	402	
COPENHAGEN	SAS	S	187	0	0	1.6	19.8	46.5	14.4	12.8	3.7	0.0	1.1	0.0	0.0	0.0	18	69.2	13	258	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	91	0	0	0.0	23.1	40.7	22.0	12.1	2.2	0.0	0.0	0.0	0.0	0.0	14	61.9	16	84	
<b>TOTAL COPENHAGEN</b>			<b>623</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>31.4</b>	<b>38.9</b>	<b>12.3</b>	<b>8.7</b>	<b>2.9</b>	<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>75.6</b>	<b>10</b>	<b>744</b>	
<b>TOTAL DENMARK</b>			<b>681</b>	<b>0</b>	<b>5</b>	<b>6.9</b>	<b>31.2</b>	<b>37.3</b>	<b>12.2</b>	<b>8.3</b>	<b>2.8</b>	<b>0.1</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>76.4</b>	<b>10</b>	<b>842</b>	
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	14.5	21.0	38.7	11.3	12.9	1.6	0.0	0.0	0.0	0.0	0.0	12	87.1	10	62	
CAIRO	EGYPT AIR	S	123	0	0	14.6	28.5	33.3	15.4	6.5	0.8	0.8	0.0	0.0	0.0	0.0	10	71.8	13	124	
<b>TOTAL CAIRO</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>25.9</b>	<b>35.1</b>	<b>14.1</b>	<b>8.6</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>11</b>	<b>76.9</b>	<b>12</b>	<b>186</b>	
LUXOR	EGYPT AIR	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	19	100.0	5	10	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>5</b>	<b>10</b>	
<b>TOTAL EGYPT</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>25.4</b>	<b>35.8</b>	<b>14.5</b>	<b>8.3</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>11</b>	<b>196</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	77.8	7	18	
<b>TOTAL TALLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
<b>ETHIOPIA</b>																					
ADDIS ABABA	ETHIOPIAN AIRLINES	S	84	0	0	20.2	9.5	41.7	22.6	6.0	0.0	0.0	0.0	0.0	0.0	0.0	11	86.9	10	84	
<b>TOTAL ADDIS ABABA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>9.5</b>	<b>41.7</b>	<b>22.6</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>11</b>	<b>86.9</b>	<b>10</b>	<b>84</b>	
<b>TOTAL ETHIOPIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>9.5</b>	<b>41.7</b>	<b>22.6</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>11</b>	<b>86.9</b>	<b>10</b>	<b>84</b>	
<b>FINLAND</b>																					
HELSINKI	BRITISH AIRWAYS PLC	S	62	0	0	4.8	29.0	43.5	17.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	9	78.2	9	124	
HELSINKI	FINNAIR	S	370	0	2	4.8	23.7	41.7	15.9	11.3	1.6	0.5	0.0	0.0	0.0	0.5	12	73.9	11	310	
<b>TOTAL HELSINKI</b>			<b>432</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>24.4</b>	<b>41.9</b>	<b>16.1</b>	<b>10.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>75.1</b>	<b>11</b>	<b>434</b>	
<b>TOTAL FINLAND</b>			<b>432</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>24.4</b>	<b>41.9</b>	<b>16.1</b>	<b>10.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>75.1</b>	<b>11</b>	<b>434</b>	
<b>FRANCE</b>																					
FIGARI	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL FIGARI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
LYON	BRITISH AIRWAYS PLC	S	186	0	2	3.2	37.8	38.3	10.6	6.9	1.6	0.5	0.0	0.0	0.0	1.1	10	83.3	10	180	
<b>TOTAL LYON</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>37.8</b>	<b>38.3</b>	<b>10.6</b>	<b>6.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>83.3</b>	<b>10</b>	<b>180</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	218	0	2	6.4	35.0	36.8	12.3	3.6	4.5	0.5	0.0	0.0	0.0	0.9	11	72.6	13	186	
<b>TOTAL MARSEILLE</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>35.0</b>	<b>36.8</b>	<b>12.3</b>	<b>3.6</b>	<b>4.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>72.6</b>	<b>13</b>	<b>186</b>	
NICE	BRITISH AIRWAYS PLC	S	398	0	8	5.9	30.5	43.6	8.9	6.9	2.2	0.0	0.0	0.0	0.0	2.0	9	77.7	11	392	
<b>TOTAL NICE</b>			<b>398</b>	<b>0</b>	<b>8</b>	<b>5.9</b>	<b>30.5</b>	<b>43.6</b>	<b>8.9</b>	<b>6.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>77.7</b>	<b>11</b>	<b>392</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	366	0	0	2.7	37.7	38.8	10.4	8.2	1.9	0.0	0.3	0.0	0.0	0.0	10	71.8	13	392	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	436	0	8	5.4	40.1	33.3	10.1	6.1	2.5	0.5	0.2	0.0	0.0	1.8	10	76.0	10	450	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 PARIS (CHARLES DE GAULLE)</b>			<b>802</b>	<b>0</b>	<b>8</b>	<b>4.2</b>	<b>39.0</b>	<b>35.8</b>	<b>10.2</b>	<b>7.0</b>	<b>2.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>74.1</b>	<b>12</b>	<b>842</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	228	0	0	9.2	52.6	28.5	4.4	3.1	1.8	0.4	0.0	0.0	0.0	0.0	6	74.5	12	182	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>52.6</b>	<b>28.5</b>	<b>4.4</b>	<b>3.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.5</b>	<b>12</b>	<b>182</b>	
<b>TOTAL FRANCE</b>			<b>1832</b>	<b>0</b>	<b>20</b>	<b>5.3</b>	<b>38.2</b>	<b>37.0</b>	<b>9.5</b>	<b>6.1</b>	<b>2.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>75.7</b>	<b>11</b>	<b>1784</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	420	0	2	2.4	36.0	36.3	13.5	6.9	4.3	0.2	0.0	0.0	0.0	0.5	12	76.9	10	418	
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	98	0	6	1.9	27.9	35.6	13.5	5.8	8.7	1.0	0.0	0.0	0.0	5.8	16	68.8	14	154	
<b>TOTAL BERLIN (TEGEL)</b>			<b>518</b>	<b>0</b>	<b>8</b>	<b>2.3</b>	<b>34.4</b>	<b>36.1</b>	<b>13.5</b>	<b>6.7</b>	<b>5.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>74.7</b>	<b>11</b>	<b>572</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	156	0	6	9.3	29.6	34.0	7.4	13.0	1.9	1.2	0.0	0.0	0.0	3.7	13	67.5	20	168	
<b>TOTAL COLOGNE BONN</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>9.3</b>	<b>29.6</b>	<b>34.0</b>	<b>7.4</b>	<b>13.0</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>13</b>	<b>67.5</b>	<b>20</b>	<b>168</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	324	0	4	2.4	29.3	43.0	12.8	8.8	1.8	0.6	0.0	0.0	0.0	1.2	11	77.3	11	342	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	248	0	0	3.2	28.2	46.8	11.3	5.2	4.8	0.4	0.0	0.0	0.0	0.0	12	72.2	14	248	
<b>TOTAL DUSSELDORF</b>			<b>572</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>28.8</b>	<b>44.6</b>	<b>12.2</b>	<b>7.3</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>75.2</b>	<b>12</b>	<b>590</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	336	0	4	2.6	34.4	39.1	12.6	7.1	2.9	0.0	0.0	0.0	0.0	1.2	11	74.6	12	409	
FRANKFURT MAIN	LUFTHANSA	S	721	0	3	0.8	21.3	49.9	15.1	9.3	3.2	0.1	0.0	0.0	0.0	0.4	13	67.5	15	736	
<b>TOTAL FRANKFURT MAIN</b>			<b>1057</b>	<b>0</b>	<b>7</b>	<b>1.4</b>	<b>25.5</b>	<b>46.4</b>	<b>14.3</b>	<b>8.6</b>	<b>3.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>70.1</b>	<b>14</b>	<b>1145</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	278	0	4	3.9	33.3	37.9	13.8	7.1	2.1	0.0	0.0	0.4	0.0	1.4	12	81.0	9	283	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	167	0	3	1.2	28.8	34.1	15.3	10.6	6.5	1.8	0.0	0.0	0.0	1.8	19	68.2	15	170	
<b>TOTAL HAMBURG</b>			<b>445</b>	<b>0</b>	<b>7</b>	<b>2.9</b>	<b>31.6</b>	<b>36.5</b>	<b>14.4</b>	<b>8.4</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>14</b>	<b>76.2</b>	<b>11</b>	<b>453</b>	
HANOVER	BRITISH AIRWAYS PLC	S	114	0	0	3.5	32.5	41.2	9.6	7.9	2.6	1.8	0.9	0.0	0.0	0.0	13	81.3	8	175	
<b>TOTAL HANOVER</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>32.5</b>	<b>41.2</b>	<b>9.6</b>	<b>7.9</b>	<b>2.6</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>8</b>	<b>175</b>	
MUNICH	BRITISH AIRWAYS PLC	S	404	0	2	5.4	35.7	37.7	9.4	8.9	2.0	0.2	0.2	0.0	0.0	0.5	10	76.6	12	406	
MUNICH	LUFTHANSA	S	484	0	4	1.0	21.9	42.6	21.3	10.9	1.4	0.0	0.0	0.0	0.0	0.8	13	66.4	13	476	
<b>TOTAL MUNICH</b>			<b>888</b>	<b>0</b>	<b>6</b>	<b>3.0</b>	<b>28.2</b>	<b>40.4</b>	<b>15.9</b>	<b>10.0</b>	<b>1.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>71.1</b>	<b>13</b>	<b>882</b>	
STUTTGART	BRITISH AIRWAYS PLC	S	112	0	0	5.4	33.0	39.3	12.5	4.5	3.6	0.9	0.9	0.0	0.0	0.0	13	77.7	10	112	
STUTTGART	EUROWINGS LUFTVERKEHRS	S	156	0	6	3.1	34.6	38.9	9.3	8.6	0.6	1.2	0.0	0.0	0.0	3.7	11	52.5	25	162	
<b>TOTAL STUTTGART</b>			<b>268</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>33.9</b>	<b>39.1</b>	<b>10.6</b>	<b>6.9</b>	<b>1.8</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>12</b>	<b>62.8</b>	<b>19</b>	<b>274</b>	
<b>TOTAL GERMANY</b>			<b>4018</b>	<b>0</b>	<b>44</b>	<b>2.8</b>	<b>29.3</b>	<b>41.3</b>	<b>13.6</b>	<b>8.5</b>	<b>3.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>72.1</b>	<b>13</b>	<b>4259</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	61	0	0	0.0	9.8	34.4	24.6	13.1	13.1	3.3	1.6	0.0	0.0	0.0	32	58.1	25	62	
<b>TOTAL ACCRA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.8</b>	<b>34.4</b>	<b>24.6</b>	<b>13.1</b>	<b>13.1</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>58.1</b>	<b>25</b>	<b>62</b>	
<b>TOTAL GHANA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.8</b>	<b>34.4</b>	<b>24.6</b>	<b>13.1</b>	<b>13.1</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>58.1</b>	<b>25</b>	<b>62</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	114	0	0	14.9	35.1	33.3	7.9	4.4	4.4	0.0	0.0	0.0	0.0	0.0	9	67.7	17	99	
<b>TOTAL GIBRALTAR</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>35.1</b>	<b>33.3</b>	<b>7.9</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.7</b>	<b>17</b>	<b>99</b>	
<b>TOTAL GIBRALTAR</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>35.1</b>	<b>33.3</b>	<b>7.9</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.7</b>	<b>17</b>	<b>99</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m		16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg	% Early	Avg	Mat		
						to 15 m	to 15 m early													to 30 m late	to 60 m late
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	190	0	0	3.7	26.3	43.7	18.9	5.8	1.6	0.0	0.0	0.0	0.0	0.0	10	82.6	8	184	
ATHENS	BRITISH AIRWAYS PLC	S	258	0	0	4.7	27.9	47.3	14.0	5.0	1.2	0.0	0.0	0.0	0.0	0.0	9	73.2	11	246	
<b>TOTAL ATHENS</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>27.2</b>	<b>45.8</b>	<b>16.1</b>	<b>5.4</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>9</b>	<b>77.2</b>	<b>10</b>	<b>430</b>	
CHANIA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	8	
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>10</b>	<b>8</b>	
CORFU	BRITISH AIRWAYS PLC	S	52	0	0	3.8	25.0	42.3	21.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	11	16	
<b>TOTAL CORFU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>25.0</b>	<b>42.3</b>	<b>21.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
KALAMATA	BRITISH AIRWAYS PLC	C	7	0	0	28.6	0.0	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	42.9	40	7	
KALAMATA	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	5	8	
<b>TOTAL KALAMATA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>0.0</b>	<b>42.9</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>73.3</b>	<b>21</b>	<b>15</b>	
KEFALLINIA	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	14	2	
KEFALLINIA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4	
<b>TOTAL KEFALLINIA</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>50.0</b>	<b>27</b>	<b>6</b>	
LEMNOS	BRITISH AIRWAYS PLC	C	7	0	0	0.0	42.9	14.3	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	28	71.4	14	7	
<b>TOTAL LEMNOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</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>28</b>	<b>71.4</b>	<b>14</b>	<b>7</b>	
MIKONOS	BRITISH AIRWAYS PLC	S	46	0	0	8.7	28.3	37.0	10.9	10.9	4.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>28.3</b>	<b>37.0</b>	<b>10.9</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	16	0	0	12.5	18.8	43.8	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	10	
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>43.8</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
RHODES	BRITISH AIRWAYS PLC	C	8	0	0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>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>87.5</b>	<b>5</b>	<b>8</b>	
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	44	0	0	9.1	38.6	27.3	15.9	4.5	0.0	0.0	0.0	4.5	0.0	0.0	65	0.0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>38.6</b>	<b>27.3</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>648</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>27.0</b>	<b>44.0</b>	<b>15.3</b>	<b>6.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.4</b>	<b>10</b>	<b>500</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	1.6	21.0	47.6	18.5	8.1	2.4	0.0	0.8	0.0	0.0	0.0	14	77.4	12	124	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	290	0	0	5.5	30.7	30.0	18.6	12.8	2.1	0.3	0.0	0.0	0.0	0.0	13	74.4	11	295	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	0	13.6	45.8	27.1	5.1	5.1	3.4	0.0	0.0	0.0	0.0	0.0	8	89.7	7	58	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>473</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>30.0</b>	<b>34.2</b>	<b>16.9</b>	<b>10.6</b>	<b>2.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.0</b>	<b>11</b>	<b>477</b>	
<b>TOTAL HONG KONG</b>			<b>473</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>30.0</b>	<b>34.2</b>	<b>16.9</b>	<b>10.6</b>	<b>2.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.0</b>	<b>11</b>	<b>477</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	264	0	2	3.0	32.0	39.5	12.8	10.2	1.9	0.0	0.0	0.0	0.0	0.8	11	75.2	11	242	
<b>TOTAL BUDAPEST</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>32.0</b>	<b>39.5</b>	<b>12.8</b>	<b>10.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>75.2</b>	<b>11</b>	<b>242</b>	
<b>TOTAL HUNGARY</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>32.0</b>	<b>39.5</b>	<b>12.8</b>	<b>10.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>75.2</b>	<b>11</b>	<b>242</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	48	0	0	12.5	33.3	43.8	2.1	4.2	2.1	2.1	0.0	0.0	0.0	0.0	8	89.4	5	66	
KEFLAVIK	ICELANDAIR	S	122	0	2	4.0	28.2	37.9	12.9	7.3	3.2	3.2	1.6	0.0	0.0	1.6	21	60.5	17	124	
<b>TOTAL KEFLAVIK</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>29.7</b>	<b>39.5</b>	<b>9.9</b>	<b>6.4</b>	<b>2.9</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>70.5</b>	<b>13</b>	<b>190</b>	
<b>TOTAL ICELAND</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>29.7</b>	<b>39.5</b>	<b>9.9</b>	<b>6.4</b>	<b>2.9</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>70.5</b>	<b>13</b>	<b>190</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	35	0	0	25.7	20.0	31.4	14.3	2.9	0.0	0.0	0.0	5.7	0.0	0.0	34	75.0	9	35	
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>20.0</b>	<b>31.4</b>	<b>14.3</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>34</b>	<b>75.0</b>	<b>9</b>	<b>35</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	25	0	1	11.5	23.1	38.5	19.2	3.8	0.0	0.0	0.0	0.0	0.0	3.8	9	0.0	0	0	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	27.4	37.1	16.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	74.2	11	62	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>26.1</b>	<b>37.5</b>	<b>17.0</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	9.7	17.7	51.6	3.2	6.5	6.5	1.6	3.2	0.0	0.0	0.0	21	61.3	13	62	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>17.7</b>	<b>51.6</b>	<b>3.2</b>	<b>6.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.3</b>	<b>13</b>	<b>62</b>	
DELHI	AIR INDIA	S	124	0	0	8.9	33.1	38.7	8.1	5.6	4.8	0.8	0.0	0.0	0.0	0.0	11	95.2	4	124	
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	4.0	30.6	47.6	12.9	3.2	1.6	0.0	0.0	0.0	0.0	0.0	9	74.2	14	124	
DELHI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	98.4	1	62	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	2	4.7	25.0	46.9	10.9	7.8	1.6	0.0	0.0	0.0	0.0	3.1	10	91.9	4	62	
<b>TOTAL DELHI</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>30.4</b>	<b>43.9</b>	<b>10.6</b>	<b>5.1</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>88.2</b>	<b>7</b>	<b>372</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	14.5	17.7	41.9	12.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	17	72.6	28	62	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>17.7</b>	<b>41.9</b>	<b>12.9</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.6</b>	<b>28</b>	<b>62</b>	
MUMBAI	AIR INDIA	S	62	0	0	0.0	0.0	6.5	21.0	29.0	37.1	4.8	1.6	0.0	0.0	0.0	62	62.9	17	62	
MUMBAI	BRITISH AIRWAYS PLC	S	142	0	1	6.3	27.3	42.0	11.9	10.5	0.0	0.7	0.7	0.0	0.0	0.7	13	83.9	11	124	
MUMBAI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.3	9	186	
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL MUMBAI</b>			<b>213</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>18.2</b>	<b>31.8</b>	<b>14.5</b>	<b>16.4</b>	<b>11.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>79.6</b>	<b>11</b>	<b>372</b>	
<b>TOTAL INDIA</b>			<b>769</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>24.1</b>	<b>39.7</b>	<b>12.2</b>	<b>8.3</b>	<b>5.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>80.7</b>	<b>10</b>	<b>965</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	16	0	0	0.0	6.3	18.8	12.5	31.3	31.3	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	22	24	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.5</b>	<b>22</b>	<b>24</b>	
<b>TOTAL INDONESIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>38.5</b>	<b>22</b>	<b>24</b>	
<b>IRAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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	
TEHRAN IMAM KHOMEINI	IRAN AIR	S	28	0	0	7.1	35.7	21.4	7.1	17.9	10.7	0.0	0.0	0.0	0.0	0.0	18	73.1	10	26	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>10</b>	<b>26</b>	
<b>TOTAL IRAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>10</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	248	0	0	15.7	51.2	25.8	3.6	2.4	1.2	0.0	0.0	0.0	0.0	0.0	4	81.6	8	263	
<b>TOTAL CORK</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>51.2</b>	<b>25.8</b>	<b>3.6</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.6</b>	<b>8</b>	<b>263</b>	
DUBLIN	AER LINGUS	S	772	0	6	6.6	39.3	30.1	11.4	8.1	3.2	0.5	0.0	0.0	0.0	0.8	11	72.5	12	781	
DUBLIN	BRITISH AIRWAYS PLC	S	445	0	5	8.4	38.2	33.3	10.2	5.1	3.3	0.2	0.0	0.0	0.0	1.1	10	75.0	14	464	
DUBLIN	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
<b>TOTAL DUBLIN</b>			<b>1217</b>	<b>0</b>	<b>11</b>	<b>7.2</b>	<b>38.9</b>	<b>31.3</b>	<b>11.0</b>	<b>7.0</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>73.4</b>	<b>12</b>	<b>1246</b>	
SHANNON	AER LINGUS	S	184	0	0	18.5	47.3	27.2	2.2	3.3	1.6	0.0	0.0	0.0	0.0	0.0	5	82.1	8	184	
<b>TOTAL SHANNON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>47.3</b>	<b>27.2</b>	<b>2.2</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.1</b>	<b>8</b>	<b>184</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1649</b>	<b>0</b>	<b>11</b>	<b>9.8</b>	<b>41.7</b>	<b>30.0</b>	<b>8.9</b>	<b>5.9</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>75.6</b>	<b>11</b>	<b>1693</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	152	0	0	7.2	16.4	41.4	17.8	10.5	4.6	1.3	0.7	0.0	0.0	0.0	18	72.0	14	161	
TEL AVIV	EL AL	S	79	0	0	6.3	24.1	48.1	11.4	7.6	1.3	0.0	1.3	0.0	0.0	0.0	12	67.0	17	97	
TEL AVIV	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	16.7	21.7	50.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>19.6</b>	<b>45.0</b>	<b>14.4</b>	<b>7.9</b>	<b>2.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.2</b>	<b>15</b>	<b>258</b>	
<b>TOTAL ISRAEL</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>19.6</b>	<b>45.0</b>	<b>14.4</b>	<b>7.9</b>	<b>2.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.2</b>	<b>15</b>	<b>258</b>	
<b>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	197	0	3	6.5	31.5	35.5	9.5	9.5	5.5	0.0	0.0	0.5	0.0	1.5	17	71.8	12	186	
<b>TOTAL BOLOGNA</b>			<b>197</b>	<b>0</b>	<b>3</b>	<b>6.5</b>	<b>31.5</b>	<b>35.5</b>	<b>9.5</b>	<b>9.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>17</b>	<b>71.8</b>	<b>12</b>	<b>186</b>	
BRINDISI	BRITISH AIRWAYS PLC	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	6	0.0	0	0	
<b>TOTAL BRINDISI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAMETIA-TERME	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	0.0	29	1	
<b>TOTAL LAMETIA-TERME</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>29</b>	<b>1</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	21	0	0	4.8	33.3	42.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	87.9	7	124	
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	71	0	0	2.8	49.3	33.8	11.3	1.4	1.4	0.0	0.0	0.0	0.0	0.0	6	77.2	10	389	
<b>TOTAL MILAN (LINATE)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>45.7</b>	<b>35.9</b>	<b>12.0</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>6</b>	<b>79.8</b>	<b>9</b>	<b>513</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	S	101	0	0	3.0	36.6	24.8	20.8	4.0	10.9	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	353	0	8	1.1	22.7	41.0	18.8	10.8	3.3	0.0	0.0	0.0	0.0	2.2	14	72.7	12	209	
MILAN (MALPENSA)	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MILAN (MALPENSA)</b>			<b>454</b>	<b>0</b>	<b>8</b>	<b>1.5</b>	<b>25.8</b>	<b>37.4</b>	<b>19.3</b>	<b>9.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>72.9</b>	<b>12</b>	<b>210</b>	
OLBIA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	14	7	

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<b>TOTAL OLBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.7</b>	<b>14</b>	<b>7</b>
PALERMO	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	7	22
<b>TOTAL PALERMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.4</b>	<b>7</b>	<b>22</b>
PISA	BRITISH AIRWAYS PLC	S	134	0	2	14.0	33.8	30.9	14.0	4.4	1.5	0.0	0.0	0.0	0.0	1.5	8	80.0	13	90
<b>TOTAL PISA</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>33.8</b>	<b>30.9</b>	<b>14.0</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>1.5</b>	<b>8</b>	<b>80.0</b>	<b>13</b>	<b>90</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	182	0	0	3.8	43.4	29.7	9.9	10.4	2.7	0.0	0.0	0.0	0.0	0.0	10	85.1	8	248
ROME (FIUMICINO)	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
ROME (FIUMICINO)	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	83.3	13	6
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	376	0	4	4.5	29.2	36.3	14.5	9.5	4.5	0.3	0.3	0.0	0.0	1.1	14	66.6	15	416
<b>TOTAL ROME (FIUMICINO)</b>			<b>559</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>33.7</b>	<b>34.1</b>	<b>13.1</b>	<b>9.8</b>	<b>3.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>73.6</b>	<b>12</b>	<b>670</b>
TREVISIO	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
VENICE	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
VENICE	BRITISH AIRWAYS PLC	S	119	0	4	4.9	38.2	36.6	13.8	3.3	0.0	0.0	0.0	0.0	0.0	3.3	7	73.8	10	164
<b>TOTAL VENICE</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>38.2</b>	<b>36.6</b>	<b>13.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>7</b>	<b>73.9</b>	<b>10</b>	<b>165</b>
<b>TOTAL ITALY</b>			<b>1568</b>	<b>0</b>	<b>21</b>	<b>4.5</b>	<b>32.2</b>	<b>35.5</b>	<b>14.4</b>	<b>8.1</b>	<b>3.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>75.5</b>	<b>11</b>	<b>1865</b>
<b>JAPAN</b>																				
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	33	0	0	3.0	12.1	39.4	12.1	15.2	6.1	6.1	0.0	6.1	0.0	0.0	105	0.0	0	0
<b>TOTAL OSAKA (KANSAI)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>12.1</b>	<b>39.4</b>	<b>12.1</b>	<b>15.2</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>105</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	60	0	3	11.1	17.5	39.7	19.0	4.8	0.0	0.0	3.2	0.0	0.0	4.8	16	88.7	5	62
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	62	0	0	4.8	33.9	35.5	8.1	9.7	6.5	0.0	0.0	1.6	0.0	0.0	36	75.8	13	62
TOKYO (HANEDA)	JAPAN AIRLINES	S	118	0	2	9.2	27.5	43.3	10.0	5.8	1.7	0.0	0.0	0.8	0.0	1.7	12	87.1	8	124
<b>TOTAL TOKYO (HANEDA)</b>			<b>240</b>	<b>0</b>	<b>5</b>	<b>8.6</b>	<b>26.5</b>	<b>40.4</b>	<b>11.8</b>	<b>6.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>84.7</b>	<b>9</b>	<b>248</b>
TOKYO (NARITA)	AEROFLOT	S	16	0	0	6.3	25.0	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	9	10
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	62	0	0	4.8	19.4	37.1	16.1	9.7	9.7	0.0	1.6	1.6	0.0	0.0	40	71.0	23	62
<b>TOTAL TOKYO (NARITA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>20.5</b>	<b>39.7</b>	<b>16.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>21</b>	<b>72</b>
<b>TOTAL JAPAN</b>			<b>351</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>23.9</b>	<b>40.2</b>	<b>12.9</b>	<b>7.6</b>	<b>3.9</b>	<b>0.6</b>	<b>0.8</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>30</b>	<b>81.9</b>	<b>11</b>	<b>320</b>
<b>JORDAN</b>																				
AMMAN	BRITISH AIRWAYS PLC	S	60	0	0	16.7	30.0	40.0	8.3	1.7	3.3	0.0	0.0	0.0	0.0	0.0	8	81.7	7	60
AMMAN	ROYAL JORDANIAN	S	62	0	0	4.8	27.4	43.5	14.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	95.2	4	62
<b>TOTAL AMMAN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.7</b>	<b>41.8</b>	<b>11.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>5</b>	<b>122</b>
<b>TOTAL JORDAN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.7</b>	<b>41.8</b>	<b>11.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>5</b>	<b>122</b>
<b>KAZAKHSTAN</b>																				
ASTANA	AIR ASTANA	S	36	0	0	2.8	25.0	36.1	22.2	13.9	0.0	0.0	0.0	0.0	0.0	0.0	13	91.2	5	34
<b>TOTAL ASTANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>36.1</b>	<b>22.2</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.2</b>	<b>5</b>	<b>34</b>
<b>TOTAL KAZAKHSTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>36.1</b>	<b>22.2</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.2</b>	<b>5</b>	<b>34</b>
<b>KENYA</b>																				



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	63	0	0	0.0	38.1	38.1	9.5	6.3	3.2	0.0	1.6	3.2	0.0	0.0	50	83.9	15	62	
NAIROBI	KENYA AIRWAYS	S	62	0	0	9.7	35.5	40.3	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	80.6	14	62	
<b>TOTAL NAIROBI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>36.8</b>	<b>39.2</b>	<b>9.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>82.3</b>	<b>14</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>36.8</b>	<b>39.2</b>	<b>9.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>82.3</b>	<b>14</b>	<b>124</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	16.1	30.6	38.7	9.7	3.2	0.0	0.0	1.6	0.0	0.0	0.0	10	83.9	15	62	
KUWAIT	KUWAIT AIRWAYS	S	114	0	0	9.6	28.1	38.6	17.5	2.6	1.8	0.0	1.8	0.0	0.0	0.0	14	51.1	21	88	
<b>TOTAL KUWAIT</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>29.0</b>	<b>38.6</b>	<b>14.8</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.7</b>	<b>19</b>	<b>150</b>	
<b>TOTAL KUWAIT</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>29.0</b>	<b>38.6</b>	<b>14.8</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.7</b>	<b>19</b>	<b>150</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	59	0	2	9.8	26.2	37.7	13.1	6.6	3.3	0.0	0.0	0.0	0.0	3.3	11	69.4	14	62	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	12.1	33.9	31.5	12.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	72.6	11	124	
<b>TOTAL BEIRUT</b>			<b>183</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>31.4</b>	<b>33.5</b>	<b>12.4</b>	<b>9.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>71.5</b>	<b>12</b>	<b>186</b>	
<b>TOTAL LEBANON</b>			<b>183</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>31.4</b>	<b>33.5</b>	<b>12.4</b>	<b>9.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>71.5</b>	<b>12</b>	<b>186</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	125	0	0	12.0	45.6	30.4	10.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	7	120	
<b>TOTAL LUXEMBOURG</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>45.6</b>	<b>30.4</b>	<b>10.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.7</b>	<b>7</b>	<b>120</b>	
<b>TOTAL LUXEMBOURG</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>45.6</b>	<b>30.4</b>	<b>10.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.7</b>	<b>7</b>	<b>120</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	62	0	0	1.6	32.3	43.5	14.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	10	79.0	12	62	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	124	0	0	4.8	30.6	33.9	7.3	19.4	3.2	0.8	0.0	0.0	0.0	0.0	15	85.5	7	124	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>31.2</b>	<b>37.1</b>	<b>9.7</b>	<b>15.1</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>14</b>	<b>83.3</b>	<b>9</b>	<b>186</b>	
<b>TOTAL MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>31.2</b>	<b>37.1</b>	<b>9.7</b>	<b>15.1</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>14</b>	<b>83.3</b>	<b>9</b>	<b>186</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	140	0	0	0.7	12.9	32.1	27.1	18.6	7.1	1.4	0.0	0.0	0.0	0.0	23	58.3	20	132	
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>12.9</b>	<b>32.1</b>	<b>27.1</b>	<b>18.6</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.3</b>	<b>20</b>	<b>132</b>	
<b>TOTAL MALTA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>12.9</b>	<b>32.1</b>	<b>27.1</b>	<b>18.6</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.3</b>	<b>20</b>	<b>132</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	24	0	0	29.2	41.7	20.8	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	22	24	
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>41.7</b>	<b>20.8</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>3</b>	<b>50.0</b>	<b>22</b>	<b>24</b>	
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29.2</b>	<b>41.7</b>	<b>20.8</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>3</b>	<b>50.0</b>	<b>22</b>	<b>24</b>	
<b>MEXICO</b>																					
MEXICO CITY	AEROMEXICO	S	62	0	0	33.9	37.1	21.0	4.8	0.0	1.6	1.6	0.0	0.0	0.0	0.0	5	90.3	20	62	
MEXICO CITY	BRITISH AIRWAYS PLC	S	59	0	0	27.1	20.3	30.5	8.5	5.1	6.8	1.7	0.0	0.0	0.0	0.0	14	76.7	10	60	
<b>TOTAL MEXICO CITY</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>28.9</b>	<b>25.6</b>	<b>6.6</b>	<b>2.5</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.6</b>	<b>15</b>	<b>122</b>	
<b>TOTAL MEXICO</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>28.9</b>	<b>25.6</b>	<b>6.6</b>	<b>2.5</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.6</b>	<b>15</b>	<b>122</b>	

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Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	62	0	0	4.8	29.0	45.2	16.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	85.0	6	60	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>29.0</b>	<b>45.2</b>	<b>16.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.0</b>	<b>6</b>	<b>60</b>	
MARRAKESH	BRITISH AIRWAYS PLC	S	26	0	0	3.8	38.5	34.6	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	32	2	
<b>TOTAL MARRAKESH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>32</b>	<b>2</b>	
RABAT	ROYAL AIR MAROC	S	18	0	0	5.6	38.9	38.9	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	18	88.2	7	17	
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.2</b>	<b>7</b>	<b>17</b>	
<b>TOTAL MOROCCO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>33.0</b>	<b>41.5</b>	<b>14.2</b>	<b>4.7</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>10</b>	<b>83.5</b>	<b>7</b>	<b>79</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	502	0	6	2.8	33.3	36.4	14.0	9.1	3.1	0.2	0.0	0.0	0.0	1.2	12	70.8	14	490	
AMSTERDAM	KLM	S	612	0	12	3.7	34.0	37.5	10.9	6.9	4.6	0.5	0.0	0.0	0.0	1.9	12	84.6	7	620	
<b>TOTAL AMSTERDAM</b>			<b>1114</b>	<b>0</b>	<b>18</b>	<b>3.3</b>	<b>33.7</b>	<b>37.0</b>	<b>12.3</b>	<b>7.9</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>78.5</b>	<b>10</b>	<b>1110</b>	
<b>TOTAL NETHERLANDS</b>			<b>1114</b>	<b>0</b>	<b>18</b>	<b>3.3</b>	<b>33.7</b>	<b>37.0</b>	<b>12.3</b>	<b>7.9</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>78.5</b>	<b>10</b>	<b>1110</b>	
<b>NEW ZEALAND</b>																					
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	14.5	16.1	54.8	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	8	79.0	11	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>16.1</b>	<b>54.8</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.0</b>	<b>11</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>16.1</b>	<b>54.8</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.0</b>	<b>11</b>	<b>62</b>	
<b>NIGERIA</b>																					
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	8.1	38.7	35.5	14.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	7	88.7	5	62	
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>35.5</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.7</b>	<b>5</b>	<b>62</b>	
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	11.3	19.4	35.5	24.2	3.2	1.6	3.2	1.6	0.0	0.0	0.0	20	66.1	17	62	
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	41.9	35.5	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	83.9	6	62	
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>30.6</b>	<b>35.5</b>	<b>14.5</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>14</b>	<b>75.0</b>	<b>11</b>	<b>124</b>	
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>33.3</b>	<b>35.5</b>	<b>14.5</b>	<b>2.7</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.6</b>	<b>9</b>	<b>186</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	214	0	2	7.9	29.2	41.2	13.9	5.1	1.4	0.0	0.5	0.0	0.0	0.9	10	81.5	9	232	
OSLO (GARDERMOEN)	SAS	S	191	0	2	5.2	32.1	35.8	16.1	7.8	2.1	0.0	0.0	0.0	0.0	1.0	11	72.9	12	204	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	93	0	0	3.2	32.3	35.5	10.8	10.8	7.5	0.0	0.0	0.0	0.0	0.0	15	72.2	13	79	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>498</b>	<b>0</b>	<b>4</b>	<b>6.0</b>	<b>30.9</b>	<b>38.0</b>	<b>14.1</b>	<b>7.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>76.6</b>	<b>11</b>	<b>515</b>	
STAVANGER	SAS	S	54	0	0	1.9	44.4	25.9	13.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	12	79.0	9	96	
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>44.4</b>	<b>25.9</b>	<b>13.0</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>79.0</b>	<b>9</b>	<b>96</b>	
<b>TOTAL NORWAY</b>			<b>552</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>32.2</b>	<b>36.9</b>	<b>14.0</b>	<b>7.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>77.0</b>	<b>10</b>	<b>611</b>	
<b>OMAN</b>																					
MUSCAT	BRITISH AIRWAYS PLC	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	4	87.5	12	40	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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			
MUSCAT	OMAN AIR	S	124	0	0	2.4	16.1	41.1	20.2	16.1	4.0	0.0	0.0	0.0	0.0	17	71.0	13	124		
<b>TOTAL MUSCAT</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>16.5</b>	<b>41.7</b>	<b>19.7</b>	<b>15.7</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>13</b>	<b>164</b>		
<b>TOTAL OMAN</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>16.5</b>	<b>41.7</b>	<b>19.7</b>	<b>15.7</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>13</b>	<b>164</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	72.7	17	44			
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.7</b>	<b>17</b>	<b>44</b>			
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	25	0	0	0.0	28.0	44.0	16.0	4.0	4.0	0.0	0.0	0.0	16	0.0	0	0			
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	43	0	0	2.3	7.0	53.5	11.6	23.3	2.3	0.0	0.0	0.0	18	0.0	0	0			
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>14.7</b>	<b>50.0</b>	<b>13.2</b>	<b>16.2</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	14	33.3	30	18			
<b>TOTAL KARACHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>33.3</b>	<b>30</b>	<b>18</b>			
LAHORE	PAKISTAN INTL AIRLINES	S	27	0	0	0.0	7.4	59.3	14.8	18.5	0.0	0.0	0.0	0.0	14	65.4	16	26			
<b>TOTAL LAHORE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>59.3</b>	<b>14.8</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.4</b>	<b>16</b>	<b>26</b>			
SIALKOT	PAKISTAN INTL AIRLINES	S	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
<b>TOTAL SIALKOT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL PAKISTAN</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>15.9</b>	<b>51.3</b>	<b>14.2</b>	<b>15.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>19</b>	<b>88</b>			
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	44	0	0	22.7	45.5	15.9	6.8	9.1	0.0	0.0	0.0	0.0	7	83.3	40	36			
<b>TOTAL MANILA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>45.5</b>	<b>15.9</b>	<b>6.8</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>40</b>	<b>36</b>			
<b>TOTAL PHILIPPINES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>45.5</b>	<b>15.9</b>	<b>6.8</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>40</b>	<b>36</b>			
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	76	0	0	5.3	30.3	46.1	9.2	6.6	2.6	0.0	0.0	0.0	9	71.7	16	60			
<b>TOTAL KRAKOW</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>30.3</b>	<b>46.1</b>	<b>9.2</b>	<b>6.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.7</b>	<b>16</b>	<b>60</b>			
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	124	0	0	0.8	37.9	41.9	6.5	8.1	4.0	0.8	0.0	0.0	12	76.9	12	156			
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	179	0	1	0.6	13.3	30.6	18.9	24.4	10.6	1.1	0.0	0.6	28	66.5	14	179			
<b>TOTAL WARSAW (CHOPIN)</b>			<b>303</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>23.4</b>	<b>35.2</b>	<b>13.8</b>	<b>17.8</b>	<b>7.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>71.3</b>	<b>13</b>	<b>335</b>			
<b>TOTAL POLAND</b>			<b>379</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>24.7</b>	<b>37.4</b>	<b>12.9</b>	<b>15.5</b>	<b>6.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>71.4</b>	<b>13</b>	<b>395</b>			
<b>PORTUGAL(EXCLUDING</b>																					
FARO	BRITISH AIRWAYS PLC	S	60	0	0	5.0	38.3	35.0	8.3	6.7	3.3	3.3	0.0	0.0	15	68.8	10	32			
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.3</b>	<b>35.0</b>	<b>8.3</b>	<b>6.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.8</b>	<b>10</b>	<b>32</b>			
LISBON	AIR PORTUGAL	S	375	0	2	2.1	27.3	36.1	13.5	11.7	7.2	1.6	0.0	0.5	18	52.8	23	373			
LISBON	BRITISH AIRWAYS PLC	S	196	0	0	4.6	29.1	43.4	13.3	7.1	2.6	0.0	0.0	0.0	11	67.2	15	186			
<b>TOTAL LISBON</b>			<b>571</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>27.9</b>	<b>38.6</b>	<b>13.4</b>	<b>10.1</b>	<b>5.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>57.6</b>	<b>20</b>	<b>559</b>			
<b>TOTAL PORTUGAL</b>			<b>631</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>28.9</b>	<b>38.2</b>	<b>13.0</b>	<b>9.8</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>58.2</b>	<b>20</b>	<b>591</b>			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>QATAR</b>																					
DOHA HAMAD	BRITISH AIRWAYS PLC	S	62	0	0	21.0	30.6	32.3	4.8	3.2	4.8	3.2	0.0	0.0	0.0	0.0	14	0.0	0	0	
DOHA HAMAD	QATAR AIRWAYS	S	371	0	1	1.3	30.1	50.3	9.9	6.5	1.6	0.0	0.0	0.0	0.0	0.3	9	78.8	10	368	
<b>TOTAL DOHA HAMAD</b>			<b>433</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>30.2</b>	<b>47.7</b>	<b>9.2</b>	<b>6.0</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>78.8</b>	<b>10</b>	<b>368</b>	
<b>TOTAL QATAR</b>			<b>433</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>30.2</b>	<b>47.7</b>	<b>9.2</b>	<b>6.0</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>78.8</b>	<b>10</b>	<b>368</b>		
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	58	0	0	6.9	24.1	39.7	10.3	12.1	5.2	1.7	0.0	0.0	0.0	0.0	17	72.6	13	62	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	62	0	0	9.7	29.0	33.9	9.7	9.7	3.2	1.6	3.2	0.0	0.0	0.0	20	75.8	19	62	
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	0.0	12.9	29.0	19.4	25.8	12.9	0.0	0.0	0.0	0.0	0.0	28	29.0	28	62	
<b>TOTAL SEOUL (INCHEON)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>22.0</b>	<b>34.1</b>	<b>13.2</b>	<b>15.9</b>	<b>7.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>59.1</b>	<b>20</b>	<b>186</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>22.0</b>	<b>34.1</b>	<b>13.2</b>	<b>15.9</b>	<b>7.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>59.1</b>	<b>20</b>	<b>186</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	118	0	2	3.3	34.2	33.3	15.0	10.0	2.5	0.0	0.0	0.0	0.0	1.7	12	72.4	14	76	
<b>TOTAL BELGRADE</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>34.2</b>	<b>33.3</b>	<b>15.0</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>1.7</b>	<b>12</b>	<b>72.4</b>	<b>14</b>	<b>76</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>34.2</b>	<b>33.3</b>	<b>15.0</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>1.7</b>	<b>12</b>	<b>72.4</b>	<b>14</b>	<b>76</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	70	0	0	11.4	35.7	32.9	10.0	2.9	4.3	1.4	1.4	0.0	0.0	0.0	16	88.2	22	68	
<b>TOTAL CAPE TOWN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>35.7</b>	<b>32.9</b>	<b>10.0</b>	<b>2.9</b>	<b>4.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.2</b>	<b>22</b>	<b>68</b>	
DURBAN	BRITISH AIRWAYS PLC	S	26	0	0	23.1	30.8	23.1	3.8	15.4	3.8	0.0	0.0	0.0	0.0	0.0	12	100.0	5	2	
<b>TOTAL DURBAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>23.1</b>	<b>3.8</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	13.7	26.6	34.7	14.5	6.5	2.4	1.6	0.0	0.0	0.0	0.0	13	76.7	13	129	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	62	0	0	0.0	43.5	32.3	14.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	10	66.1	14	62	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	107	0	0	13.1	50.5	28.0	6.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	79.4	10	68	
<b>TOTAL JOHANNESBURG</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>38.9</b>	<b>31.7</b>	<b>11.6</b>	<b>4.4</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>74.9</b>	<b>12</b>	<b>259</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>389</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>37.8</b>	<b>31.4</b>	<b>10.8</b>	<b>4.9</b>	<b>2.6</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>14</b>	<b>329</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	2.4	16.9	40.3	20.2	12.9	6.5	0.8	0.0	0.0	0.0	0.0	18	72.6	15	124	
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	9.7	21.0	48.4	8.1	9.7	1.6	1.6	0.0	0.0	0.0	0.0	13	64.5	17	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>18.3</b>	<b>43.0</b>	<b>16.1</b>	<b>11.8</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.9</b>	<b>16</b>	<b>186</b>	
<b>TOTAL ROMANIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>18.3</b>	<b>43.0</b>	<b>16.1</b>	<b>11.8</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.9</b>	<b>16</b>	<b>186</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	119	0	1	8.3	40.8	39.2	8.3	2.5	0.0	0.0	0.0	0.0	0.0	0.8	5	89.2	7	176	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>40.8</b>	<b>39.2</b>	<b>8.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>89.2</b>	<b>7</b>	<b>176</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	284	0	0	8.1	46.5	31.3	9.2	3.5	0.0	0.0	0.7	0.7	0.0	0.0	11	90.1	4	291	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>MOSCOW (SHEREMETYEVO)</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	45.2	27.4	9.7	1.6	6.5	3.2	0.0	0.0	0.0	0.0	14	62.5	12	8	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>46.2</b>	<b>30.6</b>	<b>9.2</b>	<b>3.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.3</b>	<b>5</b>	<b>299</b>	
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	2	62	
<b>TOTAL ST PETERSBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.5</b>	<b>2</b>	<b>62</b>	
<b>TOTAL RUSSIA</b>			<b>469</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>45.1</b>	<b>32.8</b>	<b>8.9</b>	<b>3.0</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>89.8</b>	<b>5</b>	<b>537</b>	
<b>SAUDI ARABIA</b>																					
<b>JEDDAH</b>	BRITISH AIRWAYS PLC	S	56	0	0	21.4	35.7	28.6	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	6	82.5	7	59	
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	0.0	43.5	38.7	6.5	8.1	1.6	1.6	0.0	0.0	0.0	0.0	10	75.8	8	58	
<b>TOTAL JEDDAH</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>39.8</b>	<b>33.9</b>	<b>8.5</b>	<b>4.2</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>8</b>	<b>117</b>	
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	62	0	0	12.9	14.5	45.2	12.9	4.8	3.2	0.0	6.5	0.0	0.0	0.0	32	75.8	28	62	
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	1.6	19.4	33.9	21.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	16	81.5	7	52	
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>16.9</b>	<b>39.5</b>	<b>16.9</b>	<b>14.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>78.4</b>	<b>18</b>	<b>114</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>28.1</b>	<b>36.8</b>	<b>12.8</b>	<b>9.5</b>	<b>2.1</b>	<b>0.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.8</b>	<b>13</b>	<b>231</b>	
<b>SEYCHELLES</b>																					
<b>SEYCHELLES</b>	BRITISH AIRWAYS PLC	S	18	0	0	11.1	33.3	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	6	17	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>6</b>	<b>17</b>	
<b>SINGAPORE</b>																					
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	25.8	48.4	3.2	17.7	3.2	1.6	0.0	0.0	0.0	0.0	16	75.8	14	61	
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	248	0	0	7.3	34.3	38.7	10.5	6.9	1.6	0.0	0.0	0.8	0.0	0.0	13	71.8	12	248	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.6</b>	<b>40.6</b>	<b>9.0</b>	<b>9.0</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.6</b>	<b>13</b>	<b>309</b>	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.6</b>	<b>40.6</b>	<b>9.0</b>	<b>9.0</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.6</b>	<b>13</b>	<b>309</b>	
<b>SPAIN</b>																					
<b>A CORUNA</b>	VUELING AIRLINES	S	62	0	1	7.9	49.2	33.3	1.6	3.2	3.2	0.0	0.0	0.0	0.0	1.6	6	72.6	20	62	
<b>TOTAL A CORUNA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>49.2</b>	<b>33.3</b>	<b>1.6</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>72.6</b>	<b>20</b>	<b>62</b>	
<b>ALMERIA</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	16	
<b>TOTAL ALMERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>15</b>	<b>16</b>	
<b>ASTURIAS</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>ASTURIAS</b>	IBERIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ASTURIAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	506	0	18	5.2	35.3	33.4	12.6	7.3	2.5	0.2	0.2	0.0	0.0	3.4	11	74.1	12	456	
<b>BARCELONA</b>	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	35	60	
<b>TOTAL BARCELONA</b>			<b>506</b>	<b>0</b>	<b>18</b>	<b>5.2</b>	<b>35.3</b>	<b>33.4</b>	<b>12.6</b>	<b>7.3</b>	<b>2.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>11</b>	<b>70.2</b>	<b>15</b>	<b>516</b>	
<b>BILBAO</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	13	116	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<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>74.1</b>	<b>13</b>	<b>116</b>
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	68	0	0	8.8	42.6	35.3	7.4	1.5	2.9	1.5	0.0	0.0	0.0	0.0	10	56.3	34	16
<b>TOTAL IBIZA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>42.6</b>	<b>35.3</b>	<b>7.4</b>	<b>1.5</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>10</b>	<b>56.3</b>	<b>34</b>	<b>16</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	310	0	4	6.4	28.3	46.5	13.4	3.2	1.0	0.0	0.0	0.0	0.0	1.3	8	73.8	12	309
<b>MADRID</b>	IBERIA	S	494	0	2	7.1	33.1	40.7	12.3	5.8	0.4	0.2	0.0	0.0	0.0	0.4	8	82.1	8	485
<b>TOTAL MADRID</b>			<b>804</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>31.2</b>	<b>43.0</b>	<b>12.7</b>	<b>4.8</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>8</b>	<b>78.9</b>	<b>10</b>	<b>794</b>
<b>MALAGA</b>	BRITISH AIRWAYS PLC	S	78	0	0	5.1	23.1	42.3	17.9	9.0	0.0	2.6	0.0	0.0	0.0	0.0	15	62.0	15	71
<b>TOTAL MALAGA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>23.1</b>	<b>42.3</b>	<b>17.9</b>	<b>9.0</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>15</b>	<b>62.0</b>	<b>15</b>	<b>71</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	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>62.5</b>	<b>13</b>	<b>16</b>
<b>PALMA DE MALLORCA</b>	BRITISH AIRWAYS PLC	S	114	0	0	6.1	34.2	36.8	7.0	9.6	5.3	0.0	0.9	0.0	0.0	0.0	14	74.0	12	104
<b>TOTAL PALMA DE MALLORCA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>34.2</b>	<b>36.8</b>	<b>7.0</b>	<b>9.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.0</b>	<b>12</b>	<b>104</b>
<b>VALENCIA</b>	BRITISH AIRWAYS PLC	S	74	0	0	8.1	47.3	29.7	6.8	5.4	1.4	0.0	0.0	1.4	0.0	0.0	20	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>47.3</b>	<b>29.7</b>	<b>6.8</b>	<b>5.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1706</b>	<b>0</b>	<b>25</b>	<b>6.4</b>	<b>34.1</b>	<b>38.4</b>	<b>11.7</b>	<b>5.9</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>74.2</b>	<b>12</b>	<b>1713</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>LAS PALMAS</b>	BRITISH AIRWAYS PLC	S	10	0	0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	8	10
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</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>12</b>	<b>70.0</b>	<b>8</b>	<b>10</b>
<b>TENERIFE (SURREINA SOFIA)</b>	BRITISH AIRWAYS PLC	S	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</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>12</b>	<b>72.2</b>	<b>8</b>	<b>18</b>
<b>SRI LANKA</b>																				
<b>COLOMBO</b>	SRILANKAN AIRLINES	S	64	0	0	1.6	39.1	40.6	12.5	3.1	3.1	0.0	0.0	0.0	0.0	0.0	7	84.4	6	64
<b>TOTAL COLOMBO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>39.1</b>	<b>40.6</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.4</b>	<b>6</b>	<b>64</b>
<b>TOTAL SRI LANKA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>39.1</b>	<b>40.6</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.4</b>	<b>6</b>	<b>64</b>
<b>SWEDEN</b>																				
<b>GOTEBORG (LANDVETTER)</b>	BRITISH AIRWAYS PLC	S	167	0	1	5.4	42.9	38.1	4.8	4.8	2.4	0.6	0.6	0.0	0.0	0.6	10	82.0	7	178
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>42.9</b>	<b>38.1</b>	<b>4.8</b>	<b>4.8</b>	<b>2.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>82.0</b>	<b>7</b>	<b>178</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	304	0	2	9.2	32.4	35.9	13.1	6.5	2.0	0.3	0.0	0.0	0.0	0.7	10	78.4	9	334
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	176	0	9	1.1	29.2	32.4	9.7	14.6	8.1	0.0	0.0	0.0	0.0	4.9	17	60.5	16	188
<b>STOCKHOLM (ARLANDA)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	162	0	0	1.2	27.8	32.1	19.1	14.2	3.7	1.2	0.6	0.0	0.0	0.0	19	61.5	19	156
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>642</b>	<b>0</b>	<b>11</b>	<b>4.9</b>	<b>30.3</b>	<b>34.0</b>	<b>13.6</b>	<b>10.7</b>	<b>4.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>69.4</b>	<b>13</b>	<b>678</b>
<b>TOTAL SWEDEN</b>			<b>809</b>	<b>0</b>	<b>12</b>	<b>5.0</b>	<b>32.9</b>	<b>34.8</b>	<b>11.8</b>	<b>9.5</b>	<b>3.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>72.0</b>	<b>12</b>	<b>856</b>
<b>SWITZERLAND</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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>BALE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	222	0	4	3.5	41.6	36.7	6.2	7.5	2.7	0.0	0.0	0.0	0.0	1.8	8	77.4	10	234	
<b>TOTAL BALE MULHOUSE</b>			<b>222</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>41.6</b>	<b>36.7</b>	<b>6.2</b>	<b>7.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>8</b>	<b>77.4</b>	<b>10</b>	<b>234</b>	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	498	0	4	3.8	38.8	37.6	13.7	4.0	0.6	0.2	0.4	0.0	0.0	0.8	8	78.2	10	508	
<b>GENEVA</b>	SWISS AIRLINES	S	279	0	17	2.4	29.1	39.5	11.5	6.8	5.1	0.0	0.0	0.0	0.0	5.7	13	63.0	17	290	
<b>TOTAL GENEVA</b>			<b>777</b>	<b>0</b>	<b>21</b>	<b>3.3</b>	<b>35.2</b>	<b>38.3</b>	<b>12.9</b>	<b>5.0</b>	<b>2.3</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>72.6</b>	<b>12</b>	<b>798</b>	
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	360	0	2	4.1	36.7	39.8	10.2	8.0	0.6	0.0	0.0	0.0	0.0	0.6	9	78.2	10	358	
<b>ZURICH</b>	SWISS AIRLINES	S	417	0	17	2.5	20.0	45.4	13.8	10.8	3.5	0.0	0.0	0.0	0.0	3.9	14	72.9	13	431	
<b>TOTAL ZURICH</b>			<b>777</b>	<b>0</b>	<b>19</b>	<b>3.3</b>	<b>27.6</b>	<b>42.8</b>	<b>12.2</b>	<b>9.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>11</b>	<b>75.3</b>	<b>12</b>	<b>789</b>	
<b>TOTAL SWITZERLAND</b>			<b>1776</b>	<b>0</b>	<b>44</b>	<b>3.3</b>	<b>32.7</b>	<b>40.1</b>	<b>11.8</b>	<b>7.3</b>	<b>2.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>10</b>	<b>74.4</b>	<b>12</b>	<b>1821</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	EVA AIR	S	62	0	0	8.1	19.4	33.9	24.2	8.1	6.5	0.0	0.0	0.0	0.0	0.0	15	43.5	28	62	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>33.9</b>	<b>24.2</b>	<b>8.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>43.5</b>	<b>28</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>33.9</b>	<b>24.2</b>	<b>8.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>43.5</b>	<b>28</b>	<b>62</b>	
<b>THAILAND</b>																					
<b>BANGKOK SUVARNABHUMI</b>	BRITISH AIRWAYS PLC	S	61	0	2	1.6	14.3	31.7	17.5	23.8	0.0	4.8	0.0	3.2	0.0	3.2	62	71.0	15	62	
<b>BANGKOK SUVARNABHUMI</b>	THAI AIRWAYS INTERNATIONAL	S	124	0	0	4.8	19.4	50.8	13.7	9.7	0.8	0.0	0.0	0.8	0.0	0.0	13	60.5	18	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>17.6</b>	<b>44.4</b>	<b>15.0</b>	<b>14.4</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.1</b>	<b>29</b>	<b>64.0</b>	<b>17</b>	<b>186</b>	
<b>TOTAL THAILAND</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>17.6</b>	<b>44.4</b>	<b>15.0</b>	<b>14.4</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.1</b>	<b>29</b>	<b>64.0</b>	<b>17</b>	<b>186</b>	
<b>TUNISIA</b>																					
<b>TUNIS</b>	TUNISAIR	S	34	0	0	0.0	17.6	26.5	26.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	22	38.2	40	34	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>26.5</b>	<b>26.5</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>38.2</b>	<b>40</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>26.5</b>	<b>26.5</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>38.2</b>	<b>40</b>	<b>34</b>	
<b>TURKEY</b>																					
<b>ISTANBUL</b>	BRITISH AIRWAYS PLC	S	122	0	0	7.4	20.5	41.0	13.9	13.9	2.5	0.8	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	332	0	0	4.2	22.9	36.1	19.0	14.5	3.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>22.2</b>	<b>37.4</b>	<b>17.6</b>	<b>14.3</b>	<b>3.1</b>	<b>0.2</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>ISTANBUL ATATURK</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	72.1	12	111	
<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	69.9	16	332	
<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>70.4</b>	<b>15</b>	<b>443</b>	
<b>IZMIR (ADNAN MENDERES)</b>	BRITISH AIRWAYS PLC	C	8	0	0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>462</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>22.3</b>	<b>37.2</b>	<b>17.5</b>	<b>14.3</b>	<b>3.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.4</b>	<b>15</b>	<b>443</b>	
<b>TURKMENISTAN</b>																					
<b>ASHKHABAD</b>	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	36	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<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>36</b>	<b>8</b>
<b>TOTAL TURKMENISTAN 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>37.5</b>	<b>36</b>	<b>8</b>
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS PLC	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	86.7	6	60
<b>TOTAL KIEV (BORISPOL)</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>11</b>	<b>86.7</b>	<b>6</b>	<b>60</b>
<b>TOTAL UKRAINE</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>11</b>	<b>86.7</b>	<b>6</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>																				
<b>ABU DHABI INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	43.5	43.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	16	62
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	248	0	0	5.6	33.5	44.4	13.3	2.0	1.2	0.0	0.0	0.0	0.0	0.0	7	86.6	5	186
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>35.5</b>	<b>44.2</b>	<b>11.6</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>7</b>	<b>84.3</b>	<b>8</b>	<b>248</b>
<b>DUBAI</b>	BRITISH AIRWAYS PLC	S	170	0	0	11.8	31.8	38.8	10.0	5.9	1.2	0.6	0.0	0.0	0.0	0.0	9	90.6	6	170
<b>DUBAI</b>	EMIRATES	S	372	0	0	2.7	29.6	46.5	14.8	5.6	0.8	0.0	0.0	0.0	0.0	0.0	9	80.1	10	372
<b>DUBAI</b>	ROYAL BRUNEI 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	88	1
<b>DUBAI</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	85.0	4	58
<b>TOTAL DUBAI</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>30.3</b>	<b>44.1</b>	<b>13.3</b>	<b>5.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.4</b>	<b>9</b>	<b>601</b>
<b>TOTAL UNITED ARAB</b>			<b>852</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.2</b>	<b>44.1</b>	<b>12.7</b>	<b>4.5</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>8</b>	<b>83.7</b>	<b>8</b>	<b>849</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	376	0	2	8.5	36.0	32.8	8.5	7.9	4.0	1.1	0.8	0.0	0.0	0.5	14	78.1	9	414
<b>ABERDEEN</b>	FLYBE LTD	S	170	0	0	7.1	35.9	36.5	11.8	7.1	0.6	1.2	0.0	0.0	0.0	0.0	10	81.8	10	170
<b>TOTAL ABERDEEN</b>			<b>546</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>35.9</b>	<b>33.9</b>	<b>9.5</b>	<b>7.7</b>	<b>2.9</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>79.2</b>	<b>10</b>	<b>584</b>
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	214	0	2	14.8	38.0	29.2	12.0	4.2	0.9	0.0	0.0	0.0	0.0	0.9	7	79.6	8	186
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	302	0	6	8.4	43.5	30.5	9.4	4.2	1.9	0.0	0.0	0.0	0.0	1.9	7	79.8	8	272
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>516</b>	<b>0</b>	<b>8</b>	<b>11.1</b>	<b>41.2</b>	<b>30.0</b>	<b>10.5</b>	<b>4.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>79.7</b>	<b>8</b>	<b>458</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	631	0	8	9.5	36.2	32.1	11.0	6.4	3.4	0.2	0.0	0.0	0.0	1.3	10	72.8	12	641
<b>EDINBURGH</b>	FLYBE LTD	S	362	0	2	6.9	37.1	37.6	9.1	5.2	2.7	0.5	0.0	0.3	0.0	0.5	11	72.9	12	238
<b>TOTAL EDINBURGH</b>			<b>993</b>	<b>0</b>	<b>10</b>	<b>8.6</b>	<b>36.5</b>	<b>34.1</b>	<b>10.3</b>	<b>6.0</b>	<b>3.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>72.8</b>	<b>12</b>	<b>879</b>
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	518	0	8	6.7	37.1	32.7	10.8	8.0	2.9	0.4	0.0	0.0	0.0	1.5	11	75.6	11	563
<b>TOTAL GLASGOW</b>			<b>518</b>	<b>0</b>	<b>8</b>	<b>6.7</b>	<b>37.1</b>	<b>32.7</b>	<b>10.8</b>	<b>8.0</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>75.6</b>	<b>11</b>	<b>563</b>
<b>GUERNSEY</b>	FLYBE LTD	S	62	0	0	1.6	32.3	38.7	8.1	19.4	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>32.3</b>	<b>38.7</b>	<b>8.1</b>	<b>19.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	135	0	3	3.6	35.5	38.4	10.1	7.2	2.2	0.0	0.7	0.0	0.0	2.2	12	75.0	12	84
<b>TOTAL INVERNESS</b>			<b>135</b>	<b>0</b>	<b>3</b>	<b>3.6</b>	<b>35.5</b>	<b>38.4</b>	<b>10.1</b>	<b>7.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>84</b>
<b>ISLE OF MAN</b>	FLYBE LTD	S	48	0	4	1.9	38.5	28.8	9.6	9.6	3.8	0.0	0.0	0.0	0.0	7.7	12	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ISLE OF MAN</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>38.5</b>	<b>28.8</b>	<b>9.6</b>	<b>9.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	88	0	0	11.4	43.2	27.3	9.1	6.8	2.3	0.0	0.0	0.0	0.0	0.0	8	73.9	10	88	
<b>TOTAL LEEDS BRADFORD</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>43.2</b>	<b>27.3</b>	<b>9.1</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.9</b>	<b>10</b>	<b>88</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	360	0	2	6.6	38.4	32.3	12.4	6.4	2.8	0.6	0.0	0.0	0.0	0.6	10	71.6	12	455	
<b>TOTAL MANCHESTER</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>38.4</b>	<b>32.3</b>	<b>12.4</b>	<b>6.4</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>71.6</b>	<b>12</b>	<b>455</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	295	0	5	5.3	35.7	39.3	11.3	4.0	2.7	0.0	0.0	0.0	0.0	1.7	8	78.4	9	392	
<b>TOTAL NEWCASTLE</b>			<b>295</b>	<b>0</b>	<b>5</b>	<b>5.3</b>	<b>35.7</b>	<b>39.3</b>	<b>11.3</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>1.7</b>	<b>8</b>	<b>78.4</b>	<b>9</b>	<b>392</b>	
NEWQUAY	FLYBE LTD	S	244	0	4	2.0	31.0	34.7	14.5	10.5	5.6	0.0	0.0	0.0	0.0	1.6	15	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>244</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>31.0</b>	<b>34.7</b>	<b>14.5</b>	<b>10.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3805</b>	<b>0</b>	<b>46</b>	<b>7.4</b>	<b>37.0</b>	<b>33.6</b>	<b>10.8</b>	<b>6.8</b>	<b>2.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>75.8</b>	<b>11</b>	<b>3504</b>	
<b>USA</b>																					
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	6.5	27.4	37.1	14.5	11.3	3.2	0.0	0.0	0.0	0.0	0.0	12	54.8	15	62	
ATLANTA	DELTA AIRLINES	S	124	0	0	11.3	47.6	27.4	8.9	3.2	0.8	0.0	0.8	0.0	0.0	0.0	7	92.5	4	120	
ATLANTA	VIRGIN ATLANTIC 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	58	0.0	0	0	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	11.3	37.1	38.7	8.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	93.5	4	62	
<b>TOTAL ATLANTA</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>39.8</b>	<b>32.5</b>	<b>10.0</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.2</b>	<b>7</b>	<b>244</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	25.8	25.8	33.9	6.5	4.8	0.0	1.6	1.6	0.0	0.0	0.0	11	69.4	15	62	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>25.8</b>	<b>33.9</b>	<b>6.5</b>	<b>4.8</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>11</b>	<b>69.4</b>	<b>15</b>	<b>62</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	11.3	19.4	41.9	11.3	11.3	4.8	0.0	0.0	0.0	0.0	0.0	13	82.3	13	62	
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>19.4</b>	<b>41.9</b>	<b>11.3</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.3</b>	<b>13</b>	<b>62</b>	
BOSTON	BRITISH AIRWAYS PLC	S	230	0	4	15.4	31.6	34.6	10.7	2.6	1.3	1.3	0.9	0.0	0.0	1.7	10	81.1	11	242	
BOSTON	DELTA AIRLINES	S	62	0	0	4.8	61.3	21.0	9.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	90.3	6	62	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	1	21.8	34.5	31.9	8.4	0.8	0.8	0.8	0.0	0.0	0.0	0.8	6	88.7	6	62	
<b>TOTAL BOSTON</b>			<b>410</b>	<b>0</b>	<b>5</b>	<b>15.7</b>	<b>36.9</b>	<b>31.8</b>	<b>9.9</b>	<b>1.9</b>	<b>1.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>84.0</b>	<b>9</b>	<b>366</b>	
CHARLESTON	BRITISH AIRWAYS PLC	S	14	0	0	7.1	7.1	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL CHARLESTON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>57.1</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE	AMERICAN AIRLINES	S	120	0	5	13.6	37.6	28.0	4.8	3.2	7.2	0.8	0.8	0.0	0.0	4.0	14	89.5	7	124	
CHARLOTTE	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CHARLOTTE</b>			<b>121</b>	<b>0</b>	<b>5</b>	<b>14.3</b>	<b>37.3</b>	<b>27.8</b>	<b>4.8</b>	<b>3.2</b>	<b>7.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>14</b>	<b>89.5</b>	<b>7</b>	<b>124</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	232	0	6	20.2	49.6	13.4	4.2	4.2	3.8	0.0	2.1	0.0	0.0	2.5	12	84.2	11	236	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	122	0	2	9.7	23.4	36.3	13.7	6.5	5.6	0.8	2.4	0.0	0.0	1.6	20	73.4	12	122	
CHICAGO (O'HARE)	UNITED AIRLINES	S	185	0	1	18.8	52.7	16.7	3.8	2.7	2.7	0.0	1.1	1.1	0.0	0.5	13	83.3	29	186	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHICAGO (O'HARE)	VIRGIN ATLANTIC 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 CHICAGO (O'HARE)</b>			<b>541</b>	<b>0</b>	<b>9</b>	<b>17.5</b>	<b>44.7</b>	<b>19.6</b>	<b>6.2</b>	<b>4.2</b>	<b>3.8</b>	<b>0.2</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>81.5</b>	<b>18</b>	<b>544</b>	
CINCINNATI	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CINCINNATI</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>	
CLEVELAND	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CLEVELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	240	0	0	20.0	45.0	22.1	7.5	2.1	2.9	0.4	0.0	0.0	0.0	0.0	6	80.9	11	188	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	62	0	0	17.7	24.2	32.3	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	66.7	11	56	
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	75.0	26	8	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>40.7</b>	<b>24.2</b>	<b>8.6</b>	<b>3.6</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>8</b>	<b>77.3</b>	<b>11</b>	<b>252</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	14.5	21.0	24.2	19.4	11.3	8.1	0.0	1.6	0.0	0.0	0.0	23	70.0	20	60	
DENVER INTERNATIONAL	UNITED AIRLINES	S	52	0	0	19.2	40.4	26.9	3.8	7.7	1.9	0.0	0.0	0.0	0.0	0.0	7	90.7	4	54	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>29.8</b>	<b>25.4</b>	<b>12.3</b>	<b>9.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.8</b>	<b>12</b>	<b>114</b>	
DETROIT	DELTA AIRLINES	S	124	0	1	11.2	53.6	22.4	6.4	4.0	0.8	0.0	0.8	0.0	0.0	0.8	7	89.9	8	89	
<b>TOTAL DETROIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>11.2</b>	<b>53.6</b>	<b>22.4</b>	<b>6.4</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>89.9</b>	<b>8</b>	<b>89</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	118	0	2	15.8	25.8	37.5	9.2	5.0	3.3	1.7	0.0	0.0	0.0	1.7	12	76.0	16	119	
HOUSTON	UNITED AIRLINES	S	124	0	0	23.4	42.7	22.6	4.8	3.2	0.8	0.8	1.6	0.0	0.0	0.0	10	88.7	6	124	
<b>TOTAL HOUSTON</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>19.7</b>	<b>34.4</b>	<b>29.9</b>	<b>7.0</b>	<b>4.1</b>	<b>2.0</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>82.4</b>	<b>11</b>	<b>243</b>	
JACKSONVILLE	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL JACKSONVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	9.7	22.6	27.4	12.9	17.7	4.8	1.6	3.2	0.0	0.0	0.0	25	67.4	15	86	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	19.4	38.7	30.6	9.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>30.6</b>	<b>29.0</b>	<b>11.3</b>	<b>8.9</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>15</b>	<b>86</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	26.6	25.8	33.9	7.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.9	8	124	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	154	0	2	16.0	19.2	30.8	16.7	14.1	1.9	0.0	0.0	0.0	0.0	1.3	13	72.0	15	183	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	22.6	46.8	24.2	1.6	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	90.3	6	62	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC 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	50.0	0	1	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	0	24.6	27.9	32.8	7.4	3.3	4.1	0.0	0.0	0.0	0.0	0.0	8	93.6	6	171	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>463</b>	<b>0</b>	<b>2</b>	<b>21.9</b>	<b>26.9</b>	<b>31.2</b>	<b>9.9</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>0.4</b>	<b>9</b>	<b>84.4</b>	<b>10</b>	<b>541</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	70	0	0	20.0	42.9	21.4	7.1	2.9	4.3	1.4	0.0	0.0	0.0	0.0	9	73.3	18	116
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	186	0	0	14.0	16.7	38.7	15.1	10.8	4.8	0.0	0.0	0.0	0.0	0.0	14	80.0	9	128
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	71	0	0	26.8	28.2	33.8	1.4	7.0	1.4	1.4	0.0	0.0	0.0	0.0	8	89.9	6	69
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>24.8</b>	<b>33.9</b>	<b>10.4</b>	<b>8.3</b>	<b>4.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.7</b>	<b>11</b>	<b>313</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	1	6.3	46.0	31.7	9.5	4.8	0.0	0.0	0.0	0.0	0.0	1.6	5	85.7	15	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>46.0</b>	<b>31.7</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>85.7</b>	<b>15</b>	<b>62</b>
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	56	0	0	14.3	25.0	44.6	5.4	3.6	3.6	0.0	3.6	0.0	0.0	0.0	15	84.4	16	45
NASHVILLE METROPOLITAN	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.0</b>	<b>44.6</b>	<b>5.4</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>85.1</b>	<b>15</b>	<b>47</b>
NEW ORLEANS	BRITISH AIRWAYS PLC	S	39	0	4	11.6	14.0	48.8	4.7	9.3	2.3	0.0	0.0	0.0	0.0	9.3	10	68.9	10	45
<b>TOTAL NEW ORLEANS</b>			<b>39</b>	<b>0</b>	<b>4</b>	<b>11.6</b>	<b>14.0</b>	<b>48.8</b>	<b>4.7</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>10</b>	<b>68.9</b>	<b>10</b>	<b>45</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	249	0	0	16.1	50.6	22.1	2.8	4.0	2.4	0.8	1.2	0.0	0.0	0.0	10	85.2	10	248
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	479	0	4	18.4	23.6	33.7	13.0	5.6	3.7	0.6	0.4	0.0	0.0	0.8	13	76.9	15	486
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	1	13.6	44.0	28.8	4.8	4.0	0.8	2.4	0.8	0.0	0.0	0.8	11	85.7	12	124
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	310	0	0	24.8	41.6	22.6	5.2	2.9	1.6	0.6	0.6	0.0	0.0	0.0	8	89.0	9	346
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1162</b>	<b>0</b>	<b>5</b>	<b>19.1</b>	<b>36.3</b>	<b>27.8</b>	<b>7.9</b>	<b>4.4</b>	<b>2.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>83.0</b>	<b>12</b>	<b>1204</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	59.3	17	25
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	105	0	0	7.6	25.7	38.1	10.5	14.3	1.9	1.0	1.0	0.0	0.0	0.0	15	75.4	14	121
NEW YORK (NEWARK)	UNITED AIRLINES	S	305	0	5	13.5	45.5	22.3	5.5	5.8	3.2	0.3	1.3	1.0	0.0	1.6	18	86.3	15	311
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	17.7	33.9	38.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.7	5	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>472</b>	<b>0</b>	<b>5</b>	<b>12.8</b>	<b>39.6</b>	<b>27.9</b>	<b>7.1</b>	<b>6.9</b>	<b>2.5</b>	<b>0.4</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>82.7</b>	<b>14</b>	<b>519</b>
OAKLAND	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL 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>
ORLANDO	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	12	50.0	39	2
<b>TOTAL ORLANDO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>39</b>	<b>2</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	109	0	4	26.5	36.3	21.2	2.7	3.5	4.4	0.0	1.8	0.0	0.0	3.5	12	84.7	10	123
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	91	0	0	19.8	24.2	34.1	12.1	4.4	2.2	2.2	1.1	0.0	0.0	0.0	14	77.9	8	75
PHILADELPHIA INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>200</b>	<b>0</b>	<b>4</b>	<b>23.5</b>	<b>30.9</b>	<b>27.0</b>	<b>6.9</b>	<b>3.9</b>	<b>3.4</b>	<b>1.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>82.3</b>	<b>10</b>	<b>200</b>

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PHOENIX	AMERICAN AIRLINES	S	62	0	0	33.9	37.1	19.4	3.2	0.0	1.6	1.6	3.2	0.0	0.0	0.0	12	0.0	0	0	
PHOENIX	BRITISH AIRWAYS PLC	S	61	0	1	25.8	14.5	30.6	12.9	11.3	1.6	1.6	0.0	0.0	0.0	1.6	14	69.4	17	83	
<b>TOTAL PHOENIX</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>29.8</b>	<b>25.8</b>	<b>25.0</b>	<b>8.1</b>	<b>5.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>69.4</b>	<b>17</b>	<b>83</b>	
PITTSBURGH	BRITISH AIRWAYS PLC	S	36	0	0	33.3	22.2	22.2	5.6	13.9	2.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL PITTSBURGH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PORTLAND (OREGON)	DELTA AIRLINES	S	36	0	0	8.3	58.3	13.9	8.3	2.8	5.6	2.8	0.0	0.0	0.0	0.0	12	100.0	1	8	
<b>TOTAL PORTLAND (OREGON)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>13.9</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
RALEIGH	AMERICAN AIRLINES	S	61	0	1	1.6	62.9	24.2	4.8	1.6	1.6	0.0	1.6	0.0	0.0	1.6	9	85.5	19	60	
<b>TOTAL RALEIGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>62.9</b>	<b>24.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>85.5</b>	<b>19</b>	<b>60</b>	
SALT LAKE CITY	DELTA AIRLINES	S	42	0	1	4.7	34.9	39.5	7.0	2.3	7.0	0.0	2.3	0.0	0.0	2.3	14	87.1	14	31	
<b>TOTAL SALT LAKE CITY</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>34.9</b>	<b>39.5</b>	<b>7.0</b>	<b>2.3</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>14</b>	<b>87.1</b>	<b>14</b>	<b>31</b>	
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	2	25.8	11.3	30.6	8.1	12.9	6.5	0.0	0.0	1.6	0.0	3.2	36	74.2	11	62	
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>25.8</b>	<b>11.3</b>	<b>30.6</b>	<b>8.1</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>36</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	123	0	1	12.9	21.8	31.5	18.5	9.7	3.2	1.6	0.0	0.0	0.0	0.8	16	75.8	11	124	
SAN FRANCISCO	UNITED AIRLINES	S	124	0	0	15.3	37.9	33.1	5.6	4.8	0.0	1.6	0.8	0.8	0.0	0.0	18	87.9	8	124	
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	23.3	42.2	21.6	8.6	3.4	0.0	0.9	0.0	0.0	0.0	0.0	6	94.4	6	124	
<b>TOTAL SAN FRANCISCO</b>			<b>363</b>	<b>0</b>	<b>1</b>	<b>17.0</b>	<b>33.8</b>	<b>28.8</b>	<b>11.0</b>	<b>6.0</b>	<b>1.1</b>	<b>1.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>86.0</b>	<b>8</b>	<b>372</b>	
SAN JOSE	BRITISH AIRWAYS PLC	S	62	0	0	21.0	14.5	46.8	3.2	6.5	3.2	3.2	1.6	0.0	0.0	0.0	17	82.3	7	62	
<b>TOTAL SAN JOSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>14.5</b>	<b>46.8</b>	<b>3.2</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.3</b>	<b>7</b>	<b>62</b>	
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	116	0	0	17.2	33.6	31.9	5.2	4.3	3.4	2.6	0.0	1.7	0.0	0.0	18	78.0	9	99	
SEATTLE (TACOMA)	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	11.3	37.1	30.6	8.1	11.3	0.0	1.6	0.0	0.0	0.0	0.0	11	90.2	4	61	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>34.8</b>	<b>31.5</b>	<b>6.2</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.0</b>	<b>7</b>	<b>164</b>	
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	122	0	2	12.1	21.8	34.7	18.5	8.1	0.8	0.8	1.6	0.0	0.0	1.6	15	75.0	10	131	
WASHINGTON (DULLES)	UNITED AIRLINES	S	184	0	2	18.3	49.5	18.8	3.8	1.6	4.3	1.6	0.0	1.1	0.0	1.1	18	89.2	10	186	
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	54.8	27.4	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	88.7	8	62	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>368</b>	<b>0</b>	<b>4</b>	<b>15.3</b>	<b>41.1</b>	<b>25.5</b>	<b>8.6</b>	<b>3.8</b>	<b>2.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>84.2</b>	<b>10</b>	<b>379</b>	
<b>TOTAL USA</b>			<b>6477</b>	<b>0</b>	<b>53</b>	<b>17.3</b>	<b>35.5</b>	<b>28.6</b>	<b>8.3</b>	<b>5.3</b>	<b>2.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>82.4</b>	<b>11</b>	<b>6344</b>	
<b>UZBEKISTAN</b>																					
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	5.6	11.1	27.8	22.2	11.1	16.7	5.6	0.0	0.0	0.0	0.0	38	50.0	18	18	
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
<b>VIETNAM</b>																					
HANOI	VIETNAM AIRLINES	S	34	0	0	8.8	26.5	32.4	14.7	14.7	2.9	0.0	0.0	0.0	0.0	0.0	15	79.4	17	34	

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HANOI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.4</b>	<b>17</b>	<b>34</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	26	0	0	11.5	26.9	42.3	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	6	26
<b>TOTAL HO CHI MINH CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.6</b>	<b>6</b>	<b>26</b>
<b>TOTAL VIETNAM</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>26.7</b>	<b>36.7</b>	<b>11.7</b>	<b>13.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.7</b>	<b>12</b>	<b>60</b>
<b>TOTAL HEATHROW</b>			<b>41017</b>	<b>0</b>	<b>373</b>	<b>7.8</b>	<b>32.3</b>	<b>36.0</b>	<b>11.8</b>	<b>7.5</b>	<b>2.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>76.1</b>	<b>12</b>	<b>41245</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	102	0	0	23.5	64.7	7.8	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	4	97.2	1	104	
<b>TOTAL DUBLIN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>64.7</b>	<b>7.8</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>0.0</b>	<b>4</b>	<b>97.2</b>	<b>1</b>	<b>104</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>64.7</b>	<b>7.8</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>0.0</b>	<b>4</b>	<b>97.2</b>	<b>1</b>	<b>104</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	75.0	10	8	
<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>75.0</b>	<b>10</b>	<b>8</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>75.0</b>	<b>10</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	16	0	0	6.3	37.5	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	4	18	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
BIRMINGHAM	FLYBE LTD	S	62	0	0	0.0	40.3	35.5	12.9	1.6	6.5	3.2	0.0	0.0	0.0	0.0	14	71.0	15	62	
<b>TOTAL BIRMINGHAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>35.5</b>	<b>12.9</b>	<b>1.6</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.0</b>	<b>15</b>	<b>62</b>	
BRISTOL	EASYJET UK LTD	S	18	0	0	5.6	27.8	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	11	16	
<b>TOTAL BRISTOL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>11</b>	<b>16</b>	
EDINBURGH	LOGANAIR LTD	S	34	0	0	8.8	38.2	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	4	20	
<b>TOTAL EDINBURGH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>4</b>	<b>20</b>	
GATWICK	EASYJET UK LTD	S	124	0	0	9.7	40.3	21.8	12.9	11.3	3.2	0.0	0.8	0.0	0.0	0.0	14	72.4	17	116	
<b>TOTAL GATWICK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>40.3</b>	<b>21.8</b>	<b>12.9</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.4</b>	<b>17</b>	<b>116</b>	
HEATHROW	FLYBE LTD	S	48	0	4	7.7	25.0	36.5	9.6	9.6	3.8	0.0	0.0	0.0	0.0	7.7	12	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>7.7</b>	<b>25.0</b>	<b>36.5</b>	<b>9.6</b>	<b>9.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	88	0	0	18.2	60.2	15.9	2.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	92.4	6	92	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	168	0	2	0.0	43.5	44.7	5.9	3.5	1.2	0.0	0.0	0.0	0.0	1.2	6	86.6	5	214	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>256</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>49.2</b>	<b>34.9</b>	<b>4.7</b>	<b>3.5</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>88.3</b>	<b>5</b>	<b>306</b>	
LONDON CITY	BA CITYFLYER LTD	S	162	0	0	6.2	45.1	33.3	6.8	3.7	2.5	2.5	0.0	0.0	0.0	0.0	10	83.3	9	160	
<b>TOTAL LONDON CITY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>45.1</b>	<b>33.3</b>	<b>6.8</b>	<b>3.7</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>9</b>	<b>160</b>	
LUTON	EASYJET UK LTD	S	30	0	0	26.7	20.0	33.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	68.8	9	32	
<b>TOTAL LUTON</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>20.0</b>	<b>33.3</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.8</b>	<b>9</b>	<b>32</b>	
MANCHESTER	FLYBE LTD	S	264	0	0	5.7	47.0	37.1	6.1	2.3	1.1	0.8	0.0	0.0	0.0	0.0	5	85.0	10	282	
<b>TOTAL MANCHESTER</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>47.0</b>	<b>37.1</b>	<b>6.1</b>	<b>2.3</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.0</b>	<b>10</b>	<b>282</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1014</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>43.3</b>	<b>34.3</b>	<b>7.5</b>	<b>4.6</b>	<b>1.9</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>82.7</b>	<b>9</b>	<b>1012</b>	
<b>TOTAL ISLE OF MAN</b>			<b>1116</b>	<b>0</b>	<b>6</b>	<b>8.4</b>	<b>45.3</b>	<b>31.9</b>	<b>6.9</b>	<b>4.4</b>	<b>1.7</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>84.0</b>	<b>8</b>	<b>1124</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
BREMEN	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BREMEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	BLUE ISLANDS LIMITED	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 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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAMBURG	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
HANOVER	BLUE ISLANDS LIMITED	C	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL HANOVER</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	LUFTHANSA	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	83.3	7	6	
<b>TOTAL MUNICH</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>83.3</b>	<b>7</b>	<b>6</b>	
SAARBRUCKEN	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SAARBRUCKEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STUTTGART	BLUE ISLANDS LIMITED	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 STUTTGART</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>7</b>	<b>6</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8	
<b>TOTAL DUBLIN</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>4</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>TOTAL IRISH REPUBLIC</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>4</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>ITALY</b>																					
FLORENCE	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	13	1	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</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	9	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>9</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>9</b>	<b>1</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EUROPE AIRPOST	C	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	0.0	21	1	
<b>TOTAL FUNCHAL</b>			<b>6</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>2</b>	<b>0.0</b>	<b>21</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>6</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>2</b>	<b>0.0</b>	<b>21</b>	<b>1</b>	
<b>SPAIN</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	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	33.3	37	3	
<b>TOTAL BARCELONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>37</b>	<b>3</b>	
IBIZA	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	26	0.0	0	0	
<b>TOTAL IBIZA</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>	
MALAGA	FLYBE LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	42.9	41	7	
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>42.9</b>	<b>41</b>	<b>7</b>	
<b>TOTAL SPAIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>40.0</b>	<b>40</b>	<b>10</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	16	0	0	0.0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	19	87.5	6	16	
<b>TOTAL BELFAST INTERNATIONAL</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>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>19</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
BIRMINGHAM	FLYBE LTD	S	103	0	0	5.8	35.9	38.8	8.7	8.7	1.9	0.0	0.0	0.0	0.0	0.0	10	74.1	17	139	
<b>TOTAL BIRMINGHAM</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>35.9</b>	<b>38.8</b>	<b>8.7</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>10</b>	<b>74.1</b>	<b>17</b>	<b>139</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	54	0	0	5.6	44.4	37.0	5.6	3.7	1.9	1.9	0.0	0.0	0.0	0.0	10	88.9	8	54	
<b>TOTAL BRISTOL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>37.0</b>	<b>5.6</b>	<b>3.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>8</b>	<b>54</b>	
CARDIFF WALES	FLYBE LTD	S	26	0	0	0.0	57.7	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	5	36	
<b>TOTAL CARDIFF WALES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>5</b>	<b>36</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	16	0	0	0.0	18.8	75.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	10	18	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>75.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>10</b>	<b>18</b>	
EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	35	0	0	5.7	45.7	34.3	5.7	5.7	0.0	0.0	2.9	0.0	0.0	0.0	12	86.2	7	58	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>51.2</b>	<b>31.7</b>	<b>4.9</b>	<b>4.9</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>86.2</b>	<b>7</b>	<b>58</b>	
EDINBURGH	EASYJET UK LTD	S	18	0	0	11.1	27.8	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	58	16	
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>6</b>	<b>50.0</b>	<b>58</b>	<b>16</b>	
EXETER	FLYBE LTD	S	81	0	2	1.2	57.8	25.3	2.4	3.6	2.4	2.4	2.4	0.0	0.0	2.4	14	83.5	6	82	
<b>TOTAL EXETER</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>57.8</b>	<b>25.3</b>	<b>2.4</b>	<b>3.6</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>83.5</b>	<b>6</b>	<b>82</b>	
GATWICK	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	54	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC	S	304	0	0	8.2	51.6	26.3	8.6	2.6	2.3	0.0	0.0	0.3	0.0	0.0	8	78.8	12	292	
GATWICK	EASYJET UK LTD	S	194	0	0	10.8	39.7	33.0	4.6	5.2	5.7	1.0	0.0	0.0	0.0	0.0	12	74.2	15	192	
<b>TOTAL GATWICK</b>			<b>499</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.9</b>	<b>28.9</b>	<b>7.0</b>	<b>3.8</b>	<b>3.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.0</b>	<b>13</b>	<b>484</b>	
GLASGOW	EASYJET UK LTD	S	32	0	0	3.1	40.6	40.6	9.4	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	55.9	21	34	
<b>TOTAL GLASGOW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>40.6</b>	<b>40.6</b>	<b>9.4</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.9</b>	<b>21</b>	<b>34</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	93	0	0	0.0	55.9	39.8	1.1	1.1	1.1	0.0	1.1	0.0	0.0	0.0	5	50.0	43	2	
GUERNSEY	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GUERNSEY	BLUE ISLANDS LIMITED	S	288	0	0	3.1	52.8	30.2	5.2	3.5	4.5	0.7	0.0	0.0	0.0	0.0	9	74.9	11	268
GUERNSEY	FLYBE LTD	S	107	0	0	3.7	38.3	40.2	8.4	8.4	0.9	0.0	0.0	0.0	0.0	0.0	9	81.5	11	53
GUERNSEY	WEST AIR SWEDEN AB	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 GUERNSEY</b>			<b>490</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>50.0</b>	<b>34.5</b>	<b>5.1</b>	<b>4.1</b>	<b>3.1</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>11</b>	<b>324</b>
LEEDS BRADFORD	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8
<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>3</b>	<b>8</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	90	0	0	10.0	48.9	24.4	7.8	6.7	0.0	2.2	0.0	0.0	0.0	0.0	10	88.6	7	88
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>48.9</b>	<b>24.4</b>	<b>7.8</b>	<b>6.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.6</b>	<b>7</b>	<b>88</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	98	0	0	0.0	5.1	20.4	19.4	30.6	21.4	3.1	0.0	0.0	0.0	0.0	41	66.0	22	97
<b>TOTAL LONDON CITY</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.1</b>	<b>20.4</b>	<b>19.4</b>	<b>30.6</b>	<b>21.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>66.0</b>	<b>22</b>	<b>97</b>
LUTON	EASYJET UK LTD	S	42	0	0	0.0	38.1	33.3	4.8	19.0	4.8	0.0	0.0	0.0	0.0	0.0	15	60.3	18	56
<b>TOTAL LUTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.1</b>	<b>33.3</b>	<b>4.8</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.3</b>	<b>18</b>	<b>56</b>
MANCHESTER	EASYJET UK LTD	S	24	0	0	62.5	33.3	4.2	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	62	0	0	3.2	43.5	33.9	8.1	4.8	6.5	0.0	0.0	0.0	0.0	0.0	11	78.1	14	64
<b>TOTAL MANCHESTER</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>40.7</b>	<b>25.6</b>	<b>5.8</b>	<b>3.5</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>8</b>	<b>78.1</b>	<b>14</b>	<b>64</b>
NEWCASTLE	EASYJET UK LTD	S	22	0	0	0.0	54.5	40.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	14	24
<b>TOTAL NEWCASTLE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.5</b>	<b>40.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>14</b>	<b>24</b>
NORWICH	LOGANAIR 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	1	4
<b>TOTAL NORWICH</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>1</b>	<b>4</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	203	0	0	4.4	40.4	28.1	7.4	11.8	6.9	1.0	0.0	0.0	0.0	0.0	16	76.5	22	179
SOUTHAMPTON	FLYBE LTD	S	77	0	0	0.0	58.4	33.8	2.6	3.9	1.3	0.0	0.0	0.0	0.0	0.0	5	71.6	26	102
<b>TOTAL SOUTHAMPTON</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>45.4</b>	<b>29.6</b>	<b>6.1</b>	<b>9.6</b>	<b>5.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.7</b>	<b>24</b>	<b>281</b>
SOUTHEND	BLUE ISLANDS LIMITED	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	140	0.0	0	0
SOUTHEND	EASYJET UK LTD	S	44	0	0	11.4	47.7	22.7	4.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	15	90.5	4	42
<b>TOTAL SOUTHEND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>45.7</b>	<b>21.7</b>	<b>4.3</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>20</b>	<b>90.5</b>	<b>4</b>	<b>42</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2042</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>44.8</b>	<b>31.1</b>	<b>6.7</b>	<b>6.4</b>	<b>4.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>77.2</b>	<b>14</b>	<b>1925</b>
<b>TOTAL JERSEY</b>			<b>2080</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>44.6</b>	<b>31.3</b>	<b>6.7</b>	<b>6.4</b>	<b>4.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>77.1</b>	<b>14</b>	<b>1952</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	11.1	33.3	27.8	11.1	5.6	5.6	0.0	5.6	0.0	0.0	0.0	25	100.0	2	16	
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
PULA	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93	87.5	7	8	
<b>TOTAL PULA</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>93</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
SPLIT	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	100.0	0	8	
<b>TOTAL SPLIT</b>			<b>8</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>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL CROATIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>3.6</b>	<b>10.7</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>96.9</b>	<b>3</b>	<b>32</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	27	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	100.0	1	26	
<b>TOTAL LARNACA</b>			<b>27</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>4</b>	<b>100.0</b>	<b>1</b>	<b>26</b>	
PAPHOS	JET2.COM LTD	S	34	0	0	20.6	29.4	44.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.6	9	38	
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	75.0	7	7	
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>29.4</b>	<b>44.1</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.4</b>	<b>9</b>	<b>45</b>	
<b>TOTAL CYPRUS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>31.1</b>	<b>44.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>6</b>	<b>71</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	38.9	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>FRANCE</b>																					
LIMOGES	RYANAIR	S	14	0	0	7.1	57.1	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	6	14	
<b>TOTAL LIMOGES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</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>5</b>	<b>85.7</b>	<b>6</b>	<b>14</b>	
NICE	JET2.COM LTD	S	16	0	0	0.0	25.0	56.3	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	88.9	5	18	
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>56.3</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>18</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	34	0	0	2.9	44.1	47.1	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	14	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>44.1</b>	<b>47.1</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.4</b>	<b>14</b>	<b>34</b>	
<b>TOTAL FRANCE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>42.2</b>	<b>43.8</b>	<b>4.7</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>84.8</b>	<b>10</b>	<b>66</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
DUSSELDORF	FLYBE LTD	S	44	0	0	2.3	29.5	54.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	90.4	5	52	
<b>TOTAL DUSSELDORF</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.5</b>	<b>54.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.4</b>	<b>5</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.5</b>	<b>54.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.0</b>	<b>6</b>	<b>70</b>	
<b>GREECE</b>																					
CHANIA	JET2.COM LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
CHANIA	RYANAIR	S	18	0	0	0.0	16.7	44.4	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	62.5	14	15	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CHANIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>45.5</b>	<b>27.3</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>14</b>	<b>15</b>
CORFU	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	85.7	0	6
CORFU	RYANAIR	S	10	0	0	0.0	70.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	33	75.0	9	8
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	8
<b>TOTAL CORFU</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.0</b>	<b>24.0</b>	<b>8.0</b>	<b>8.0</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>26</b>	<b>82.6</b>	<b>5</b>	<b>22</b>
HERAKLION	JET2.COM LTD	S	17	0	0	11.8	52.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	1	16
<b>TOTAL HERAKLION</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>52.9</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>1</b>	<b>16</b>
KOS	JET2.COM LTD	S	16	0	0	18.8	31.3	25.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	14	75.0	12	8
<b>TOTAL KOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>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>14</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
RHODES	JET2.COM LTD	S	27	0	0	0.0	63.0	25.9	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	10	26
RHODES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	14	7
<b>TOTAL RHODES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.0</b>	<b>25.9</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.8</b>	<b>11</b>	<b>33</b>
SALONIKA	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	9	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	2
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL GREECE</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>41.6</b>	<b>29.2</b>	<b>12.4</b>	<b>6.2</b>	<b>4.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.6</b>	<b>8</b>	<b>96</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	16	0	0	18.8	18.8	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	9	18
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>ICELAND</b>																				
KEFLAVIK	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 KEFLAVIK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	113	0	3	11.2	55.2	25.0	4.3	0.9	0.0	0.0	0.0	0.9	0.0	2.6	9	94.0	3	116
DUBLIN	RYANAIR	S	122	0	0	1.6	41.8	45.1	8.2	2.5	0.8	0.0	0.0	0.0	0.0	0.0	6	74.6	14	122
<b>TOTAL DUBLIN</b>			<b>235</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>48.3</b>	<b>35.3</b>	<b>6.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>84.0</b>	<b>8</b>	<b>238</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>235</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>48.3</b>	<b>35.3</b>	<b>6.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>84.0</b>	<b>8</b>	<b>238</b>
<b>ITALY</b>																				
NAPLES	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	27	8
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</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>11</b>	<b>75.0</b>	<b>27</b>	<b>8</b>
PISA	RYANAIR	S	14	0	0	0.0	0.0	35.7	7.1	28.6	21.4	7.1	0.0	0.0	0.0	0.0	48	83.3	8	24
<b>TOTAL PISA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.7</b>	<b>7.1</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>83.3</b>	<b>8</b>	<b>24</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	32	16
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>4</b>	<b>68.8</b>	<b>32</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
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	56.3	72	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>56.3</b>	<b>72</b>	<b>16</b>	
VENICE	JET2.COM LTD	S	16	0	0	12.5	25.0	31.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	26	18	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.1</b>	<b>26</b>	<b>18</b>	
VERONA VILLAFRANCA	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 VERONA VILLAFRANCA</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 ITALY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>42.6</b>	<b>7.4</b>	<b>14.7</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>17</b>	<b>69.5</b>	<b>31</b>	<b>82</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	18	0	0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	16	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>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>75.0</b>	<b>10</b>	<b>16</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>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>75.0</b>	<b>10</b>	<b>16</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	16	0	0	0.0	25.0	50.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	7	18	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	11.1	61.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8	
MALTA	RYANAIR	S	16	0	0	0.0	37.5	31.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	90.0	7	20	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>50.0</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.3</b>	<b>7</b>	<b>28</b>	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>50.0</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.3</b>	<b>7</b>	<b>28</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	S	76	0	0	1.3	35.5	38.2	13.2	3.9	7.9	0.0	0.0	0.0	0.0	0.0	12	83.3	11	78	
AMSTERDAM	KLM	S	178	0	0	1.1	21.9	47.2	12.4	10.7	6.2	0.6	0.0	0.0	0.0	0.0	15	90.3	5	186	
<b>TOTAL AMSTERDAM</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>26.0</b>	<b>44.5</b>	<b>12.6</b>	<b>8.7</b>	<b>6.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.3</b>	<b>7</b>	<b>264</b>	
<b>TOTAL NETHERLANDS</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>26.0</b>	<b>44.5</b>	<b>12.6</b>	<b>8.7</b>	<b>6.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.3</b>	<b>7</b>	<b>264</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	38	0	0	2.6	26.3	52.6	13.2	2.6	2.6	0.0	0.0	0.0	0.0	0.0	8	83.3	12	34	
<b>TOTAL GDANSK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.3</b>	<b>52.6</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>0.0</b>	<b>8</b>	<b>83.3</b>	<b>12</b>	<b>34</b>	
KRAKOW	JET2.COM LTD	S	16	0	0	12.5	68.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
KRAKOW	RYANAIR	S	36	0	0	5.6	52.8	38.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	47.1	28	34	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>57.7</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>47.1</b>	<b>28</b>	<b>34</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	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	1	83.3	7	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</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>83.3</b>	<b>7</b>	<b>18</b>	
WROCLAW	RYANAIR	S	16	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	16	
<b>TOTAL WROCLAW</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL POLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>46.0</b>	<b>42.7</b>	<b>5.6</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>0.0</b>	<b>4</b>	<b>72.1</b>	<b>15</b>	<b>102</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	JET2.COM LTD	S	78	0	0	32.1	41.0	25.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.7	1	70
<b>FARO</b>	RYANAIR	S	52	0	0	3.8	36.5	42.3	13.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	72.9	15	48
<b>TOTAL FARO</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>39.2</b>	<b>32.3</b>	<b>6.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.4</b>	<b>7</b>	<b>118</b>
<b>TOTAL PORTUGAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>39.2</b>	<b>32.3</b>	<b>6.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.4</b>	<b>7</b>	<b>118</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	15	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>15</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>15</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	RYANAIR	S	16	0	0	0.0	18.8	50.0	6.3	0.0	0.0	12.5	12.5	0.0	0.0	0.0	46	72.2	14	18
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>72.2</b>	<b>14</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>72.2</b>	<b>14</b>	<b>18</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	JET2.COM LTD	S	104	0	0	13.5	29.8	35.6	13.5	3.8	2.9	1.0	0.0	0.0	0.0	0.0	10	85.4	7	95
<b>ALICANTE</b>	RYANAIR	S	62	0	0	4.8	40.3	37.1	4.8	4.8	6.5	1.6	0.0	0.0	0.0	0.0	12	77.3	12	66
<b>TOTAL ALICANTE</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>33.7</b>	<b>36.1</b>	<b>10.2</b>	<b>4.2</b>	<b>4.2</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>82.1</b>	<b>9</b>	<b>161</b>
<b>ALMERIA</b>	JET2.COM LTD	S	8	0	0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	51	87.5	56	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>87.5</b>	<b>56</b>	<b>8</b>
<b>BARCELONA</b>	JET2.COM LTD	S	34	0	0	8.8	50.0	29.4	5.9	0.0	0.0	2.9	2.9	0.0	0.0	0.0	12	79.4	21	34
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.0</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</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>12</b>	<b>79.4</b>	<b>21</b>	<b>34</b>
<b>GIRONA</b>	JET2.COM LTD	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	1	100.0	2	16
<b>GIRONA</b>	RYANAIR	S	16	0	0	0.0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	56.3	35	16
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>26.5</b>	<b>47.1</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.1</b>	<b>19</b>	<b>32</b>
<b>IBIZA</b>	JET2.COM LTD	S	34	0	0	29.4	23.5	35.3	5.9	2.9	0.0	0.0	2.9	0.0	0.0	0.0	13	95.8	3	24
<b>IBIZA</b>	RYANAIR	S	16	0	0	18.8	50.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.3	23	14
<b>IBIZA</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9
<b>TOTAL IBIZA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>26.0</b>	<b>32.0</b>	<b>34.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.1</b>	<b>9</b>	<b>47</b>
<b>MAHON</b>	JET2.COM LTD	S	24	0	0	4.2	58.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	17	24
<b>MAHON</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	42.9	20	7
<b>TOTAL MAHON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>58.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>67.7</b>	<b>17</b>	<b>31</b>
<b>MALAGA</b>	JET2.COM LTD	S	86	0	0	14.0	27.9	51.2	5.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	9	88
<b>MALAGA</b>	RYANAIR	S	66	0	0	3.0	39.4	31.8	18.2	3.0	4.5	0.0	0.0	0.0	0.0	0.0	12	66.7	32	66
<b>MALAGA</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	57.1	19	7
<b>TOTAL MALAGA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>32.9</b>	<b>42.8</b>	<b>11.2</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>7</b>	<b>74.5</b>	<b>19</b>	<b>161</b>
<b>MURCIA INTERNATIONAL</b>	JET2.COM LTD	S	16	0	0	25.0	18.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MURCIA INTERNATIONAL	RYANAIR	S	16	0	0	6.3	25.0	56.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>21.9</b>	<b>53.1</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	26	
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	20	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.5</b>	<b>10</b>	<b>44</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	54	0	0	11.1	29.6	35.2	11.1	1.9	11.1	0.0	0.0	0.0	0.0	0.0	13	67.3	14	52	
PALMA DE MALLORCA	RYANAIR	S	54	0	0	0.0	18.5	37.0	20.4	24.1	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	21	50	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	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	80.8	8	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.2</b>	<b>36.8</b>	<b>14.4</b>	<b>11.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.2</b>	<b>15</b>	<b>128</b>	
REUS	JET2.COM LTD	S	18	0	0	16.7	33.3	38.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	93.8	2	16	
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>643</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>33.0</b>	<b>38.4</b>	<b>9.3</b>	<b>4.5</b>	<b>2.8</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.8</b>	<b>15</b>	<b>662</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	42	0	0	28.6	19.0	33.3	11.9	2.4	2.4	2.4	0.0	0.0	0.0	0.0	9	84.8	7	46	
ARRECIFE	RYANAIR	S	28	0	0	7.1	28.6	35.7	17.9	7.1	0.0	3.6	0.0	0.0	0.0	0.0	15	92.3	4	26	
<b>TOTAL ARRECIFE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>22.9</b>	<b>34.3</b>	<b>14.3</b>	<b>4.3</b>	<b>1.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>6</b>	<b>72</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	38.9	16.7	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	23	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	16.7	16.7	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	20	
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>16.7</b>	<b>44.4</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.7</b>	<b>16</b>	<b>38</b>	
LAS PALMAS	JET2.COM LTD	S	36	0	0	38.9	30.6	25.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	91.2	4	34	
LAS PALMAS	RYANAIR	S	16	0	0	12.5	31.3	37.5	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	14	75.0	11	16	
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>28.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.0</b>	<b>6</b>	<b>50</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	64	0	0	23.4	25.0	32.8	7.8	4.7	6.3	0.0	0.0	0.0	0.0	0.0	10	82.3	9	62	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	7.7	23.1	50.0	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	3	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>24.4</b>	<b>37.8</b>	<b>8.9</b>	<b>5.6</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>10</b>	<b>83.5</b>	<b>7</b>	<b>97</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>23.0</b>	<b>24.2</b>	<b>35.9</b>	<b>9.3</b>	<b>4.4</b>	<b>2.0</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>83.7</b>	<b>8</b>	<b>257</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	38	0	0	0.0	21.1	57.9	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	68.6	13	35	
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	68.8	13	16	
<b>TOTAL ANTALYA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>57.9</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.6</b>	<b>13</b>	<b>51</b>	
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
DALAMAN	JET2.COM LTD	S	44	0	0	0.0	45.5	38.6	6.8	2.3	6.8	0.0	0.0	0.0	0.0	0.0	10	76.5	10	34
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	83.3	9	18
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
<b>TOTAL DALAMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>38.6</b>	<b>6.8</b>	<b>2.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.0</b>	<b>8</b>	<b>61</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	10	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>10</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.7</b>	<b>45.5</b>	<b>9.9</b>	<b>3.0</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>8</b>	<b>75.8</b>	<b>10</b>	<b>120</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	215	0	3	3.2	55.0	29.4	6.4	4.1	0.5	0.0	0.0	0.0	0.0	1.4	5	85.8	5	214
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>215</b>	<b>0</b>	<b>3</b>	<b>3.2</b>	<b>55.0</b>	<b>29.4</b>	<b>6.4</b>	<b>4.1</b>	<b>0.5</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>85.8</b>	<b>5</b>	<b>214</b>
HEATHROW	BRITISH AIRWAYS PLC	S	88	0	0	0.0	52.3	26.1	13.6	6.8	1.1	0.0	0.0	0.0	0.0	0.0	8	65.9	12	88
<b>TOTAL HEATHROW</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.3</b>	<b>26.1</b>	<b>13.6</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>65.9</b>	<b>12</b>	<b>88</b>
JERSEY	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	87.5	2	8
<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>87.5</b>	<b>2</b>	<b>8</b>
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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>10</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	15	0	1	6.3	37.5	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	6.3	13	85.3	6	32
<b>TOTAL NEWQUAY</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>37.5</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>6.3</b>	<b>13</b>	<b>85.3</b>	<b>6</b>	<b>32</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	134	0	6	16.4	35.7	34.3	5.0	3.6	0.7	0.0	0.0	0.0	0.0	4.3	5	82.2	12	97
<b>TOTAL SOUTHAMPTON</b>			<b>134</b>	<b>0</b>	<b>6</b>	<b>16.4</b>	<b>35.7</b>	<b>34.3</b>	<b>5.0</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>4.3</b>	<b>5</b>	<b>82.2</b>	<b>12</b>	<b>97</b>
<b>TOTAL UNITED KINGDOM</b>			<b>452</b>	<b>0</b>	<b>10</b>	<b>6.7</b>	<b>48.1</b>	<b>30.5</b>	<b>7.1</b>	<b>4.5</b>	<b>0.9</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>81.0</b>	<b>8</b>	<b>441</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	100.0	8	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>100.0</b>	<b>8</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>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>2692</b>	<b>0</b>	<b>13</b>	<b>9.0</b>	<b>36.9</b>	<b>37.5</b>	<b>8.5</b>	<b>4.5</b>	<b>2.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>81.3</b>	<b>11</b>	<b>2745</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>AUSTRIA</b>																					
LINZ	AIR CARAIBES ATLANTIQUE	C	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
LINZ	CARPATAIR	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 LINZ</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	ENTER AIR	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
SALZBURG	EUROPE AIRPOST	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	11	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VIENNA	LAUDA MOTION GMBH	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	40	0.0	0	0	
<b>TOTAL VIENNA</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>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>21.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOPIA	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	1	72.2	11	18	
<b>TOTAL SOPIA</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>72.2</b>	<b>11</b>	<b>18</b>	
VARNA	WIZZ AIR	S	16	0	0	6.3	25.0	43.8	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>CROATIA</b>																					
PULA	EASYJET UK 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	1	50.0	27	4	
<b>TOTAL PULA</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>1</b>	<b>50.0</b>	<b>27</b>	<b>4</b>	
<b>TOTAL CROATIA</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>1</b>	<b>50.0</b>	<b>27</b>	<b>4</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	22	0	1	4.3	39.1	34.8	17.4	0.0	0.0	0.0	0.0	0.0	0.0	4.3	6	83.3	4	18	
<b>TOTAL LARNACA</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>39.1</b>	<b>34.8</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>6</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
PAPHOS	RYANAIR	S	18	0	0	0.0	22.2	61.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	2	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>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>100.0</b>	<b>7</b>	<b>2</b>	
<b>TOTAL CYPRUS</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>31.7</b>	<b>46.3</b>	<b>12.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>85.0</b>	<b>4</b>	<b>20</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	26	0	0	3.8	3.8	50.0	30.8	3.8	0.0	0.0	7.7	0.0	0.0	0.0	35	69.4	15	34	
<b>TOTAL PRAGUE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>3.8</b>	<b>50.0</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>69.4</b>	<b>15</b>	<b>34</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>3.8</b>	<b>50.0</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>69.4</b>	<b>15</b>	<b>34</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	16	0	0	0.0	37.5	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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>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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ODENSE	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	0	2	
<b>TOTAL ODENSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 DENMARK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>FRANCE</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERGERAC	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	93.8	3	16
<b>TOTAL BERGERAC</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>93.8</b>	<b>3</b>	<b>16</b>
BORDEAUX	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	0	100.0	0	6
<b>TOTAL BORDEAUX</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>100.0</b>	<b>0</b>	<b>6</b>
NICE	EASYJET UK LTD	S	70	0	0	8.6	54.3	28.6	5.7	0.0	1.4	1.4	0.0	0.0	0.0	0.0	6	86.8	5	76
<b>TOTAL NICE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>54.3</b>	<b>28.6</b>	<b>5.7</b>	<b>0.0</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>6</b>	<b>86.8</b>	<b>5</b>	<b>76</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	62	0	0	1.6	41.9	40.3	6.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	72.1	13	61
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>41.9</b>	<b>40.3</b>	<b>6.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.1</b>	<b>13</b>	<b>61</b>
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	6
<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>6</b>
<b>TOTAL FRANCE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>49.3</b>	<b>34.9</b>	<b>5.3</b>	<b>2.0</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.0</b>	<b>8</b>	<b>165</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	42	0	0	11.9	61.9	16.7	2.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	77.3	9	44
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>61.9</b>	<b>16.7</b>	<b>2.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.3</b>	<b>9</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>61.9</b>	<b>16.7</b>	<b>2.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.3</b>	<b>9</b>	<b>44</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL CHANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
RHODES	EASYJET UK LTD	S	18	0	0	0.0	55.6	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	14	18
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
ZAKINTHOS	EASYJET UK LTD	S	14	0	0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	8	16
<b>TOTAL ZAKINTHOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>8</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>53.1</b>	<b>25.0</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>6</b>	<b>80.0</b>	<b>11</b>	<b>35</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	26	0	0	3.8	38.5	34.6	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	7	26
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>7</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>7</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	34	0	0	5.9	61.8	29.4	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	6	86.1	8	36
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.1</b>	<b>8</b>	<b>36</b>
DUBLIN	RYANAIR	S	219	0	0	1.8	44.7	39.7	6.4	3.7	1.8	1.8	0.0	0.0	0.0	0.0	9	77.9	12	208
<b>TOTAL DUBLIN</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>44.7</b>	<b>39.7</b>	<b>6.4</b>	<b>3.7</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.9</b>	<b>12</b>	<b>208</b>
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	4.5	50.0	40.9	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3	70.5	11	44

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>50.0</b>	<b>40.9</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.5</b>	<b>11</b>	<b>44</b>	
SHANNON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	3	24	
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
<b>TOTAL IRISH REPUBLIC ITALY</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>47.5</b>	<b>38.7</b>	<b>5.1</b>	<b>2.7</b>	<b>1.7</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>11</b>	<b>312</b>	
BARI (PALESE)	RYANAIR	S	18	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	16	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
MILAN (MALPENSA)	RYANAIR	S	24	0	0	4.2	0.0	33.3	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	53.8	27	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>0.0</b>	<b>33.3</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>22</b>	<b>53.8</b>	<b>27</b>	<b>26</b>	
NAPLES	EASYJET UK LTD	S	20	0	0	5.0	50.0	25.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	2	26	
NAPLES	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	9	2	
<b>TOTAL NAPLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>25.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.3</b>	<b>3</b>	<b>28</b>	
PALERMO	EASYJET UK LTD	S	16	0	0	18.8	43.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	16	
<b>TOTAL PALERMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
PISA	RYANAIR	S	15	0	0	13.3	33.3	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	16	
<b>TOTAL PISA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>33.3</b>	<b>26.7</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	20	36	
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>20</b>	<b>36</b>	
VENICE	EASYJET UK LTD	S	18	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	5	24	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.6</b>	<b>36.0</b>	<b>13.5</b>	<b>11.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>11</b>	<b>162</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	14	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>14</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>14</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	20	0	0	15.0	35.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	28	18	
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>35.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.6</b>	<b>28</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>35.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.6</b>	<b>28</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	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	1	55.6	16	18	
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>55.6</b>	<b>16</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>55.6</b>	<b>16</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	138	0	2	1.4	57.1	27.9	5.0	4.3	2.9	0.0	0.0	0.0	0.0	1.4	7	87.3	5	134	
<b>TOTAL AMSTERDAM</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>57.1</b>	<b>27.9</b>	<b>5.0</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>1.4</b>	<b>7</b>	<b>87.3</b>	<b>5</b>	<b>134</b>	
MAASTRICHT	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	15	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MAASTRICHT</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>56.3</b>	<b>28.9</b>	<b>4.9</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7</b>	<b>87.3</b>	<b>5</b>	<b>134</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	16	0	0	0.0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	14	16	
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>62.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>14</b>	<b>16</b>	
<b>OSLO (GARDERMOEN)</b>	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	41	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STAVANGER</b>	WIDEROE FLYVESELSKAP A/S	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	100.0	4	2	
<b>TOTAL STAVANGER</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>52</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>55.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.8</b>	<b>13</b>	<b>18</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	40	0	0	10.0	32.5	50.0	0.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	7	88.5	7	26	
<b>TOTAL GDANSK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>32.5</b>	<b>50.0</b>	<b>0.0</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>KATOWICE</b>	WIZZ AIR	S	26	0	0	7.7	42.3	34.6	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	3	17	
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>34.6</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>3</b>	<b>17</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	26	0	0	0.0	53.8	30.8	3.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	11	88.5	7	26	
<b>KRAKOW</b>	RYANAIR	S	34	0	0	0.0	52.9	35.3	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	17	26	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>33.3</b>	<b>1.7</b>	<b>8.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.8</b>	<b>12</b>	<b>52</b>	
<b>POZNAN</b>	RYANAIR	S	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	3	94.4	4	18	
<b>TOTAL POZNAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</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>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>SZCZECIN (GOLENOW)</b>	RYANAIR	S	18	0	0	0.0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	6	16	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>1</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	26	0	0	3.8	0.0	19.2	30.8	34.6	11.5	0.0	0.0	0.0	0.0	0.0	34	61.5	18	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>61.5</b>	<b>18</b>	<b>26</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	28	0	0	0.0	35.7	53.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.7	12	38	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>53.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.7</b>	<b>12</b>	<b>38</b>	
<b>WROCLAW</b>	RYANAIR	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	6	24	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>91.7</b>	<b>6</b>	<b>24</b>	
<b>TOTAL POLAND</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>38.6</b>	<b>40.3</b>	<b>6.8</b>	<b>7.2</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>81.2</b>	<b>10</b>	<b>217</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>FARO</b>	EASYJET UK LTD	S	80	0	0	5.0	55.0	28.8	3.8	5.0	2.5	0.0	0.0	0.0	0.0	0.0	6	79.5	16	78	
<b>FARO</b>	RYANAIR	S	60	0	0	5.0	65.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.7	5	62	
<b>TOTAL FARO</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>59.3</b>	<b>29.3</b>	<b>2.1</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.6</b>	<b>11</b>	<b>140</b>	
<b>LISBON</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	30	
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>5</b>	<b>30</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	3	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>57.1</b>	<b>31.4</b>	<b>3.2</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>85.6</b>	<b>9</b>	<b>188</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
<b>TOTAL BELGRADE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</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>50.0</b>	<b>14</b>	<b>2</b>	
BACAU	BLUE AIR TRANSPORT AERIAN	S	16	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	1	16	
<b>TOTAL BACAU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>93.8</b>	<b>1</b>	<b>16</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	32	0	0	0.0	25.0	46.9	15.6	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	28	
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	0	0.0	3.6	42.9	32.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	2	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>45.0</b>	<b>23.3</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>14</b>	<b>76.7</b>	<b>8</b>	<b>30</b>	
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	16	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	5.6	22.2	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	50.0	15	2	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
IASI	WIZZ AIR	S	16	0	0	6.3	12.5	37.5	18.8	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	2	
<b>TOTAL IASI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>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>28</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL ROMANIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>20.0</b>	<b>35.5</b>	<b>21.8</b>	<b>11.8</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>17</b>	<b>81.8</b>	<b>6</b>	<b>66</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	78.6	6	28	
ALICANTE	EASYJET UK LTD	S	62	0	0	8.1	43.5	37.1	3.2	1.6	6.5	0.0	0.0	0.0	0.0	0.0	8	66.1	19	62	
ALICANTE	RYANAIR	S	88	0	0	3.4	35.2	39.8	13.6	5.7	1.1	0.0	0.0	1.1	0.0	0.0	11	84.1	6	82	
<b>TOTAL ALICANTE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>38.7</b>	<b>38.7</b>	<b>9.3</b>	<b>4.0</b>	<b>3.3</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>76.7</b>	<b>11</b>	<b>172</b>	
BARCELONA	EASYJET UK LTD	S	94	0	0	16.0	58.5	17.0	3.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	87.3	9	100	
BARCELONA	RYANAIR	S	60	0	0	6.7	31.7	43.3	8.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	66.7	17	60	
<b>TOTAL BARCELONA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>48.1</b>	<b>27.3</b>	<b>5.2</b>	<b>5.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.6</b>	<b>12</b>	<b>160</b>	
GIRONA	RYANAIR	S	18	0	0	0.0	38.9	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	92.9	6	14	
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.9</b>	<b>6</b>	<b>14</b>	
IBIZA	RYANAIR	S	22	0	0	13.6	54.5	22.7	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	13	91.7	3	24	
IBIZA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1	
<b>TOTAL IBIZA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>54.5</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.0</b>	<b>4</b>	<b>25</b>	
MADRID	EASYJET UK LTD	S	36	0	0	11.1	47.2	27.8	2.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	6	36	
<b>TOTAL MADRID</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>47.2</b>	<b>27.8</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>7</b>	<b>83.3</b>	<b>6</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MALAGA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18
MALAGA	EASYJET UK LTD	S	70	0	0	12.9	52.9	21.4	10.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	70
MALAGA	RYANAIR	S	98	0	0	5.1	49.0	38.8	1.0	4.1	2.0	0.0	0.0	0.0	0.0	0.0	5	85.0	7	100
<b>TOTAL MALAGA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.6</b>	<b>31.5</b>	<b>4.8</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>0.0</b>	<b>5</b>	<b>84.6</b>	<b>7</b>	<b>188</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	106	0	1	10.3	54.2	23.4	6.5	1.9	1.9	0.0	0.9	0.0	0.0	0.9	7	85.2	9	115
PALMA DE MALLORCA	RYANAIR	S	54	0	0	5.6	44.4	40.7	7.4	0.0	0.0	0.0	0.0	1.9	0.0	0.0	10	87.1	7	62
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>160</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>50.9</b>	<b>29.2</b>	<b>6.8</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>85.6</b>	<b>8</b>	<b>187</b>
REUS	RYANAIR	S	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	14
<b>TOTAL REUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>14</b>
<b>TOTAL SPAIN</b>			<b>722</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>46.9</b>	<b>31.4</b>	<b>6.8</b>	<b>4.0</b>	<b>1.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>82.6</b>	<b>9</b>	<b>796</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	28	0	0	17.9	67.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	20
ARRECIFE	RYANAIR	S	16	0	0	6.3	56.3	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	16
<b>TOTAL ARRECIFE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>63.6</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>83.3</b>	<b>7</b>	<b>36</b>
FUERTEVENTURA	EASYJET UK LTD	S	12	0	0	8.3	25.0	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	10
FUERTEVENTURA	RYANAIR	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	36	15
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>61.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.0</b>	<b>25</b>	<b>25</b>
LAS PALMAS	RYANAIR	S	16	0	0	6.3	12.5	56.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	81.3	15	16
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.3</b>	<b>15</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK 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	8	0.0	0	0
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	10.7	42.9	39.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>43.3</b>	<b>36.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.6</b>	<b>6</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>44.4</b>	<b>35.2</b>	<b>6.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.6</b>	<b>12</b>	<b>103</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	26	0	0	0.0	65.4	11.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	75.0	12	40
<b>TOTAL GENEVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>65.4</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>12</b>	<b>40</b>
<b>TOTAL SWITZERLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>65.4</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>12</b>	<b>40</b>
<b>TURKEY</b>																				
BODRUM (MILAS)	EASYJET UK LTD	S	17	0	0	0.0	47.1	29.4	17.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	14	77.8	9	18
<b>TOTAL BODRUM (MILAS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>29.4</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>9</b>	<b>18</b>
DALAMAN	EASYJET UK LTD	S	15	0	0	26.7	46.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	15	18
<b>TOTAL DALAMAN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>46.7</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>15</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>46.9</b>	<b>28.1</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>12</b>	<b>36</b>
<b>UNITED KINGDOM</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	1	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	95.2	4	42	
<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>12</b>	<b>95.2</b>	<b>4</b>	<b>42</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	316	0	0	13.3	62.0	15.5	2.2	4.4	1.9	0.6	0.0	0.0	0.0	0.0	6	88.3	6	316	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>62.0</b>	<b>15.5</b>	<b>2.2</b>	<b>4.4</b>	<b>1.9</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>88.3</b>	<b>6</b>	<b>316</b>	
BOURNEMOUTH	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
CARDIFF WALES	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	30	0	0	13.3	50.0	30.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	5	89.3	5	28	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.3</b>	<b>5</b>	<b>28</b>	
FARNBOROUGH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
GATWICK	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL GATWICK</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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	EASYJET UK LTD	S	88	0	0	14.8	65.9	12.5	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	5	92	
ISLE OF MAN	FLYBE LTD	S	168	0	2	0.0	38.2	50.0	5.9	3.5	1.2	0.0	0.0	0.0	0.0	1.2	6	86.9	6	214	
<b>TOTAL ISLE OF MAN</b>			<b>256</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>47.7</b>	<b>37.2</b>	<b>5.0</b>	<b>3.5</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>88.8</b>	<b>5</b>	<b>306</b>	
JERSEY	EASYJET UK LTD	S	90	0	0	10.0	52.2	18.9	8.9	7.8	0.0	2.2	0.0	0.0	0.0	0.0	10	87.5	7	88	
<b>TOTAL JERSEY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.2</b>	<b>18.9</b>	<b>8.9</b>	<b>7.8</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>7</b>	<b>88</b>	
LUTON	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	11	1	
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
STANSTED	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
STANSTED	JOTA AVIATION LTD	C	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL STANSTED</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>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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>703</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>54.2</b>	<b>25.0</b>	<b>4.4</b>	<b>4.4</b>	<b>1.6</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>88.8</b>	<b>6</b>	<b>786</b>	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3089</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>46.4</b>	<b>32.4</b>	<b>7.0</b>	<b>4.7</b>	<b>1.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>83.0</b>	<b>9</b>	<b>3262</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	BA CITYFLYER LTD	S	0	54	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	90.7	10	54
<b>TOTAL PRAGUE</b>			<b>0</b>	<b>54</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>90.7</b>	<b>10</b>	<b>54</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>0</b>	<b>54</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>90.7</b>	<b>10</b>	<b>54</b>
<b>DENMARK</b>																				
BILLUND	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
BILLUND	SUN AIR OF SCANDINAVIA	S	0	96	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	1.0	0	90.0	5	90
<b>TOTAL BILLUND</b>			<b>0</b>	<b>98</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>88.0</b>	<b>5</b>	<b>90</b>
<b>TOTAL DENMARK</b>			<b>0</b>	<b>98</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>88.0</b>	<b>5</b>	<b>90</b>
<b>FRANCE</b>																				
NICE	BA CITYFLYER LTD	S	0	58	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.6	14	54
<b>TOTAL NICE</b>			<b>0</b>	<b>58</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>77.6</b>	<b>14</b>	<b>54</b>
PARIS (ORLY)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.7	9	143
<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>83.7</b>	<b>9</b>	<b>143</b>
<b>TOTAL FRANCE</b>			<b>0</b>	<b>58</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>82.0</b>	<b>10</b>	<b>197</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	BA CITYFLYER LTD	S	0	158	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.7	8	140
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>158</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>80.7</b>	<b>8</b>	<b>140</b>
DUSSELDORF	BA CITYFLYER LTD	S	0	200	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	9	192
DUSSELDORF	FLYBE LTD	S	0	102	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	84.7	6	133
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>302</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>81.9</b>	<b>8</b>	<b>325</b>
FRANKFURT MAIN	BA CITYFLYER LTD	S	0	232	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	2.1	0	82.4	9	232
FRANKFURT MAIN	LUFTHANSA	S	0	182	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.8	4.2	0	69.2	13	153
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>414</b>	<b>13</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.0</b>	<b>3.0</b>	<b>0</b>	<b>76.9</b>	<b>11</b>	<b>385</b>
MUNICH	AIR DOLOMITI	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
MUNICH	BA CITYFLYER LTD	S	0	166	0	0.0	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>167</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>1041</b>	<b>15</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.6</b>	<b>1.4</b>	<b>0</b>	<b>79.4</b>	<b>9</b>	<b>850</b>
<b>HUNGARY</b>																				
BUDAPEST	LOT-POLISH AIRLINES	S	0	108	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>108</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>108</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ICELAND</b>																				
KEFLAVIK	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	2
<b>TOTAL KEFLAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
<b>TOTAL ICELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
<b>IRISH REPUBLIC</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUBLIN	AER LINGUS	S	0	321	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.9	0	79.5	9	44	
DUBLIN	BA CITYFLYER LTD	S	0	329	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	81.4	8	324	
DUBLIN	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.4	15	268	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>650</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>77.9</b>	<b>11</b>	<b>636</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>650</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>98.9</b>	<b>1.1</b>	<b>0</b>	<b>77.9</b>	<b>11</b>	<b>636</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	0	69	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.2	2.8	0	60.9	27	64	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>69</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>97.2</b>	<b>2.8</b>	<b>0</b>	<b>57.4</b>	<b>27</b>	<b>64</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	0	55	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.7	7	314	
MILAN (LINATE)	BA CITYFLYER LTD	S	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.4	8	207	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>90</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>88.2</b>	<b>8</b>	<b>521</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	S	0	258	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	0.0	0	0	
MILAN (MALPENSA)	BA CITYFLYER LTD	S	0	81	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>339</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>97.1</b>	<b>2.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	BA CITYFLYER LTD	S	0	54	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>54</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	BA CITYFLYER LTD	S	0	22	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	50.0	28	24	
<b>TOTAL VENICE</b>			<b>0</b>	<b>22</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>28</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>574</b>	<b>12</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.0</b>	<b>2.0</b>	<b>0</b>	<b>83.3</b>	<b>10</b>	<b>609</b>	
<b>LITHUANIA</b>																					
VILNIUS	LOT-POLISH AIRLINES	S	0	106	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	0	349	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0	86.9	5	344	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>349</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>86.9</b>	<b>5</b>	<b>344</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>349</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>86.9</b>	<b>5</b>	<b>344</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	0	300	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	1.3	0	76.7	11	290	
AMSTERDAM	FLYBE LTD	S	0	70	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	14	67	
AMSTERDAM	KLM	S	0	461	13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0	83.9	6	446	
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>831</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>98.0</b>	<b>2.0</b>	<b>0</b>	<b>81.0</b>	<b>9</b>	<b>803</b>	
ROTTERDAM	BA CITYFLYER LTD	S	0	282	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	83.9	9	325	
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>282</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>83.9</b>	<b>9</b>	<b>325</b>	
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>1113</b>	<b>19</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.3</b>	<b>1.7</b>	<b>0</b>	<b>81.8</b>	<b>9</b>	<b>1128</b>	
<b>POLAND</b>																					
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	0	106	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0	



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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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 WARSAW (CHOPIN)</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>0</b>	<b>106</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1.9</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING LISBON)</b>																					
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	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	78.8	14	52	
<b>TOTAL OPORTO (PORTUGAL)</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>78.8</b>	<b>14</b>	<b>52</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>122</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>57.9</b>	<b>21</b>	<b>154</b>	
<b>SPAIN</b>																					
<b>IBIZA</b>	BA CITYFLYER LTD	S	0	104	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.5	13	88	
<b>TOTAL IBIZA</b>			<b>0</b>	<b>104</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>77.5</b>	<b>13</b>	<b>88</b>	
<b>MALAGA</b>	BA CITYFLYER LTD	S	0	62	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	62.9	25	62	
<b>TOTAL MALAGA</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>62.9</b>	<b>25</b>	<b>62</b>	
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	S	0	39	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5	2.5	0	64.3	26	42		
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>39</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.5</b>	<b>2.5</b>	<b>0</b>	<b>64.3</b>	<b>26</b>	<b>42</b>		
<b>TOTAL SPAIN</b>			<b>0</b>	<b>225</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99.6</b>	<b>0.4</b>	<b>0</b>	<b>67.4</b>	<b>20</b>	<b>214</b>		
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	BA CITYFLYER LTD	S	0	90	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.0	3	103	
<b>GENEVA</b>	SWISS AIRLINES	S	0	128	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.8	7.2	0	77.4	9	122	
<b>TOTAL GENEVA</b>			<b>0</b>	<b>218</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>95.6</b>	<b>4.4</b>	<b>0</b>	<b>82.2</b>	<b>6</b>	<b>225</b>	
<b>ZURICH</b>	BA CITYFLYER LTD	S	0	189	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.8	9	189	
<b>ZURICH</b>	SWISS AIRLINES	S	0	293	19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.9	6.1	0	81.2	7	306	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>482</b>	<b>19</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.2</b>	<b>3.8</b>	<b>0</b>	<b>81.8</b>	<b>8</b>	<b>495</b>	
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>700</b>	<b>29</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>81.9</b>	<b>8</b>	<b>720</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</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	54.6	44	85	
<b>ABERDEEN</b>	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 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>54.0</b>	<b>43</b>	<b>86</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	0	311	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	81.8	8	306	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>311</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>99.4</b>	<b>0.6</b>	<b>0</b>	<b>81.8</b>	<b>8</b>	<b>306</b>	
<b>BIRMINGHAM</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>EDINBURGH</b>	BA CITYFLYER LTD	S	0	507	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	78.3	13	462	

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	210	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.6	19	214
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>717</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>76.5</b>	<b>15</b>	<b>676</b>
EXETER	FLYBE 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	78.7	14	60
<b>TOTAL EXETER</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>78.7</b>	<b>14</b>	<b>60</b>
GLASGOW	BA CITYFLYER LTD	S	0	359	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	80.2	11	337
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>359</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>98.1</b>	<b>1.9</b>	<b>0</b>	<b>80.2</b>	<b>11</b>	<b>337</b>
ISLE OF MAN	BA CITYFLYER LTD	S	0	162	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	10	160
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>162</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>10</b>	<b>160</b>
JERSEY	BLUE ISLANDS LIMITED	S	0	6	0	0.0	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	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	64.0	21	98
<b>TOTAL JERSEY</b>			<b>0</b>	<b>98</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>64.0</b>	<b>21</b>	<b>98</b>
MANCHESTER	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	0.0	113	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>113</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>1699</b>	<b>20</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.8</b>	<b>1.2</b>	<b>0</b>	<b>76.9</b>	<b>14</b>	<b>1725</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	0	51	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	96.2	0	50
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>0</b>	<b>51</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.2</b>	<b>3.8</b>	<b>0</b>	<b>96.2</b>	<b>0</b>	<b>50</b>
<b>TOTAL USA</b>			<b>0</b>	<b>51</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.2</b>	<b>3.8</b>	<b>0</b>	<b>96.2</b>	<b>0</b>	<b>50</b>
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>7054</b>	<b>114</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.4</b>	<b>1.6</b>	<b>0</b>	<b>79.6</b>	<b>11</b>	<b>6773</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	6	
TIRANA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	16	24	
TIRANA	WIZZ AIR UK LTD	S	59	0	0	8.5	15.3	35.6	13.6	23.7	0.0	3.4	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>15.3</b>	<b>35.6</b>	<b>13.6</b>	<b>23.7</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>22</b>	<b>60.0</b>	<b>17</b>	<b>30</b>	
<b>TOTAL ALBANIA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>15.3</b>	<b>35.6</b>	<b>13.6</b>	<b>23.7</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>22</b>	<b>60.0</b>	<b>17</b>	<b>30</b>	
<b>AUSTRIA</b>																					
VIENNA	EASYJET UK LTD	S	34	0	0	0.0	17.6	29.4	17.6	23.5	11.8	0.0	0.0	0.0	0.0	0.0	25	63.9	17	36	
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>17.6</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>63.9</b>	<b>17</b>	<b>36</b>	
<b>TOTAL AUSTRIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>17.6</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>63.9</b>	<b>17</b>	<b>36</b>	
<b>BELGIUM</b>																					
LIEGE	EUROPE AIRPOST	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL LIEGE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	24	
BURGAS	WIZZ AIR UK LTD	S	16	0	4	0.0	10.0	25.0	15.0	25.0	5.0	0.0	0.0	0.0	0.0	20.0	25	100.0	3	2	
<b>TOTAL BURGAS</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>10.0</b>	<b>25.0</b>	<b>15.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>25</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
SOFIA	WIZZ AIR	S	128	0	11	3.6	30.2	33.8	10.8	8.6	3.6	0.0	0.0	1.4	0.0	7.9	25	82.7	7	150	
SOFIA	WIZZ AIR UK LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>130</b>	<b>0</b>	<b>11</b>	<b>3.5</b>	<b>30.5</b>	<b>33.3</b>	<b>10.6</b>	<b>9.2</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>7.8</b>	<b>25</b>	<b>82.7</b>	<b>7</b>	<b>150</b>	
VARNA	WIZZ AIR	S	74	0	2	3.9	27.6	36.8	17.1	9.2	0.0	1.3	1.3	0.0	0.0	2.6	15	88.5	9	52	
<b>TOTAL VARNA</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>27.6</b>	<b>36.8</b>	<b>17.1</b>	<b>9.2</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>88.5</b>	<b>9</b>	<b>52</b>	
<b>TOTAL BULGARIA</b>			<b>220</b>	<b>0</b>	<b>17</b>	<b>3.4</b>	<b>27.8</b>	<b>33.8</b>	<b>13.1</b>	<b>10.5</b>	<b>2.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>7.2</b>	<b>22</b>	<b>83.3</b>	<b>8</b>	<b>228</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	24	0	0	20.8	41.7	20.8	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	14	6	
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>41.7</b>	<b>20.8</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>6</b>	
PULA	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	70	0.0	0	0	
<b>TOTAL PULA</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>70</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SPLIT	EASYJET UK LTD	S	36	0	0	2.8	33.3	33.3	22.2	5.6	0.0	2.8	0.0	0.0	0.0	0.0	13	75.0	10	28	
<b>TOTAL SPLIT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>5.6</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>13</b>	<b>75.0</b>	<b>10</b>	<b>28</b>	
ZADAR	EASYJET UK LTD	S	16	0	0	6.3	25.0	43.8	6.3	6.3	6.3	6.3	0.0	0.0	0.0	0.0	23	87.5	4	16	
<b>TOTAL ZADAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>33.8</b>	<b>31.2</b>	<b>14.3</b>	<b>6.5</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>14</b>	<b>78.0</b>	<b>9</b>	<b>50</b>	
<b>CYPRUS</b>																					
LARNACA	ABELAG AVIATION	S	0	0	0	0.0	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	
LARNACA	BLUE AIR TRANSPORT AERIAN	S	31	0	0	9.7	29.0	35.5	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	53.3	17	45	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	TUI AIRWAYS LTD	C	0	0	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	7
LARNACA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.4	14	72
LARNACA	WIZZ AIR UK LTD	S	86	0	0	11.6	20.9	45.3	10.5	11.6	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
<b>TOTAL LARNACA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>23.1</b>	<b>42.7</b>	<b>10.3</b>	<b>12.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.5</b>	<b>14</b>	<b>132</b>
PAPHOS	EASYJET UK LTD	S	46	0	0	8.7	32.6	37.0	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	13	44
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	49	61.1	22	18
<b>TOTAL PAPHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.8</b>	<b>33.3</b>	<b>16.7</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>16</b>	<b>62</b>
<b>TOTAL CYPRUS</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>24.6</b>	<b>39.8</b>	<b>12.3</b>	<b>11.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.1</b>	<b>14</b>	<b>194</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	ABELAG AVIATION	S	0	0	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	20	6
PRAGUE	EASYJET UK LTD	S	8	0	0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
PRAGUE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	18	54
PRAGUE	WIZZ AIR UK LTD	S	58	0	0	3.4	19.0	25.9	25.9	17.2	8.6	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>19.7</b>	<b>27.3</b>	<b>22.7</b>	<b>18.2</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.7</b>	<b>18</b>	<b>60</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>19.7</b>	<b>27.3</b>	<b>22.7</b>	<b>18.2</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.7</b>	<b>18</b>	<b>60</b>
<b>DENMARK</b>																				
COPENHAGEN	RYANAIR	S	52	0	0	1.9	28.8	36.5	11.5	11.5	5.8	3.8	0.0	0.0	0.0	0.0	22	74.2	15	62
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.8</b>	<b>36.5</b>	<b>11.5</b>	<b>11.5</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>22</b>	<b>74.2</b>	<b>15</b>	<b>62</b>
<b>TOTAL DENMARK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.8</b>	<b>36.5</b>	<b>11.5</b>	<b>11.5</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>22</b>	<b>74.2</b>	<b>15</b>	<b>62</b>
<b>ESTONIA</b>																				
TALLIN	ABELAG AVIATION	S	0	0	0	0.0	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
TALLIN	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	2	30
TALLIN	WIZZ AIR UK LTD	S	14	0	3	5.9	52.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	17.6	4	0.0	0	0
<b>TOTAL TALLIN</b>			<b>14</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>52.9</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>4</b>	<b>97.1</b>	<b>3</b>	<b>34</b>
<b>TOTAL ESTONIA</b>			<b>14</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>52.9</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>4</b>	<b>97.1</b>	<b>3</b>	<b>34</b>
<b>FINLAND</b>																				
TURKU	WIZZ AIR UK LTD	S	2	0	3	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	3	0.0	0	0
<b>TOTAL TURKU</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	24	0	0	4.2	50.0	33.3	4.2	0.0	0.0	0.0	4.2	4.2	0.0	0.0	40	92.3	8	26
<b>TOTAL BEZIERS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>33.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>92.3</b>	<b>8</b>	<b>26</b>
BORDEAUX	EASYJET UK LTD	S	58	0	0	10.3	34.5	32.8	5.2	10.3	6.9	0.0	0.0	0.0	0.0	0.0	13	64.3	14	56
<b>TOTAL BORDEAUX</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>34.5</b>	<b>32.8</b>	<b>5.2</b>	<b>10.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.3</b>	<b>14</b>	<b>56</b>
LYON	EASYJET UK LTD	S	54	0	0	1.9	46.3	29.6	9.3	1.9	11.1	0.0	0.0	0.0	0.0	0.0	15	84.2	11	57
<b>TOTAL LYON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>46.3</b>	<b>29.6</b>	<b>9.3</b>	<b>1.9</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>15</b>	<b>84.2</b>	<b>11</b>	<b>57</b>
MARSEILLE	EASYJET UK LTD	S	32	0	0	3.1	34.4	28.1	6.3	15.6	12.5	0.0	0.0	0.0	0.0	0.0	20	65.4	16	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MARSEILLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>34.4</b>	<b>28.1</b>	<b>6.3</b>	<b>15.6</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>65.4</b>	<b>16</b>	<b>26</b>	
NANTES	EASYJET UK LTD	S	34	0	0	8.8	47.1	23.5	2.9	11.8	2.9	0.0	2.9	0.0	0.0	0.0	16	70.6	15	34	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.1</b>	<b>23.5</b>	<b>2.9</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.6</b>	<b>15</b>	<b>34</b>	
NICE	EASYJET UK LTD	S	107	0	0	1.9	31.8	35.5	12.1	7.5	8.4	1.9	0.9	0.0	0.0	0.0	21	64.3	18	126	
<b>TOTAL NICE</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>31.8</b>	<b>35.5</b>	<b>12.1</b>	<b>7.5</b>	<b>8.4</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>18</b>	<b>126</b>	
NIMES	RYANAIR	S	24	0	0	8.3	58.3	29.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	79.2	13	24	
<b>TOTAL NIMES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>29.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.2</b>	<b>13</b>	<b>24</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	164	0	0	2.4	31.1	38.4	9.8	11.6	6.7	0.0	0.0	0.0	0.0	0.0	15	69.9	17	186	
PARIS (CHARLES DE GAULLE)	MNG 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	
PARIS (CHARLES DE GAULLE)	WIZZ AIR 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 PARIS (CHARLES DE GAULLE)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.8</b>	<b>37.9</b>	<b>9.2</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>14</b>	<b>69.9</b>	<b>17</b>	<b>186</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	44	0	0	2.3	34.1	36.4	9.1	15.9	2.3	0.0	0.0	0.0	0.0	0.0	12	69.6	15	46	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>34.1</b>	<b>36.4</b>	<b>9.1</b>	<b>15.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.6</b>	<b>15</b>	<b>46</b>	
<b>TOTAL FRANCE</b>			<b>551</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>37.0</b>	<b>33.9</b>	<b>8.2</b>	<b>9.3</b>	<b>6.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.7</b>	<b>16</b>	<b>581</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	75.0	8	16	
KUTAISI	WIZZ AIR UK LTD	S	16	0	0	31.3	6.3	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL KUTAISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>TOTAL GEORGIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	116	0	0	6.9	37.1	37.1	5.2	10.3	3.4	0.0	0.0	0.0	0.0	0.0	10	78.4	9	116	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>37.1</b>	<b>37.1</b>	<b>5.2</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.4</b>	<b>9</b>	<b>116</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
BERLIN (TEGEL)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	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>33.3</b>	<b>52</b>	<b>3</b>	
DORTMUND	EASYJET UK LTD	S	66	0	0	1.5	33.3	31.8	18.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	12	78.1	13	64	
<b>TOTAL DORTMUND</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>33.3</b>	<b>31.8</b>	<b>18.2</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.1</b>	<b>13</b>	<b>64</b>	
DRESDEN	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	100.0	3	2	
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MUNICH	EASYJET UK LTD	S	62	0	0	3.2	27.4	30.6	12.9	14.5	11.3	0.0	0.0	0.0	0.0	0.0	21	58.3	21	60	
<b>TOTAL MUNICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>27.4</b>	<b>30.6</b>	<b>12.9</b>	<b>14.5</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.3</b>	<b>21</b>	<b>60</b>	
<b>TOTAL GERMANY</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>33.6</b>	<b>34.0</b>	<b>10.7</b>	<b>12.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>13</b>	<b>245</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>GIBRALTAR</b>																					
GIBRALTAR	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	0.0	0	0	
<b>TOTAL GIBRALTAR</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>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>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	58	0	0	1.7	12.1	56.9	15.5	10.3	3.4	0.0	0.0	0.0	0.0	0.0	14	0.0	40	1	
ATHENS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	20	62	
ATHENS	WIZZ AIR UK LTD	S	61	0	3	0.0	12.5	39.1	18.8	21.9	3.1	0.0	0.0	0.0	0.0	4.7	20	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>119</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>12.3</b>	<b>47.5</b>	<b>17.2</b>	<b>16.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>54.7</b>	<b>20</b>	<b>63</b>	
CORFU	EASYJET UK LTD	S	51	0	0	2.0	15.7	47.1	19.6	9.8	2.0	3.9	0.0	0.0	0.0	0.0	18	66.7	12	50	
CORFU	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	100.0	4	7	
<b>TOTAL CORFU</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>13.6</b>	<b>47.5</b>	<b>18.6</b>	<b>10.2</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.7</b>	<b>11</b>	<b>57</b>	
HERAKLION	EASYJET UK LTD	S	26	0	0	3.8	53.8	30.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	5	28	
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>5</b>	<b>28</b>	
MIKONOS	EASYJET UK LTD	S	16	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	7	16	
<b>TOTAL MIKONOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
RHODES	EASYJET UK LTD	S	16	0	0	0.0	12.5	37.5	18.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	22	81.3	12	16	
RHODES	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	31.3	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	50.0	33	16	
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>34.4</b>	<b>21.9</b>	<b>21.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>65.6</b>	<b>23</b>	<b>32</b>	
SALONIKA	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	
SALONIKA	WIZZ AIR UK LTD	S	30	0	0	0.0	10.0	66.7	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>64.5</b>	<b>9.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKIATHOS	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	70	1	
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>70</b>	<b>1</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	38	100.0	1	9	
<b>TOTAL ZAKINTHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>100.0</b>	<b>1</b>	<b>9</b>	
<b>TOTAL GREECE</b>			<b>290</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>18.4</b>	<b>46.1</b>	<b>15.7</b>	<b>13.3</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>68.4</b>	<b>14</b>	<b>206</b>	
<b>HUNGARY</b>																					
BUDAPEST	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	100.0	0	1	
BUDAPEST	WIZZ AIR	S	247	0	2	0.8	20.9	42.6	13.7	10.8	9.6	0.4	0.0	0.4	0.0	0.8	21	70.8	16	271	
BUDAPEST	WIZZ AIR 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>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>20.8</b>	<b>42.8</b>	<b>13.6</b>	<b>10.8</b>	<b>9.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>71.0</b>	<b>16</b>	<b>272</b>	
DEBRECEN	WIZZ AIR	S	86	0	0	8.1	20.9	26.7	9.3	25.6	9.3	0.0	0.0	0.0	0.0	0.0	22	88.5	5	78	
<b>TOTAL DEBRECEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>20.9</b>	<b>26.7</b>	<b>9.3</b>	<b>25.6</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.5</b>	<b>5</b>	<b>78</b>	
<b>TOTAL HUNGARY</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>20.8</b>	<b>38.7</b>	<b>12.5</b>	<b>14.6</b>	<b>9.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>74.9</b>	<b>13</b>	<b>350</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	64	0	0	6.3	42.2	37.5	4.7	7.8	0.0	0.0	1.6	0.0	0.0	0.0	9	83.9	7	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KEFLAVIK	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	13.5	47	37
KEFLAVIK	WIZZ AIR UK LTD	S	57	0	1	10.3	27.6	39.7	12.1	6.9	0.0	1.7	0.0	0.0	0.0	1.7	12	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>35.2</b>	<b>38.5</b>	<b>8.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>57.6</b>	<b>22</b>	<b>99</b>
<b>TOTAL ICELAND</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>35.2</b>	<b>38.5</b>	<b>8.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>57.6</b>	<b>22</b>	<b>99</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	60	0	0	13.3	33.3	41.7	0.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	8	100.0	0	6
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>33.3</b>	<b>41.7</b>	<b>0.0</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>8</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
DUBLIN	RYANAIR	S	200	0	0	11.0	41.5	29.0	6.0	7.0	4.0	0.5	0.5	0.5	0.0	0.0	13	88.7	6	186
<b>TOTAL DUBLIN</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>41.5</b>	<b>29.0</b>	<b>6.0</b>	<b>7.0</b>	<b>4.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.7</b>	<b>6</b>	<b>186</b>
IRELAND WEST(KNOCK)	RYANAIR	S	74	0	0	4.1	36.5	28.4	18.9	6.8	5.4	0.0	0.0	0.0	0.0	0.0	13	75.7	16	74
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>36.5</b>	<b>28.4</b>	<b>18.9</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>13</b>	<b>75.7</b>	<b>16</b>	<b>74</b>
KERRY COUNTY	RYANAIR	S	60	0	0	11.7	46.7	26.7	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	6	60
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>46.7</b>	<b>26.7</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>91.7</b>	<b>6</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>40.1</b>	<b>30.5</b>	<b>7.4</b>	<b>7.9</b>	<b>3.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.5</b>	<b>8</b>	<b>326</b>
<b>ISRAEL</b>																				
OVDA	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	16	3
<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>33.3</b>	<b>16</b>	<b>3</b>
TEL AVIV	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	25	5
TEL AVIV	EASYJET UK LTD	S	108	0	0	0.9	8.3	40.7	30.6	11.1	7.4	0.0	0.9	0.0	0.0	0.0	24	50.9	18	116
TEL AVIV	EL AL	S	66	0	0	4.5	28.8	39.4	19.7	6.1	1.5	0.0	0.0	0.0	0.0	0.0	11	65.7	15	70
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	25.0	33	4
TEL AVIV	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.3	21	55
TEL AVIV	WIZZ AIR UK LTD	S	59	0	0	1.7	8.5	37.3	33.9	11.9	5.1	0.0	0.0	1.7	0.0	0.0	35	100.0	8	2
<b>TOTAL TEL AVIV</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>14.2</b>	<b>39.5</b>	<b>28.3</b>	<b>9.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.3</b>	<b>18</b>	<b>252</b>
<b>TOTAL ISRAEL</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>14.2</b>	<b>39.5</b>	<b>28.3</b>	<b>9.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.0</b>	<b>18</b>	<b>255</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	EASYJET UK LTD	S	16	0	0	0.0	37.5	43.8	6.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	17	87.5	6	16
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
BARI (PALESE)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	11	30
BARI (PALESE)	WIZZ AIR UK LTD	S	22	0	0	0.0	9.1	40.9	27.3	13.6	4.5	4.5	0.0	0.0	0.0	0.0	26	100.0	6	2
<b>TOTAL BARI (PALESE)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>40.9</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>11</b>	<b>32</b>
BOLOGNA	RYANAIR	S	60	0	2	1.6	24.2	45.2	21.0	4.8	0.0	0.0	0.0	0.0	0.0	3.2	9	75.0	8	8
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>24.2</b>	<b>45.2</b>	<b>21.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	31	0	0	0.0	29.0	29.0	16.1	19.4	0.0	0.0	6.5	0.0	0.0	0.0	28	91.2	5	34
CATANIA (FONTANAROSSA)	WIZZ AIR UK LTD	S	24	0	0	0.0	29.2	37.5	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.1</b>	<b>32.7</b>	<b>20.0</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.2</b>	<b>5</b>	<b>34</b>
FLORENCE	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	28.6	50	7
FLORENCE	VUELING AIRLINES	S	18	0	0	0.0	27.8	27.8	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	52.9	29	15
<b>TOTAL FLORENCE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>45.8</b>	<b>35</b>	<b>22</b>
GENOA	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	87.5	5	24
<b>TOTAL GENOA</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>87.5</b>	<b>5</b>	<b>24</b>
MILAN (LINATE)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	48	0	2	4.0	14.0	40.0	16.0	8.0	12.0	2.0	0.0	0.0	0.0	4.0	23	0.0	0	0
MILAN (MALPENSA)	EASYJET UK LTD	S	66	0	0	0.0	24.2	39.4	18.2	10.6	7.6	0.0	0.0	0.0	0.0	0.0	17	75.0	12	120
MILAN (MALPENSA)	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	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 MILAN (MALPENSA)</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>20.5</b>	<b>39.3</b>	<b>17.1</b>	<b>9.4</b>	<b>9.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>75.4</b>	<b>12</b>	<b>122</b>
NAPLES	EASYJET EUROPE	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
NAPLES	EASYJET UK LTD	S	68	0	0	0.0	38.2	45.6	7.4	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	83.3	9	78
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7
<b>TOTAL NAPLES</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>39.5</b>	<b>44.7</b>	<b>6.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.7</b>	<b>8</b>	<b>85</b>
OLBIA	EASYJET UK LTD	S	18	0	0	0.0	44.4	22.2	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	15	83.3	8	18
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
PALERMO	EASYJET UK LTD	S	24	0	0	4.2	41.7	41.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	11	24
<b>TOTAL PALERMO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>41.7</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>11</b>	<b>24</b>
PISA	EASYJET UK LTD	S	70	0	2	4.2	36.1	30.6	6.9	15.3	4.2	0.0	0.0	0.0	0.0	2.8	13	80.6	9	72
<b>TOTAL PISA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>36.1</b>	<b>30.6</b>	<b>6.9</b>	<b>15.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>13</b>	<b>80.6</b>	<b>9</b>	<b>72</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	54	0	0	0.0	18.5	53.7	13.0	13.0	1.9	0.0	0.0	0.0	0.0	0.0	13	60.8	19	78
<b>TOTAL ROME (FIUMICINO)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>53.7</b>	<b>13.0</b>	<b>13.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.8</b>	<b>19</b>	<b>78</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	87.5	6	16
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	56.3	17	16
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.9</b>	<b>11</b>	<b>32</b>
VENICE	EASYJET UK LTD	S	52	0	2	0.0	14.8	37.0	14.8	24.1	5.6	0.0	0.0	0.0	0.0	3.7	20	75.8	9	62
<b>TOTAL VENICE</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.8</b>	<b>37.0</b>	<b>14.8</b>	<b>24.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>75.8</b>	<b>9</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>582</b>	<b>0</b>	<b>8</b>	<b>1.4</b>	<b>27.3</b>	<b>39.5</b>	<b>13.9</b>	<b>11.2</b>	<b>4.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>76.1</b>	<b>11</b>	<b>630</b>
<b>JORDAN</b>																				
AMMAN	JORDAN AVIATION	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	0	0
<b>TOTAL AMMAN</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>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</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>KOSOVO</b>																				
PRISTINA	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PRISTINA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.2	18	24
PRISTINA	WIZZ AIR UK LTD	S	32	0	0	9.4	31.3	40.6	15.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PRISTINA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>31.3</b>	<b>40.6</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.3</b>	<b>15</b>	<b>30</b>
<b>TOTAL KOSOVO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>31.3</b>	<b>40.6</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.3</b>	<b>15</b>	<b>30</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	90	0	0	3.3	13.3	38.9	21.1	15.6	6.7	1.1	0.0	0.0	0.0	0.0	22	82.0	8	100
<b>TOTAL RIGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>13.3</b>	<b>38.9</b>	<b>21.1</b>	<b>15.6</b>	<b>6.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.0</b>	<b>8</b>	<b>100</b>
<b>TOTAL LATVIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>13.3</b>	<b>38.9</b>	<b>21.1</b>	<b>15.6</b>	<b>6.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.0</b>	<b>8</b>	<b>100</b>
<b>LITHUANIA</b>																				
KAUNAS	ABELAG AVIATION	S	0	0	0	0.0	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
KAUNAS	RYANAIR	S	54	0	0	1.9	24.1	46.3	16.7	7.4	0.0	3.7	0.0	0.0	0.0	0.0	15	85.5	12	62
KAUNAS	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	5	50
KAUNAS	WIZZ AIR UK LTD	S	50	0	0	2.0	28.0	54.0	4.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL KAUNAS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>26.0</b>	<b>50.0</b>	<b>10.6</b>	<b>8.7</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>89.0</b>	<b>9</b>	<b>118</b>
PALANGA	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4
PALANGA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	24	26
PALANGA	WIZZ AIR UK LTD	S	30	0	0	10.0	43.3	36.7	3.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL PALANGA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>43.3</b>	<b>36.7</b>	<b>3.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>22</b>	<b>30</b>
VILNIUS	RYANAIR	S	46	0	0	0.0	41.3	34.8	15.2	6.5	2.2	0.0	0.0	0.0	0.0	0.0	11	90.9	6	44
VILNIUS	WIZZ AIR	S	90	0	0	3.3	28.9	32.2	25.6	8.9	1.1	0.0	0.0	0.0	0.0	0.0	13	73.5	12	111
<b>TOTAL VILNIUS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>33.1</b>	<b>33.1</b>	<b>22.1</b>	<b>8.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.3</b>	<b>10</b>	<b>155</b>
<b>TOTAL LITHUANIA</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>31.5</b>	<b>40.0</b>	<b>15.6</b>	<b>7.4</b>	<b>1.9</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>82.6</b>	<b>11</b>	<b>303</b>
<b>LUXEMBOURG</b>																				
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	0.0	23	4
<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>23</b>	<b>4</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>23</b>	<b>4</b>
<b>MACEDONIA</b>																				
OHRID	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	9	14
OHRID	WIZZ AIR UK LTD	S	18	0	0	0.0	22.2	44.4	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL OHRID</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>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>17</b>	<b>78.6</b>	<b>9</b>	<b>14</b>
SKOPJE	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	73.7	10	38
SKOPJE	WIZZ AIR UK LTD	S	33	0	0	3.0	6.1	30.3	24.2	24.2	9.1	3.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL SKOPJE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</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>32</b>	<b>73.7</b>	<b>10</b>	<b>38</b>
<b>TOTAL MACEDONIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>11.5</b>	<b>34.6</b>	<b>17.3</b>	<b>25.0</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>27</b>	<b>75.0</b>	<b>10</b>	<b>52</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	70	0	0	5.7	22.9	42.9	12.9	11.4	4.3	0.0	0.0	0.0	0.0	0.0	14	67.1	14	70
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>22.9</b>	<b>42.9</b>	<b>12.9</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>14</b>	<b>67.1</b>	<b>14</b>	<b>70</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>22.9</b>	<b>42.9</b>	<b>12.9</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>14</b>	<b>67.1</b>	<b>14</b>	<b>70</b>
<b>MOROCCO</b>																				
ESSAOUIRA	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	16
<b>TOTAL ESSAOUIRA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
MARRAKESH	EASYJET EUROPE	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
MARRAKESH	RYANAIR	S	32	0	0	0.0	15.6	62.5	18.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	9	63.9	15	36
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>58.8</b>	<b>20.6</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.9</b>	<b>15</b>	<b>36</b>
<b>TOTAL MOROCCO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>58.8</b>	<b>20.6</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>11</b>	<b>52</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	AIR NIGERIA	S	66	0	0	0.0	10.6	39.4	24.2	16.7	9.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
AMSTERDAM	EASYJET EUROPE	S	62	0	0	0.0	24.2	33.9	16.1	12.9	12.9	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
AMSTERDAM	EASYJET UK LTD	S	317	0	1	0.9	24.5	40.3	12.3	13.5	6.3	1.9	0.0	0.0	0.0	0.3	19	67.7	17	378
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	65.6	24	64	
AMSTERDAM	MNG AIRLINES	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
AMSTERDAM	VUELING AIRLINES	S	48	0	0	0.0	22.9	39.6	6.3	16.7	10.4	4.2	0.0	0.0	0.0	0.0	26	53.0	23	64
<b>TOTAL AMSTERDAM</b>			<b>495</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>22.6</b>	<b>39.1</b>	<b>13.7</b>	<b>14.1</b>	<b>7.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>65.6</b>	<b>19</b>	<b>506</b>
<b>TOTAL NETHERLANDS</b>			<b>495</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>22.6</b>	<b>39.1</b>	<b>13.7</b>	<b>14.1</b>	<b>7.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>65.6</b>	<b>19</b>	<b>506</b>
<b>NORWAY</b>																				
BERGEN	WIZZ AIR UK LTD	S	32	0	0	6.3	40.6	21.9	12.5	15.6	0.0	3.1	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL BERGEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>40.6</b>	<b>21.9</b>	<b>12.5</b>	<b>15.6</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	WIZZ AIR UK LTD	S	58	0	2	0.0	36.7	36.7	10.0	6.7	6.7	0.0	0.0	0.0	0.0	3.3	13	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.7</b>	<b>36.7</b>	<b>10.0</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>3.3</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STAVANGER	WIZZ AIR UK LTD	S	30	0	0	6.7	26.7	16.7	13.3	10.0	13.3	0.0	13.3	0.0	0.0	0.0	56	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>16.7</b>	<b>13.3</b>	<b>10.0</b>	<b>13.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>35.2</b>	<b>27.9</b>	<b>11.5</b>	<b>9.8</b>	<b>6.6</b>	<b>0.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	26	0	0	7.7	30.8	30.8	0.0	23.1	3.8	3.8	0.0	0.0	0.0	0.0	21	79.4	11	34
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>30.8</b>	<b>0.0</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.4</b>	<b>11</b>	<b>34</b>
GDANSK	WIZZ AIR	S	141	0	0	1.4	27.0	39.0	15.6	9.9	4.3	2.8	0.0	0.0	0.0	0.0	18	88.3	7	154
<b>TOTAL GDANSK</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>27.0</b>	<b>39.0</b>	<b>15.6</b>	<b>9.9</b>	<b>4.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.3</b>	<b>7</b>	<b>154</b>
KATOWICE	WIZZ AIR	S	136	0	3	6.5	36.0	33.1	10.1	6.5	5.8	0.0	0.0	0.0	0.0	2.2	13	85.0	11	180
<b>TOTAL KATOWICE</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>6.5</b>	<b>36.0</b>	<b>33.1</b>	<b>10.1</b>	<b>6.5</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>85.0</b>	<b>11</b>	<b>180</b>
KRAKOW	EASYJET UK LTD	S	34	0	0	20.6	50.0	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	100.0	10	4
KRAKOW	RYANAIR	S	6	0	0	0.0	16.7	50.0	0.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	44	0.0	0	0
KRAKOW	WIZZ AIR	S	98	0	4	2.0	33.3	32.4	7.8	13.7	4.9	2.0	0.0	0.0	0.0	3.9	17	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>36.6</b>	<b>29.6</b>	<b>7.0</b>	<b>9.9</b>	<b>5.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>16</b>	<b>100.0</b>	<b>10</b>	<b>4</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	38	6
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	53
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	75	0	1	14.5	39.5	30.3	5.3	5.3	1.3	0.0	1.3	1.3	0.0	1.3	16	0.0	0	0
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>39.5</b>	<b>30.3</b>	<b>5.3</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>83.3</b>	<b>8</b>	<b>59</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	76.7	9	86
POZNAN	WIZZ AIR UK LTD	S	61	0	0	6.6	27.9	36.1	13.1	4.9	4.9	1.6	1.6	3.3	0.0	0.0	30	0.0	0	0
<b>TOTAL POZNAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>27.9</b>	<b>36.1</b>	<b>13.1</b>	<b>4.9</b>	<b>4.9</b>	<b>1.6</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>76.7</b>	<b>9</b>	<b>86</b>
RZESZOW	RYANAIR	S	28	0	0	0.0	50.0	17.9	14.3	14.3	3.6	0.0	0.0	0.0	0.0	0.0	15	80.8	9	26
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>17.9</b>	<b>14.3</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.8</b>	<b>9</b>	<b>26</b>
SZYMANY (MAZURY)	ABELAG AVIATION	S	0	0	0	0.0	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
SZYMANY (MAZURY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	3	24
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	18	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	37	100.0	0	1
<b>TOTAL SZYMANY (MAZURY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>96.3</b>	<b>3</b>	<b>27</b>
WARSAW (CHOPIN)	WIZZ AIR	S	202	0	0	1.0	16.3	37.1	27.7	11.4	5.4	0.0	1.0	0.0	0.0	0.0	22	81.8	10	220
WARSAW (CHOPIN)	WIZZ AIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	115	0.0	0	0
<b>TOTAL WARSAW (CHOPIN)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>16.2</b>	<b>36.8</b>	<b>27.9</b>	<b>11.3</b>	<b>5.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.8</b>	<b>10</b>	<b>220</b>
WROCLAW	WIZZ AIR	S	86	0	0	2.3	29.1	34.9	20.9	8.1	4.7	0.0	0.0	0.0	0.0	0.0	13	92.5	8	80
<b>TOTAL WROCLAW</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>29.1</b>	<b>34.9</b>	<b>20.9</b>	<b>8.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.5</b>	<b>8</b>	<b>80</b>
<b>TOTAL POLAND</b>			<b>913</b>	<b>0</b>	<b>8</b>	<b>4.5</b>	<b>29.0</b>	<b>34.1</b>	<b>15.3</b>	<b>9.3</b>	<b>4.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>84.6</b>	<b>9</b>	<b>870</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	150	0	0	6.0	22.0	40.0	16.7	12.0	3.3	0.0	0.0	0.0	0.0	0.0	14	73.0	12	152
FARO	RYANAIR	S	44	0	0	6.8	36.4	36.4	18.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	8	70.4	17	54
FARO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	20	7
FARO	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	151	0.0	0	0
<b>TOTAL FARO</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>25.1</b>	<b>39.0</b>	<b>16.9</b>	<b>9.7</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.9</b>	<b>14</b>	<b>213</b>
LISBON	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	45	4
LISBON	EASYJET UK LTD	S	162	0	0	1.9	13.6	50.6	16.7	10.5	5.6	0.6	0.6	0.0	0.0	0.0	17	68.9	15	164
LISBON	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
LISBON	WIZZ AIR UK LTD	S	59	0	0	0.0	15.3	55.9	18.6	8.5	1.7	0.0	0.0	0.0	0.0	0.0	12	100.0	5	3
<b>TOTAL LISBON</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>14.0</b>	<b>51.8</b>	<b>17.1</b>	<b>10.4</b>	<b>4.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.0</b>	<b>16</b>	<b>171</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	36	0	0	2.8	16.7	47.2	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	58.8	14	34
OPORTO (PORTUGAL)	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	105	0.0	0	0
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	25	0	0	0.0	28.0	52.0	16.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>48.4</b>	<b>16.1</b>	<b>3.2</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.8</b>	<b>14</b>	<b>34</b>
<b>TOTAL PORTUGAL</b>			<b>479</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>19.4</b>	<b>46.1</b>	<b>16.9</b>	<b>9.2</b>	<b>4.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.1</b>	<b>15</b>	<b>418</b>
<b>PORTUGAL(MADEIRA)</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FUNCHAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
<b>TOTAL 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>77.8</b>	<b>8</b>	<b>9</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>77.8</b>	<b>8</b>	<b>9</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU (KISHINEV)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.3	11	62
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	82	0	0	8.5	35.4	36.6	12.2	6.1	1.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>35.4</b>	<b>36.6</b>	<b>12.2</b>	<b>6.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.3</b>	<b>11</b>	<b>62</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>35.4</b>	<b>36.6</b>	<b>12.2</b>	<b>6.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.3</b>	<b>11</b>	<b>62</b>
BELGRADE	AIR SERBIA	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
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	65.4	14	26
BELGRADE	WIZZ AIR UK LTD	S	33	0	0	3.0	21.2	42.4	12.1	3.0	15.2	3.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL BELGRADE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>45.7</b>	<b>11.4</b>	<b>2.9</b>	<b>14.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>45.7</b>	<b>11.4</b>	<b>2.9</b>	<b>14.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.4</b>	<b>14</b>	<b>26</b>
BACAU	BLUE AIR TRANSPORT AERIAN	S	52	0	0	5.8	32.7	40.4	13.5	1.9	1.9	0.0	3.8	0.0	0.0	0.0	16	80.8	11	52
<b>TOTAL BACAU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.7</b>	<b>40.4</b>	<b>13.5</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.8</b>	<b>11</b>	<b>52</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	85	0	0	0.0	10.6	38.8	28.2	17.6	4.7	0.0	0.0	0.0	0.0	0.0	21	76.9	10	91
BUCHAREST (OTOPENI)	WIZZ AIR	S	224	0	0	4.5	16.5	43.3	13.4	15.2	6.3	0.9	0.0	0.0	0.0	0.0	19	67.4	16	218
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.9</b>	<b>42.1</b>	<b>17.5</b>	<b>15.9</b>	<b>5.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.2</b>	<b>14</b>	<b>309</b>
CLUJ NAPOCA	WIZZ AIR	S	140	0	0	7.1	26.4	44.3	13.6	5.7	2.9	0.0	0.0	0.0	0.0	0.0	11	73.2	13	164
<b>TOTAL CLUJ NAPOCA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>26.4</b>	<b>44.3</b>	<b>13.6</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.2</b>	<b>13</b>	<b>164</b>
CONSTANTA	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	18	3
CONSTANTA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	30
CONSTANTA	WIZZ AIR UK LTD	S	25	0	0	0.0	4.0	64.0	12.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL CONSTANTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>64.0</b>	<b>12.0</b>	<b>8.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.5</b>	<b>8</b>	<b>33</b>
CRAIOVA	WIZZ AIR	S	75	0	0	1.3	25.3	48.0	8.0	8.0	9.3	0.0	0.0	0.0	0.0	0.0	16	80.0	8	60
<b>TOTAL CRAIOVA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>25.3</b>	<b>48.0</b>	<b>8.0</b>	<b>8.0</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>16</b>	<b>80.0</b>	<b>8</b>	<b>60</b>
IASI	BLUE AIR TRANSPORT AERIAN	S	40	0	0	0.0	25.0	57.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	95.2	3	42
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	69.2	12	26
IASI	WIZZ AIR	S	62	0	0	1.6	21.0	30.6	24.2	16.1	1.6	4.8	0.0	0.0	0.0	0.0	22	75.0	15	80
<b>TOTAL IASI</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>22.5</b>	<b>41.2</b>	<b>21.6</b>	<b>9.8</b>	<b>1.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.7</b>	<b>11</b>	<b>148</b>
SATU MARE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	16
SATU MARE	WIZZ AIR UK LTD	S	18	0	0	0.0	38.9	33.3	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	2
<b>TOTAL SATU MARE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</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>16</b>	<b>83.3</b>	<b>7</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	WIZZ AIR	S	72	0	0	5.6	27.8	29.2	20.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	15	77.8	10	54	
<b>TOTAL SIBIU</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>29.2</b>	<b>20.8</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.8</b>	<b>10</b>	<b>54</b>	
SUCEAVA	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	6	
SUCEAVA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	6	54	
SUCEAVA	WIZZ AIR UK LTD	S	78	0	0	11.5	33.3	38.5	5.1	3.8	6.4	1.3	0.0	0.0	0.0	0.0	13	0.0	25	2	
<b>TOTAL SUCEAVA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.3</b>	<b>38.5</b>	<b>5.1</b>	<b>3.8</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>7</b>	<b>62</b>	
TIMISOARA	WIZZ AIR	S	98	0	0	4.1	24.5	38.8	16.3	12.2	3.1	1.0	0.0	0.0	0.0	0.0	16	75.8	11	62	
<b>TOTAL TIMISOARA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>24.5</b>	<b>38.8</b>	<b>16.3</b>	<b>12.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>11</b>	<b>62</b>	
TIRGU MURES	ABELAG AVIATION	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6	
TIRGU MURES	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	34	31	
TIRGU MURES	WIZZ AIR UK LTD	S	26	0	0	3.8	42.3	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TIRGU MURES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.8</b>	<b>29</b>	<b>37</b>	
<b>TOTAL ROMANIA</b>			<b>995</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>23.2</b>	<b>41.6</b>	<b>15.0</b>	<b>10.5</b>	<b>4.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.9</b>	<b>12</b>	<b>999</b>	
<b>RUSSIA</b>																					
MOSCOW (VNUKOVO)	WIZZ AIR UK LTD	S	62	0	8	2.9	17.1	34.3	15.7	10.0	5.7	2.9	0.0	0.0	0.0	11.4	22	0.0	0	0	
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>62</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>17.1</b>	<b>34.3</b>	<b>15.7</b>	<b>10.0</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ST PETERSBURG	WIZZ AIR UK LTD	S	62	0	6	0.0	30.9	23.5	10.3	17.6	8.8	0.0	0.0	0.0	0.0	8.8	21	0.0	0	0	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>30.9</b>	<b>23.5</b>	<b>10.3</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUSSIA</b>			<b>124</b>	<b>0</b>	<b>14</b>	<b>1.4</b>	<b>23.9</b>	<b>29.0</b>	<b>13.0</b>	<b>13.8</b>	<b>7.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SAUDI ARABIA</b>																					
NEOM BAY	ALMASRIA UNIVERSAL AIRLINES	C	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	
NEOM BAY	JORDAN AVIATION	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	74	0.0	0	0	
<b>TOTAL NEOM BAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	ABELAG AVIATION	S	0	0	0	0.0	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	
BRATISLAVA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	48	
BRATISLAVA	WIZZ AIR UK LTD	S	50	0	0	4.0	24.0	40.0	12.0	14.0	6.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>24.0</b>	<b>40.0</b>	<b>12.0</b>	<b>14.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.2</b>	<b>8</b>	<b>54</b>	
KOSICE	ABELAG AVIATION	S	0	0	0	0.0	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	
KOSICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	6	54	
KOSICE	WIZZ AIR UK LTD	S	60	0	0	8.3	31.7	43.3	5.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	2	
<b>TOTAL KOSICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>31.7</b>	<b>43.3</b>	<b>5.0</b>	<b>11.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.2</b>	<b>6</b>	<b>62</b>	
TATRY-POPRAD	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	24	
TATRY-POPRAD	WIZZ AIR UK LTD	S	28	0	0	7.1	32.1	39.3	0.0	7.1	10.7	0.0	3.6	0.0	0.0	0.0	25	100.0	0	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL TATRY-POPRAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>39.3</b>	<b>0.0</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.9</b>	<b>14</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.0</b>	<b>41.3</b>	<b>6.5</b>	<b>11.6</b>	<b>4.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.0</b>	<b>8</b>	<b>142</b>
<b>SLOVENIA</b>																				
LJUBLJANA	ABELAG AVIATION	S	0	0	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
LJUBLJANA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	30
LJUBLJANA	WIZZ AIR UK LTD	S	22	0	0	0.0	13.6	59.1	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1
<b>TOTAL LJUBLJANA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>59.1</b>	<b>9.1</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.5</b>	<b>10</b>	<b>34</b>
<b>TOTAL SLOVENIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>59.1</b>	<b>9.1</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.5</b>	<b>10</b>	<b>34</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	131	0	0	10.7	29.0	38.2	9.2	6.9	4.6	1.5	0.0	0.0	0.0	0.0	12	62.8	18	129
ALICANTE	RYANAIR	S	62	0	0	8.1	30.6	46.8	6.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	66.7	24	3
<b>TOTAL ALICANTE</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>29.5</b>	<b>40.9</b>	<b>8.3</b>	<b>6.7</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.9</b>	<b>18</b>	<b>132</b>
BARCELONA	EASYJET EUROPE	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
BARCELONA	EASYJET UK LTD	S	186	0	0	4.8	32.8	33.3	15.1	9.1	3.8	1.1	0.0	0.0	0.0	0.0	14	75.0	17	188
BARCELONA	RYANAIR	S	62	0	0	0.0	29.0	53.2	8.1	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.4</b>	<b>38.0</b>	<b>13.2</b>	<b>8.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>17</b>	<b>188</b>
GIRONA	RYANAIR	S	22	0	0	18.2	22.7	27.3	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	16	83.3	12	24
<b>TOTAL GIRONA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>22.7</b>	<b>27.3</b>	<b>13.6</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>12</b>	<b>24</b>
GRANADA	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	54	1
<b>TOTAL GRANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
IBIZA	EASYJET UK LTD	S	65	0	0	9.2	23.1	30.8	21.5	10.8	3.1	1.5	0.0	0.0	0.0	0.0	15	58.9	18	73
IBIZA	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	30	75.0	29	16
<b>TOTAL IBIZA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>22.7</b>	<b>30.3</b>	<b>22.7</b>	<b>10.6</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.8</b>	<b>20</b>	<b>89</b>
MADRID	EASYJET UK LTD	S	79	0	0	7.6	26.6	49.4	6.3	3.8	6.3	0.0	0.0	0.0	0.0	0.0	11	82.9	10	82
<b>TOTAL MADRID</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>26.6</b>	<b>49.4</b>	<b>6.3</b>	<b>3.8</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>11</b>	<b>82.9</b>	<b>10</b>	<b>82</b>
MAHON	EASYJET UK LTD	S	26	0	0	0.0	23.1	57.7	3.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	67.9	13	28
MAHON	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>57.7</b>	<b>3.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.0</b>	<b>13</b>	<b>29</b>
MALAGA	EASYJET UK LTD	S	168	0	0	3.6	22.0	43.5	15.5	10.7	3.6	0.0	1.2	0.0	0.0	0.0	16	54.7	23	171
MALAGA	RYANAIR	S	60	0	0	5.0	20.0	46.7	15.0	8.3	5.0	0.0	0.0	0.0	0.0	0.0	14	83.3	6	6
MALAGA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	44	14
<b>TOTAL MALAGA</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>21.5</b>	<b>44.3</b>	<b>15.4</b>	<b>10.1</b>	<b>3.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.6</b>	<b>24</b>	<b>191</b>
MURCIA INTERNATIONAL	RYANAIR	S	58	0	0	13.8	43.1	22.4	3.4	17.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>43.1</b>	<b>22.4</b>	<b>3.4</b>	<b>17.2</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>
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	78.7	12	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>78.7</b>	<b>12</b>	<b>60</b>

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Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALMA DE MALLORCA	EASYJET EUROPE	S	52	0	0	5.8	30.8	26.9	17.3	13.5	3.8	1.9	0.0	0.0	0.0	0.0	17	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	94	0	0	8.5	51.1	29.8	8.5	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	68.2	20	151	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	70.6	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	16	47.8	22	23	
<b>TOTAL PALMA DE MALLORCA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.5</b>	<b>33.1</b>	<b>11.0</b>	<b>5.5</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>10</b>	<b>65.5</b>	<b>20</b>	<b>174</b>	
REUS	EASYJET UK LTD	S	16	0	0	12.5	25.0	25.0	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	17	68.8	20	16	
REUS	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	88.9	2	9	
<b>TOTAL REUS</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>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>17</b>	<b>76.0</b>	<b>13</b>	<b>25</b>	
SEVILLE	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	5	1	
SEVILLE	EASYJET UK LTD	S	24	0	0	12.5	29.2	29.2	4.2	4.2	20.8	0.0	0.0	0.0	0.0	0.0	20	65.4	19	26	
<b>TOTAL SEVILLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>29.2</b>	<b>29.2</b>	<b>4.2</b>	<b>4.2</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>19</b>	<b>27</b>	
VALENCIA	EASYJET UK LTD	S	28	0	0	3.6	42.9	28.6	14.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	12	84.6	7	26	
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</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>12</b>	<b>84.6</b>	<b>7</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>1153</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>30.2</b>	<b>38.2</b>	<b>11.7</b>	<b>8.6</b>	<b>3.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.7</b>	<b>18</b>	<b>1048</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	20	0	0	15.0	20.0	50.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	18	
ARRECIFE	RYANAIR	S	16	0	0	0.0	12.5	56.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	8	16	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	29.4	23.5	17.6	17.6	5.9	0.0	0.0	0.0	0.0	39	60.0	13	15	
<b>TOTAL ARRECIFE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>13.2</b>	<b>45.3</b>	<b>15.1</b>	<b>13.2</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.5</b>	<b>9</b>	<b>49</b>	
FUERTEVENTURA	RYANAIR	S	16	0	0	6.3	25.0	62.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	10	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	63	8	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</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>3</b>	<b>57.7</b>	<b>26</b>	<b>26</b>	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	77.8	12	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	70.0	12	10	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>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>17</b>	<b>75.0</b>	<b>12</b>	<b>28</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	28.6	28.6	32.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	7	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	0.0	11.1	55.6	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	61.1	13	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	29.4	29.4	0.0	17.6	11.8	0.0	0.0	0.0	0.0	39	55.6	21	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>19.0</b>	<b>38.1</b>	<b>15.9</b>	<b>4.8</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>17</b>	<b>69.4</b>	<b>12</b>	<b>62</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>17.7</b>	<b>44.3</b>	<b>13.9</b>	<b>8.2</b>	<b>6.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.3</b>	<b>13</b>	<b>165</b>	
<b>SWEDEN</b>																					
HALMSTAD	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL HALMSTAD</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>	
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	45.2	27	31	
<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>45.2</b>	<b>27</b>	<b>31</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL SWEDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>45.2</b>	<b>27</b>	<b>31</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	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	63	1	
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	58	0	0	3.4	34.5	37.9	15.5	6.9	1.7	0.0	0.0	0.0	0.0	0.0	10	75.8	14	62	
<b>TOTAL BALE MULHOUSE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>34.5</b>	<b>37.9</b>	<b>15.5</b>	<b>6.9</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>10</b>	<b>74.6</b>	<b>15</b>	<b>63</b>	
<b>GENEVA</b>	EASYJET UK LTD	S	108	0	0	4.6	27.8	42.6	11.1	11.1	2.8	0.0	0.0	0.0	0.0	0.0	12	73.3	16	120	
<b>TOTAL GENEVA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>27.8</b>	<b>42.6</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>16</b>	<b>120</b>	
<b>ZURICH</b>	EASYJET UK LTD	S	100	0	2	2.0	36.3	39.2	8.8	4.9	5.9	1.0	0.0	0.0	0.0	2.0	13	77.2	10	92	
<b>TOTAL ZURICH</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>36.3</b>	<b>39.2</b>	<b>8.8</b>	<b>4.9</b>	<b>5.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>77.2</b>	<b>10</b>	<b>92</b>		
<b>TOTAL SWITZERLAND</b>			<b>266</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>32.5</b>	<b>40.3</b>	<b>11.2</b>	<b>7.8</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>74.9</b>	<b>14</b>	<b>275</b>		
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</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>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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	EASYJET UK LTD	S	18	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	17	18	
<b>ANTALYA</b>	SUNEXPRESS	S	22	0	0	0.0	31.8	31.8	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<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	27.8	35	18	
<b>TOTAL ANTALYA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>32.5</b>	<b>32.5</b>	<b>20.0</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>38.9</b>	<b>26</b>	<b>36</b>	
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	18	0	0	0.0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18	
<b>BODRUM (MILAS)</b>	SUNEXPRESS	S	8	0	0	0.0	0.0	37.5	0.0	12.5	37.5	0.0	12.5	0.0	0.0	0.0	66	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>53.8</b>	<b>15.4</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>DALAMAN</b>	EASYJET UK LTD	S	18	0	0	22.2	16.7	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	18	
<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	83.3	8	18	
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>5</b>	<b>39</b>	
<b>GAZIANTEP</b>	SUNEXPRESS	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	17	0.0	0	0	
<b>TOTAL GAZIANTEP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ISTANBUL ATATURK</b>	MNG 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	0.0	6	100.0	2	3	
<b>TOTAL ISTANBUL ATATURK</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>2</b>	<b>3</b>	
<b>IZMIR (ADNAN MENDERES)</b>	SUNEXPRESS	S	8	0	0	0.0	12.5	25.0	12.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	65	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>39.6</b>	<b>16.7</b>	<b>7.3</b>	<b>6.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.9</b>	<b>13</b>	<b>96</b>	
<b>UKRAINE</b>																					
<b>KIEV (ZHULYANY)</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.3	7	34	



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	
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	26	0	0	0.0	11.5	57.7	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>57.7</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
LVOV	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	24	
LVOV	WIZZ AIR UK LTD	S	26	0	0	3.8	23.1	46.2	11.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	100.0	0	2	
<b>TOTAL LVOV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.6</b>	<b>9</b>	<b>26</b>	
<b>TOTAL UKRAINE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.3</b>	<b>51.9</b>	<b>17.3</b>	<b>5.8</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>16</b>	<b>85.0</b>	<b>8</b>	<b>60</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET UK LTD	S	54	0	0	5.6	37.0	33.3	11.1	13.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	15	52	
<b>TOTAL ABERDEEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>37.0</b>	<b>33.3</b>	<b>11.1</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>15</b>	<b>52</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	210	0	2	6.1	36.8	27.8	13.2	7.1	7.1	0.9	0.0	0.0	0.0	0.9	15	75.9	10	212	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>36.8</b>	<b>27.8</b>	<b>13.2</b>	<b>7.1</b>	<b>7.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>75.9</b>	<b>10</b>	<b>212</b>	
BRISTOL	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>76</b>	<b>0.0</b>	<b>0</b>	<b>0</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	34	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	S	192	0	1	8.8	31.6	23.8	14.5	14.5	4.7	1.6	0.0	0.0	0.0	0.5	17	64.8	16	196	
<b>TOTAL EDINBURGH</b>			<b>192</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>31.6</b>	<b>23.8</b>	<b>14.5</b>	<b>14.5</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>64.8</b>	<b>16</b>	<b>196</b>	
GATWICK	EASYJET SWITZERLAND	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	
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	2	33.3	49	3	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>33.3</b>	<b>49</b>	<b>3</b>	
GLASGOW	EASYJET UK LTD	S	146	0	2	7.4	36.5	22.3	16.2	9.5	6.8	0.0	0.0	0.0	0.0	1.4	15	73.6	13	148	
<b>TOTAL GLASGOW</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>36.5</b>	<b>22.3</b>	<b>16.2</b>	<b>9.5</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>73.6</b>	<b>13</b>	<b>148</b>	
INVERNESS	EASYJET UK LTD	S	98	0	0	0.0	29.6	29.6	19.4	13.3	7.1	0.0	0.0	1.0	0.0	0.0	22	54.0	21	100	
<b>TOTAL INVERNESS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>29.6</b>	<b>19.4</b>	<b>13.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>54.0</b>	<b>21</b>	<b>100</b>	
ISLE OF MAN	EASYJET UK LTD	S	30	0	0	23.3	33.3	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.9	11	32	
<b>TOTAL ISLE OF MAN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>33.3</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.9</b>	<b>11</b>	<b>32</b>	
JERSEY	EASYJET UK LTD	S	42	0	0	7.1	38.1	28.6	2.4	19.0	4.8	0.0	0.0	0.0	0.0	0.0	15	68.4	17	57	
<b>TOTAL JERSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>38.1</b>	<b>28.6</b>	<b>2.4</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.4</b>	<b>17</b>	<b>57</b>	
LIVERPOOL (JOHN LENNON)	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	50.0	20	2	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	100.0	3	1	
<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>38</b>	<b>66.7</b>	<b>14</b>	<b>3</b>	
LONDON CITY	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	0.0	108	1	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>108</b>	<b>1</b>	

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 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
MANCHESTER	EASYJET UK LTD	S	7	0	0	0.0	14.3	14.3	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	EASYJET UK 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	11	0.0	34	2
<b>TOTAL SOUTHEND</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>11</b>	<b>0.0</b>	<b>34</b>	<b>2</b>
STANSTED	EASYJET UK LTD	S	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	22	0.0	0	0
STANSTED	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	0.0	28	50.0	19	2
STANSTED	WIZZ AIR UK LTD	S	4	1	0	0.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	18	0.0	0	0
<b>TOTAL STANSTED</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>796</b>	<b>1</b>	<b>5</b>	<b>6.9</b>	<b>34.2</b>	<b>26.2</b>	<b>14.0</b>	<b>11.7</b>	<b>5.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>16</b>	<b>68.8</b>	<b>14</b>	<b>810</b>
<b>USA</b>																				
WASHINGTON (DULLES)	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	40	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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 USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUTON</b>			<b>9965</b>	<b>1</b>	<b>69</b>	<b>4.7</b>	<b>27.5</b>	<b>37.3</b>	<b>13.6</b>	<b>10.4</b>	<b>4.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>73.6</b>	<b>13</b>	<b>9564</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	TYROL AIR AMBULANCE	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 INNSBRUCK</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>	
VIENNA	AUSTRIAN AIRLINES	S	58	0	2	0.0	33.3	43.3	6.7	5.0	6.7	1.7	0.0	0.0	0.0	3.3	15	83.3	16	60	
VIENNA	EASYJET UK LTD	S	26	0	0	0.0	34.6	46.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	9	74.1	16	27		
<b>TOTAL VIENNA</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.7</b>	<b>44.2</b>	<b>8.1</b>	<b>5.8</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>80.5</b>	<b>16</b>	<b>87</b>	
<b>TOTAL AUSTRIA</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.5</b>	<b>43.7</b>	<b>8.0</b>	<b>5.7</b>	<b>4.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>80.5</b>	<b>16</b>	<b>87</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	18		
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>7</b>	<b>18</b>		
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>7</b>	<b>18</b>		
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	169	0	1	0.0	19.4	49.4	17.1	8.2	5.3	0.0	0.0	0.0	0.0	0.6	14	77.6	11	170	
<b>TOTAL BRUSSELS</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>19.4</b>	<b>49.4</b>	<b>17.1</b>	<b>8.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>77.6</b>	<b>11</b>	<b>170</b>	
CHARLEROI	RYANAIR	S	102	0	0	1.0	35.3	52.0	7.8	3.9	0.0	0.0	0.0	0.0	0.0	6	82.7	7	104		
<b>TOTAL CHARLEROI</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>35.3</b>	<b>52.0</b>	<b>7.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.7</b>	<b>7</b>	<b>104</b>		
<b>TOTAL BELGIUM</b>			<b>271</b>	<b>0</b>	<b>1</b>	<b>0.4</b>	<b>25.4</b>	<b>50.4</b>	<b>13.6</b>	<b>6.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>79.6</b>	<b>10</b>	<b>274</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2		
BURGAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	3	2		
BURGAS	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	46	0.0	0	0		
<b>TOTAL BURGAS</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>46</b>	<b>42.9</b>	<b>12</b>	<b>4</b>		
SOFIA	EASYJET UK LTD	S	30	0	0	3.3	33.3	43.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	10	78.6	10	28		
<b>TOTAL SOFIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>33.3</b>	<b>43.3</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>10</b>	<b>78.6</b>	<b>10</b>	<b>28</b>		
VARNA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	63	2		
<b>TOTAL VARNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>63</b>	<b>2</b>		
<b>TOTAL BULGARIA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>32.3</b>	<b>41.9</b>	<b>6.5</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.3</b>	<b>13</b>	<b>34</b>		
<b>CANADA</b>																					
TORONTO	AIR CANADA	S	12	0	0	8.3	50.0	25.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	12	0.0	0	0		
TORONTO	AIR TRANSAT	S	32	0	0	6.3	37.5	37.5	3.1	9.4	6.3	0.0	0.0	0.0	0.0	11	81.3	9	32		
<b>TOTAL TORONTO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>40.9</b>	<b>34.1</b>	<b>2.3</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>12</b>	<b>81.3</b>	<b>9</b>	<b>32</b>		
VANCOUVER	AIR TRANSAT	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	6		
<b>TOTAL VANCOUVER</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>6</b>	<b>100.0</b>	<b>7</b>	<b>6</b>		
<b>TOTAL CANADA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>39.6</b>	<b>35.4</b>	<b>4.2</b>	<b>8.3</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>84.2</b>	<b>9</b>	<b>38</b>		
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	15.4	26.9	38.5	7.7	7.7	0.0	3.8	0.0	0.0	0.0	13	76.9	9	26		
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>26.9</b>	<b>38.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>9</b>	<b>26</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	50.0	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	29	66.7	35	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>66.7</b>	<b>35</b>	<b>18</b>
<b>TOTAL CAPE VERDE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>20.5</b>	<b>43.2</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.7</b>	<b>19</b>	<b>44</b>
<b>CHINA</b>																				
BEIJING	HAINAN AIRLINES	S	33	0	1	0.0	32.4	41.2	11.8	5.9	5.9	0.0	0.0	0.0	0.0	2.9	13	75.0	8	32
<b>TOTAL BEIJING</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>32.4</b>	<b>41.2</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>2.9</b>	<b>13</b>	<b>75.0</b>	<b>8</b>	<b>32</b>
<b>TOTAL CHINA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>32.4</b>	<b>41.2</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>2.9</b>	<b>13</b>	<b>75.0</b>	<b>8</b>	<b>32</b>
<b>CROATIA</b>																				
DUBROVNIK	EASYJET UK LTD	S	25	0	1	15.4	42.3	15.4	3.8	15.4	3.8	0.0	0.0	0.0	0.0	3.8	12	77.8	15	18
DUBROVNIK	JET2.COM LTD	S	26	0	0	3.8	30.8	46.2	11.5	3.8	0.0	0.0	3.8	0.0	0.0	0.0	16	91.7	3	24
DUBROVNIK	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
DUBROVNIK	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	31.3	25.0	18.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	86.7	6	15
<b>TOTAL DUBROVNIK</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>35.3</b>	<b>29.4</b>	<b>10.3</b>	<b>13.2</b>	<b>1.5</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>14</b>	<b>85.7</b>	<b>7</b>	<b>63</b>
PULA	FAI FLIGHT- AMBULANCE SERVICE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
PULA	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	0	100.0	1	8
PULA	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	5	100.0	0	1
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>9</b>
SPLIT	EASYJET UK LTD	S	25	0	0	20.0	20.0	44.0	4.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	10	26
SPLIT	JET2.COM LTD	S	28	0	0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	16
SPLIT	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	10
SPLIT	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	11	100.0	3	6
<b>TOTAL SPLIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>30.4</b>	<b>44.6</b>	<b>3.6</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>96.6</b>	<b>6</b>	<b>58</b>
ZADAR	RYANAIR	S	16	0	1	5.9	41.2	29.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	5.9	7	93.8	2	16
ZADAR	TITAN AIRWAYS LTD	C	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2
<b>TOTAL ZADAR</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>45.5</b>	<b>22.7</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>7</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
ZAGREB	CROATIA AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ZAGREB</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>153</b>	<b>0</b>	<b>2</b>	<b>11.6</b>	<b>34.8</b>	<b>34.2</b>	<b>7.1</b>	<b>9.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>91.9</b>	<b>6</b>	<b>148</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
<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>88.9</b>	<b>6</b>	<b>9</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	66.7	14	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
SANTA CLARA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	18	8
<b>TOTAL SANTA CLARA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>18</b>	<b>8</b>
VARADERO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	8
<b>TOTAL VARADERO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>8</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>67.4</b>	<b>13</b>	<b>43</b>
<b>CYPRUS</b>																				
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	10
LARNACA	JET2.COM LTD	S	35	0	0	5.7	25.7	28.6	8.6	20.0	8.6	2.9	0.0	0.0	0.0	0.0	24	81.5	7	26
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	62.5	69	24
LARNACA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	68.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	79.2	9	24
<b>TOTAL LARNACA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>19.6</b>	<b>41.2</b>	<b>9.8</b>	<b>13.7</b>	<b>9.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.7</b>	<b>25</b>	<b>84</b>
PAPHOS	EASYJET UK LTD	S	60	0	0	11.7	16.7	51.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.3	738	62
PAPHOS	JET2.COM LTD	S	59	0	0	8.5	15.3	49.2	10.2	10.2	5.1	1.7	0.0	0.0	0.0	0.0	18	87.0	8	46
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	20	15
PAPHOS	TUI AIRWAYS LTD	C	45	0	0	4.4	20.0	44.4	15.6	6.7	8.9	0.0	0.0	0.0	0.0	0.0	17	64.3	23	42
PAPHOS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL PAPHOS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>17.1</b>	<b>48.8</b>	<b>11.6</b>	<b>9.1</b>	<b>4.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.7</b>	<b>286</b>	<b>166</b>
<b>TOTAL CYPRUS</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>17.7</b>	<b>47.0</b>	<b>11.2</b>	<b>10.2</b>	<b>5.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.7</b>	<b>198</b>	<b>250</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	64	0	0	3.1	29.7	37.5	21.9	7.8	0.0	0.0	0.0	0.0	0.0	0.0	11	53.6	29	56
PRAGUE	JET2.COM LTD	S	34	0	0	5.9	23.5	50.0	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9	82.4	10	34
PRAGUE	RYANAIR	S	12	0	0	8.3	50.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	11	1
<b>TOTAL PRAGUE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>30.0</b>	<b>40.0</b>	<b>17.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.8</b>	<b>21</b>	<b>91</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>30.0</b>	<b>40.0</b>	<b>17.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.8</b>	<b>21</b>	<b>91</b>
<b>DENMARK</b>																				
AARHUS (TIRSTRUP)	SAS	S	16	0	0	18.8	62.5	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILLUND	BRITISH AIRWAYS PLC	S	100	0	0	3.0	36.0	44.0	9.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	9	94.0	6	100
BILLUND	RYANAIR	S	32	0	0	15.6	53.1	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BILLUND</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>40.2</b>	<b>37.9</b>	<b>6.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.0</b>	<b>6</b>	<b>100</b>
COPENHAGEN	EASYJET UK LTD	S	96	0	2	10.2	40.8	23.5	12.2	5.1	4.1	2.0	0.0	0.0	0.0	2.0	14	89.6	6	96
COPENHAGEN	SAS	S	154	0	0	2.6	33.8	39.0	13.6	9.1	1.9	0.0	0.0	0.0	0.0	0.0	11	78.6	11	148
<b>TOTAL COPENHAGEN</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>36.5</b>	<b>32.9</b>	<b>13.1</b>	<b>7.5</b>	<b>2.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>82.8</b>	<b>9</b>	<b>244</b>
<b>TOTAL DENMARK</b>			<b>398</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>38.8</b>	<b>33.8</b>	<b>10.5</b>	<b>6.3</b>	<b>3.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>86.0</b>	<b>8</b>	<b>344</b>
<b>DOMINICAN REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PUERTO PLATA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8
<b>TOTAL PUERTO PLATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>4</b>	<b>8</b>
PUNTA CANA	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	72.7	62	22
PUNTA CANA	TUI AIRWAYS LTD	C	17	0	0	11.8	17.6	58.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	18
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>58.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>38</b>	<b>40</b>
<b>TOTAL DOMINICAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>58.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.1</b>	<b>32</b>	<b>48</b>
<b>EGYPT</b>																				
HURGHADA	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
HURGHADA	HI FLY MALTA	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
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	82.2	9	45
HURGHADA	TUI AIRWAYS LTD	S	27	0	0	7.4	29.6	48.1	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	11	72.2	11	18
<b>TOTAL HURGHADA</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>29.0</b>	<b>45.2</b>	<b>3.2</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>10</b>	<b>79.4</b>	<b>9</b>	<b>63</b>
<b>TOTAL EGYPT</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>29.0</b>	<b>45.2</b>	<b>3.2</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>10</b>	<b>79.4</b>	<b>9</b>	<b>63</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	36	0	0	0.0	16.7	41.7	13.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>13.9</b>	<b>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>13.9</b>	<b>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	124	0	0	0.0	28.2	46.8	18.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	79.8	8	124
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.2</b>	<b>46.8</b>	<b>18.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.8</b>	<b>8</b>	<b>124</b>
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.2</b>	<b>46.8</b>	<b>18.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.8</b>	<b>8</b>	<b>124</b>
<b>FRANCE</b>																				
BASTIA	EASYJET UK LTD	S	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	3	50.0	16	2
<b>TOTAL BASTIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>16</b>	<b>2</b>
BEZIERS	RYANAIR	S	16	0	0	12.5	37.5	25.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	15	93.8	5	16
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</b>	<b>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>15</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
BORDEAUX	EASYJET UK LTD	S	16	0	0	25.0	31.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BORDEAUX	RYANAIR	S	18	0	0	0.0	33.3	44.4	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>32.4</b>	<b>35.3</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>0.0</b>	<b>0</b>	<b>0</b>
CARCASSONNE	RYANAIR	S	16	0	0	6.3	31.3	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	12	18
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
LIMOGES	RYANAIR	S	28	0	0	0.0	7.1	28.6	28.6	28.6	7.1	0.0	0.0	0.0	0.0	0.0	27	41.7	27	24
<b>TOTAL LIMOGES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>28.6</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>41.7</b>	<b>27</b>	<b>24</b>
LYON	FLYBE LTD	S	32	0	0	6.3	25.0	53.1	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	19	45
<b>TOTAL LYON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>53.1</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>6</b>	<b>77.8</b>	<b>19</b>	<b>45</b>
MARSEILLE	EASYJET UK LTD	S	14	0	2	0.0	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	16	81.3	7	16

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MARSEILLE	RYANAIR	S	18	0	0	0.0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL MARSEILLE</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.6</b>	<b>35.3</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>5.9</b>	<b>13</b>	<b>81.3</b>	<b>7</b>	<b>16</b>
NANTES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	3	22
NANTES	RYANAIR	S	18	0	0	0.0	16.7	38.9	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL NANTES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</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>22</b>	<b>95.5</b>	<b>3</b>	<b>22</b>
NICE	EASYJET UK LTD	S	26	0	0	19.2	38.5	30.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
NICE	JET2.COM LTD	S	16	0	0	6.3	31.3	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	11	16
<b>TOTAL NICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>40.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>11</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	1.6	57.0	32.8	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	6	184
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	86	0	0	1.2	46.5	32.6	10.5	9.3	0.0	0.0	0.0	0.0	0.0	0.0	8	84.1	9	82
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	232	0	0	2.2	30.6	50.9	11.2	3.0	1.7	0.0	0.0	0.4	0.0	0.0	9	76.4	12	242
PARIS (CHARLES DE GAULLE)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>43.1</b>	<b>41.1</b>	<b>8.5</b>	<b>4.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.1</b>	<b>10</b>	<b>509</b>
PARIS (ORLY)	TRANSAVIA FRANCE	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	0
<b>TOTAL PARIS (ORLY)</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>	<b>0</b>
PERPIGNAN	AIR ONE	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PERPIGNAN</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>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	34	0	0	8.8	35.3	35.3	2.9	0.0	14.7	2.9	0.0	0.0	0.0	0.0	21	83.9	13	56
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>35.3</b>	<b>35.3</b>	<b>2.9</b>	<b>0.0</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.5</b>	<b>13</b>	<b>56</b>
<b>TOTAL FRANCE</b>			<b>763</b>	<b>0</b>	<b>3</b>	<b>3.7</b>	<b>38.0</b>	<b>39.7</b>	<b>10.4</b>	<b>5.5</b>	<b>2.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>80.2</b>	<b>11</b>	<b>724</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	82.8	10	116
BERLIN (SCHONEFELD)	RYANAIR	S	64	0	0	9.4	43.8	31.3	6.3	3.1	3.1	1.6	1.6	0.0	0.0	0.0	13	74.2	14	62
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>3.1</b>	<b>3.1</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>79.8</b>	<b>11</b>	<b>178</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	116	0	0	6.0	40.5	37.9	9.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>40.5</b>	<b>37.9</b>	<b>9.5</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRAUNSCHWEIG	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
<b>TOTAL BRAUNSCHWEIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
COLOGNE BONN	RYANAIR	S	52	0	0	9.6	53.8	23.1	3.8	7.7	0.0	0.0	1.9	0.0	0.0	0.0	10	73.3	22	60
<b>TOTAL COLOGNE BONN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>53.8</b>	<b>23.1</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.3</b>	<b>22</b>	<b>60</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	168	0	0	1.8	31.0	47.0	11.3	8.3	0.6	0.0	0.0	0.0	0.0	0.0	9	63.9	15	162
DUSSELDORF	FLYBE LTD	S	186	0	0	2.2	30.1	52.7	7.0	1.6	4.8	1.1	0.5	0.0	0.0	0.0	12	87.3	15	158

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL DUSSELDORF</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>30.5</b>	<b>50.0</b>	<b>9.0</b>	<b>4.8</b>	<b>2.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.3</b>	<b>15</b>	<b>320</b>	
FRANKFURT MAIN	LUFTHANSA	S	300	0	1	0.0	18.9	59.1	13.6	7.0	1.0	0.0	0.0	0.0	0.0	0.3	11	84.7	7	300	
FRANKFURT MAIN	RYANAIR	S	38	0	0	0.0	21.1	44.7	21.1	13.2	0.0	0.0	0.0	0.0	0.0	0.0	14	47.9	30	48	
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	100.0	1	2	
<b>TOTAL FRANKFURT MAIN</b>			<b>338</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>19.2</b>	<b>57.5</b>	<b>14.5</b>	<b>7.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>79.7</b>	<b>10</b>	<b>350</b>	
HAHN	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	8	2	
HAHN	RAF-AVIA	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 HAHN</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>	
HAMBURG	EASYJET UK LTD	S	54	0	0	1.9	16.7	33.3	24.1	18.5	5.6	0.0	0.0	0.0	0.0	0.0	19	64.4	19	58	
HAMBURG	RYANAIR	S	56	0	0	1.8	35.7	57.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	11	60	
<b>TOTAL HAMBURG</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>26.4</b>	<b>45.5</b>	<b>14.5</b>	<b>9.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.6</b>	<b>15</b>	<b>118</b>	
HANOVER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
HANOVER	FLYBE LTD	S	26	0	1	0.0	14.8	51.9	22.2	7.4	0.0	0.0	0.0	0.0	0.0	3.7	11	63.5	27	52	
<b>TOTAL HANOVER</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.8</b>	<b>51.9</b>	<b>22.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>11</b>	<b>63.0</b>	<b>26</b>	<b>54</b>	
MUNICH	EASYJET UK LTD	S	60	0	0	3.3	40.0	35.0	10.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	9	71.4	25	42	
MUNICH	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	7	0.0	0	0	
MUNICH	LUFTHANSA	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	
MUNICH	LUFTHANSA	S	178	0	0	0.0	24.2	57.9	12.9	4.5	0.6	0.0	0.0	0.0	0.0	0.0	9	85.1	8	175	
MUNICH	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
<b>TOTAL MUNICH</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>28.2</b>	<b>52.3</b>	<b>12.0</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>9</b>	<b>82.2</b>	<b>11</b>	<b>219</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	63.6	21	44	
<b>TOTAL NUREMBERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>63.6</b>	<b>21</b>	<b>44</b>	
STUTTGART	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	23	44	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>59.1</b>	<b>23</b>	<b>44</b>	
<b>TOTAL GERMANY</b>			<b>1301</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>28.9</b>	<b>48.9</b>	<b>11.4</b>	<b>6.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>76.7</b>	<b>14</b>	<b>1391</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	32	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	88.0	9	25	
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.0</b>	<b>9</b>	<b>25</b>	
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.0</b>	<b>9</b>	<b>25</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	20	0	0	5.0	30.0	30.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	14	85.0	8	20	
ATHENS	EASYJET UK LTD	S	58	0	0	12.1	22.4	44.8	5.2	8.6	5.2	1.7	0.0	0.0	0.0	0.0	14	67.6	21	34	
<b>TOTAL ATHENS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>24.4</b>	<b>41.0</b>	<b>9.0</b>	<b>9.0</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.1</b>	<b>16</b>	<b>54</b>	
CHANIA	JET2.COM LTD	S	18	0	0	0.0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
CHANIA	RYANAIR	S	28	0	0	0.0	21.4	50.0	17.9	7.1	3.6	0.0	0.0	0.0	0.0	0.0	12	76.7	13	30	
CHANIA	TUI AIRWAYS LTD	C	14	0	0	0.0	7.1	71.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	56.3	24	16	
<b>TOTAL CHANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.3</b>	<b>60.0</b>	<b>11.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.6</b>	<b>17</b>	<b>46</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CORFU	EASYJET UK LTD	S	41	0	0	0.0	17.1	56.1	22.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	10	74.4	23	42
CORFU	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
CORFU	FLYBE LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	68	3
CORFU	JET2.COM LTD	S	21	0	1	9.1	31.8	31.8	13.6	9.1	0.0	0.0	0.0	0.0	0.0	4.5	9	83.3	7	6
CORFU	RYANAIR	S	14	0	1	6.7	13.3	40.0	26.7	6.7	0.0	0.0	0.0	0.0	0.0	6.7	12	42.9	19	14
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	26
CORFU	TUI AIRWAYS LTD	C	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	26	17
<b>TOTAL CORFU</b>			<b>93</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>22.1</b>	<b>46.3</b>	<b>20.0</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>2.1</b>	<b>10</b>	<b>73.0</b>	<b>19</b>	<b>110</b>
HERAKLION	AEGEAN AIRLINES	C	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	0.0	88	4
HERAKLION	EASYJET UK LTD	S	34	0	0	11.8	52.9	23.5	5.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	70.6	13	34
HERAKLION	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3
HERAKLION	JET2.COM LTD	S	34	0	0	26.5	26.5	38.2	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	3	26
HERAKLION	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	74.1	15	27
HERAKLION	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	12.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	37	87.5	6	16
<b>TOTAL HERAKLION</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>35.4</b>	<b>35.4</b>	<b>7.3</b>	<b>1.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.3</b>	<b>13</b>	<b>110</b>
KALAMATA	EASYJET UK LTD	S	16	0	0	12.5	31.3	25.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
KALAMATA	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	18	8
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>18</b>	<b>8</b>
KEFALLINIA	EASYJET UK LTD	S	17	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	18
KEFALLINIA	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
KEFALLINIA	FLYBE LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	34	2
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14
KEFALLINIA	TUI AIRWAYS LTD	C	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	39	100.0	3	3
<b>TOTAL KEFALLINIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>26.1</b>	<b>52.2</b>	<b>8.7</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>10</b>	<b>86.5</b>	<b>5</b>	<b>37</b>
KOS	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4
KOS	JET2.COM LTD	S	25	0	0	16.0	32.0	44.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	24
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.4	20	37
KOS	TUI AIRWAYS LTD	C	26	0	0	11.5	30.8	42.3	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	64.0	24	25
<b>TOTAL KOS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>31.4</b>	<b>43.1</b>	<b>7.8</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.6</b>	<b>17</b>	<b>90</b>
MIKONOS	EASYJET UK LTD	S	17	0	0	11.8	23.5	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	11	18
MIKONOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2
<b>TOTAL MIKONOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>12</b>	<b>20</b>
PREVEZA	EASYJET UK LTD	S	14	0	0	21.4	21.4	35.7	0.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	14	85.7	7	14
PREVEZA	FLYBE LTD	C	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	4
PREVEZA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
PREVEZA	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	100.0	0	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PREVEZA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>21.1</b>	<b>47.4</b>	<b>0.0</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>93.1</b>	<b>5</b>	<b>29</b>	
RHODES	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
RHODES	JET2.COM LTD	S	34	0	0	8.8	26.5	55.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	58.8	15	17	
RHODES	RYANAIR	S	18	0	0	5.6	5.6	72.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	81.3	11	16	
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	71.4	32	21	
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	64.7	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	81.3	9	16	
<b>TOTAL RHODES</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>17.4</b>	<b>62.3</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>9</b>	<b>75.6</b>	<b>16</b>	<b>78</b>	
SALONIKA	EASYJET UK LTD	S	30	0	0	0.0	46.7	43.3	0.0	3.3	0.0	0.0	6.7	0.0	0.0	0.0	22	96.2	4	26	
SALONIKA	JET2.COM LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SALONIKA	RYANAIR	S	18	0	0	0.0	16.7	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
SALONIKA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4	
SALONIKA	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	8	100.0	1	5	
<b>TOTAL SALONIKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>91.4</b>	<b>5</b>	<b>35</b>	
SKIATHOS	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	4	6	
SKIATHOS	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	91	100.0	2	1	
<b>TOTAL SKIATHOS</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>91</b>	<b>88.9</b>	<b>3</b>	<b>9</b>	
THIRA (SANTORINI)	EASYJET UK LTD	S	23	0	0	17.4	39.1	30.4	4.3	0.0	8.7	0.0	0.0	0.0	0.0	0.0	9	80.8	10	26	
THIRA (SANTORINI)	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	5	8	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	16.7	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	100.0	0	6	
<b>TOTAL THIRA (SANTORINI)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>34.5</b>	<b>27.6</b>	<b>10.3</b>	<b>0.0</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>14</b>	<b>85.0</b>	<b>8</b>	<b>40</b>	
ZAKINTHOS	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
ZAKINTHOS	JET2.COM LTD	S	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	8	4	
ZAKINTHOS	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	92.6	5	27	
ZAKINTHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	3	16	
<b>TOTAL ZAKINTHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>45.8</b>	<b>8.3</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>11</b>	<b>92.2</b>	<b>4</b>	<b>51</b>	
<b>TOTAL GREECE</b>			<b>622</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>26.4</b>	<b>46.3</b>	<b>10.4</b>	<b>5.1</b>	<b>3.4</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>79.0</b>	<b>13</b>	<b>717</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	58	0	0	0.0	44.8	27.6	15.5	10.3	1.7	0.0	0.0	0.0	0.0	0.0	11	90.0	5	60	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.8</b>	<b>27.6</b>	<b>15.5</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>5</b>	<b>60</b>	
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.8</b>	<b>27.6</b>	<b>15.5</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.0</b>	<b>5</b>	<b>60</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	26	0	0	3.8	38.5	34.6	0.0	19.2	3.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BUDAPEST	JET2.COM LTD	S	34	0	0	0.0	47.1	41.2	5.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	7	85.3	5	34	
BUDAPEST	RYANAIR	S	44	0	0	0.0	29.5	56.8	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	17	36	
<b>TOTAL BUDAPEST</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>37.5</b>	<b>46.2</b>	<b>6.7</b>	<b>6.7</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>8</b>	<b>72.9</b>	<b>11</b>	<b>70</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HUNGARY</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>37.5</b>	<b>46.2</b>	<b>6.7</b>	<b>6.7</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>8</b>	<b>72.9</b>	<b>11</b>	<b>70</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	26	0	0	11.5	57.7	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	8	24
KEFLAVIK	ICELANDAIR	S	62	0	0	8.1	51.6	24.2	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	9	91.9	3	62
KEFLAVIK	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	1	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>53.3</b>	<b>26.1</b>	<b>7.6</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>0.0</b>	<b>7</b>	<b>90.7</b>	<b>5</b>	<b>86</b>
<b>TOTAL ICELAND</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>53.3</b>	<b>26.1</b>	<b>7.6</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>0.0</b>	<b>7</b>	<b>90.7</b>	<b>5</b>	<b>86</b>
<b>IRAQ</b>																				
BAGHDAD (GECA)	IRAQI AIRWAYS	S	2	0	8	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	7	75.0	12	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>2</b>	<b>0</b>	<b>8</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>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
<b>TOTAL IRAQ</b>			<b>2</b>	<b>0</b>	<b>8</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>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	144	0	2	22.6	36.3	26.0	8.2	4.1	0.7	0.7	0.0	0.0	0.0	1.4	7	96.2	2	158
CORK	STOBART AIR	S	12	0	4	6.3	50.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	25.0	9	0.0	0	0
<b>TOTAL CORK</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>21.0</b>	<b>37.7</b>	<b>24.1</b>	<b>7.4</b>	<b>4.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>7</b>	<b>96.2</b>	<b>2</b>	<b>158</b>
DUBLIN	AER LINGUS	S	308	0	2	5.5	41.6	35.8	9.4	4.8	2.3	0.0	0.0	0.0	0.0	0.6	8	80.6	9	312
DUBLIN	RYANAIR	S	328	0	0	8.8	44.2	33.8	6.1	6.1	0.9	0.0	0.0	0.0	0.0	0.0	7	70.7	18	331
DUBLIN	STOBART AIR	S	4	0	2	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	0.0	0	0
<b>TOTAL DUBLIN</b>			<b>640</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>43.0</b>	<b>34.6</b>	<b>7.6</b>	<b>5.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>75.5</b>	<b>13</b>	<b>643</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	60	0	0	1.7	26.7	43.3	16.7	6.7	5.0	0.0	0.0	0.0	0.0	0.0	13	88.3	8	60
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>26.7</b>	<b>43.3</b>	<b>16.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.3</b>	<b>8</b>	<b>60</b>
SHANNON	RYANAIR	S	42	0	0	0.0	31.0	52.4	2.4	9.5	2.4	0.0	2.4	0.0	0.0	0.0	16	66.7	32	51
<b>TOTAL SHANNON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>52.4</b>	<b>2.4</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>32</b>	<b>51</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>898</b>	<b>0</b>	<b>10</b>	<b>8.9</b>	<b>40.4</b>	<b>34.1</b>	<b>7.9</b>	<b>5.6</b>	<b>1.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>8</b>	<b>79.4</b>	<b>12</b>	<b>912</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET UK LTD	S	19	0	0	0.0	0.0	21.1	15.8	31.6	21.1	10.5	0.0	0.0	0.0	0.0	51	33.3	37	18
TEL AVIV	EL AL	S	18	0	0	11.1	16.7	33.3	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>8.1</b>	<b>27.0</b>	<b>16.2</b>	<b>21.6</b>	<b>16.2</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>33.3</b>	<b>37</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>8.1</b>	<b>27.0</b>	<b>16.2</b>	<b>21.6</b>	<b>16.2</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>33.3</b>	<b>37</b>	<b>18</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	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	10	100.0	0	3
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>0</b>	<b>3</b>
BARI (PALESE)	EASYJET UK LTD	S	16	0	1	23.5	41.2	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.9	4	0.0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>23.5</b>	<b>41.2</b>	<b>23.5</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BERGAMO	AIR HORIZONT	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	24	0.0	0	0
BERGAMO	AIR ONE	C	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
BERGAMO	ENTER AIR	C	6	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
BERGAMO	NEOS SPA	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
BERGAMO	RYANAIR	S	78	0	0	1.3	29.5	42.3	10.3	7.7	9.0	0.0	0.0	0.0	0.0	0.0	14	78.9	10	76
BERGAMO	TRADE AIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BERGAMO</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>25.5</b>	<b>42.6</b>	<b>10.6</b>	<b>9.6</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>17</b>	<b>78.9</b>	<b>10</b>	<b>76</b>
BOLOGNA	RYANAIR	S	28	0	2	0.0	20.0	53.3	6.7	10.0	3.3	0.0	0.0	0.0	0.0	6.7	11	66.7	18	42
<b>TOTAL BOLOGNA</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>53.3</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>11</b>	<b>66.7</b>	<b>18</b>	<b>42</b>
BRINDISI	RYANAIR	S	14	0	0	7.1	21.4	21.4	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	22	62.5	10	16
<b>TOTAL BRINDISI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>21.4</b>	<b>21.4</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>62.5</b>	<b>10</b>	<b>16</b>
CAGLIARI (ELMAS)	RYANAIR	S	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	8	13
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.4</b>	<b>8</b>	<b>13</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	46	0	2	8.3	18.8	33.3	10.4	16.7	2.1	4.2	2.1	0.0	0.0	4.2	24	78.1	16	32
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	5	7
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>21.8</b>	<b>36.4</b>	<b>9.1</b>	<b>14.5</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>21</b>	<b>79.5</b>	<b>14</b>	<b>39</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	0	8
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
GENOA	EASYJET UK LTD	S	22	0	0	27.3	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.3	18	22
<b>TOTAL GENOA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>36.4</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>3</b>	<b>77.3</b>	<b>18</b>	<b>22</b>
LAMETIA-TERME	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	106	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</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>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>106</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
MILAN (MALPENSA)	AIR ONE	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	30	100.0	0	1
MILAN (MALPENSA)	BLUE PANORAMA	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	44	0.0	0	0
MILAN (MALPENSA)	EASYJET EUROPE	S	60	0	2	1.6	16.1	54.8	14.5	4.8	1.6	3.2	0.0	0.0	0.0	3.2	15	0.0	0	0
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	10	62
MILAN (MALPENSA)	FLYBE LTD	S	48	0	0	0.0	10.4	54.2	25.0	6.3	0.0	0.0	4.2	0.0	0.0	0.0	22	71.7	18	60
MILAN (MALPENSA)	RYANAIR	S	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	20	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>12.5</b>	<b>54.2</b>	<b>17.5</b>	<b>9.2</b>	<b>0.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>72.4</b>	<b>14</b>	<b>123</b>
NAPLES	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	55	2
NAPLES	JET2.COM LTD	S	26	0	0	7.7	34.6	34.6	7.7	11.5	3.8	0.0	0.0	0.0	0.0	0.0	11	94.4	2	18
NAPLES	RYANAIR	S	34	0	0	5.9	29.4	35.3	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	78.1	24	32
NAPLES	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
NAPLES	TUI AIRWAYS LTD	C	37	0	0	2.7	13.5	32.4	29.7	13.5	8.1	0.0	0.0	0.0	0.0	0.0	20	50.0	72	16
<b>TOTAL NAPLES</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>24.7</b>	<b>34.0</b>	<b>19.6</b>	<b>12.4</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>14</b>	<b>77.6</b>	<b>28</b>	<b>76</b>
OLBIA	EASYJET UK LTD	S	24	0	0	16.7	62.5	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	58.3	19	24

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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	
OLBIA	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	5	
<b>TOTAL OLBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>62.5</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>65.5</b>	<b>16</b>	<b>29</b>	
PALERMO	RYANAIR	S	14	0	0	7.1	28.6	35.7	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	75.0	13	16	
<b>TOTAL PALERMO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>35.7</b>	<b>0.0</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>19</b>	<b>75.0</b>	<b>13</b>	<b>16</b>	
PISA	EASYJET UK LTD	S	26	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	8	26	
PISA	JET2.COM LTD	S	24	0	0	0.0	20.8	54.2	0.0	12.5	0.0	8.3	4.2	0.0	0.0	0.0	31	80.8	80	26	
<b>TOTAL PISA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>50.0</b>	<b>8.0</b>	<b>10.0</b>	<b>0.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.8</b>	<b>44</b>	<b>52</b>	
ROME (CIAMPINO)	RYANAIR	S	84	0	0	0.0	41.7	44.0	10.7	2.4	1.2	0.0	0.0	0.0	0.0	0.0	6	71.1	18	83	
<b>TOTAL ROME (CIAMPINO)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>44.0</b>	<b>10.7</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.1</b>	<b>18</b>	<b>83</b>	
ROME (FIUMICINO)	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	20	6	
ROME (FIUMICINO)	JET2.COM LTD	S	62	0	0	6.5	27.4	56.5	6.5	1.6	0.0	0.0	1.6	0.0	0.0	0.0	9	82.7	10	52	
ROME (FIUMICINO)	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	160	1	
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.4</b>	<b>56.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.0</b>	<b>13</b>	<b>59</b>	
TREVISO	RYANAIR	S	28	0	0	0.0	42.9	46.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	6	26	
<b>TOTAL TREVISO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>46.4</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.3</b>	<b>6</b>	<b>26</b>	
TRIESTE (RONCHI DEI LEGIONARI)	MALETH AERO	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>	
TURIN	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
VENICE	EASYJET UK LTD	S	38	0	0	0.0	50.0	28.9	7.9	7.9	5.3	0.0	0.0	0.0	0.0	0.0	11	65.6	18	32	
VENICE	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	20	2	
VENICE	JET2.COM LTD	S	42	0	0	0.0	23.8	45.2	19.0	4.8	2.4	2.4	0.0	2.4	0.0	0.0	24	85.7	4	42	
<b>TOTAL VENICE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.3</b>	<b>37.5</b>	<b>13.8</b>	<b>6.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.3</b>	<b>11</b>	<b>76</b>	
VERONA VILLAFRANCA	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	
VERONA VILLAFRANCA	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	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>819</b>	<b>0</b>	<b>7</b>	<b>3.8</b>	<b>28.6</b>	<b>42.7</b>	<b>11.9</b>	<b>7.6</b>	<b>2.9</b>	<b>0.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>75.5</b>	<b>17</b>	<b>762</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	18	0	0	16.7	16.7	27.8	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	7	18	
MONTEGO BAY	VIRGIN ATLANTIC 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 MONTEGO BAY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>21.1</b>	<b>26.3</b>	<b>31.6</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>12</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>TOTAL JAMAICA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>21.1</b>	<b>26.3</b>	<b>31.6</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>12</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	30	0	0	3.3	36.7	40.0	10.0	3.3	0.0	0.0	6.7	0.0	0.0	0.0	19	96.2	6	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 RIGA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>36.7</b>	<b>40.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>96.2</b>	<b>6</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>36.7</b>	<b>40.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>96.2</b>	<b>6</b>	<b>26</b>
<b>LUXEMBOURG</b>																				
<b>LUXEMBOURG</b>	FLYBE LTD	S	34	0	0	5.9	32.4	50.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	67.3	13	52
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>50.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.3</b>	<b>13</b>	<b>52</b>
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>50.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.3</b>	<b>13</b>	<b>52</b>
<b>MALTA</b>																				
<b>MALTA</b>	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	37.5	14	4
<b>MALTA</b>	EASYJET UK LTD	S	60	0	0	6.7	33.3	46.7	11.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.6	11	58
<b>MALTA</b>	JET2.COM LTD	C	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	7	0.0	0	0
<b>MALTA</b>	JET2.COM LTD	S	26	0	0	3.8	23.1	42.3	3.8	3.8	7.7	7.7	7.7	0.0	0.0	0.0	41	94.4	2	18
<b>MALTA</b>	RYANAIR	S	28	0	0	3.6	21.4	39.3	21.4	0.0	7.1	3.6	0.0	3.6	0.0	0.0	36	57.1	21	28
<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	75.0	10	8
<b>MALTA</b>	TUI AIRWAYS LTD	C	22	0	0	0.0	18.2	40.9	18.2	13.6	9.1	0.0	0.0	0.0	0.0	0.0	20	66.7	13	18
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>26.1</b>	<b>44.4</b>	<b>13.4</b>	<b>3.5</b>	<b>4.2</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.7</b>	<b>12</b>	<b>134</b>
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>26.1</b>	<b>44.4</b>	<b>13.4</b>	<b>3.5</b>	<b>4.2</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.7</b>	<b>12</b>	<b>134</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	100.0	0	1
<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>100.0</b>	<b>0</b>	<b>1</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>100.0</b>	<b>0</b>	<b>1</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	HI FLY MALTA	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	162	0.0	0	0
<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	70.0	42	50
<b>CANCUN</b>	TUI AIRWAYS LTD	S	53	0	0	22.6	24.5	49.1	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	74.1	12	54
<b>TOTAL CANCUN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>23.6</b>	<b>47.3</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.1</b>	<b>27</b>	<b>104</b>
<b>PUERTO VALLARTA</b>	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	16	8
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>16</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>21.9</b>	<b>45.3</b>	<b>7.8</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.2</b>	<b>26</b>	<b>112</b>
<b>MOROCCO</b>																				
<b>AGADIR (AL MASSIRA)</b>	AIR ARABIA MAROC	S	14	0	0	28.6	42.9	7.1	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	93.8	2	16
<b>AGADIR (AL MASSIRA)</b>	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	100.0	3	2
<b>AGADIR (AL MASSIRA)</b>	RYANAIR	S	18	0	0	0.0	11.1	61.1	16.7	0.0	0.0	5.6	5.6	0.0	0.0	0.0	26	88.9	6	18
<b>AGADIR (AL MASSIRA)</b>	TUI AIRWAYS 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	0	72.2	88	18
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>38.5</b>	<b>9.6</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.2</b>	<b>32</b>	<b>54</b>
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	16	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	68.8	27	16
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.8</b>	<b>27</b>	<b>16</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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	EASYJET UK LTD	S	26	0	0	19.2	42.3	19.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	28	18	
MARRAKESH	RYANAIR	S	18	0	0	0.0	27.8	44.4	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
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	17	0	0	0.0	29.4	29.4	11.8	0.0	29.4	0.0	0.0	0.0	0.0	0.0	27	88.9	4	18	
<b>TOTAL MARRAKESH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>34.4</b>	<b>29.5</b>	<b>11.5</b>	<b>6.6</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>13</b>	<b>52</b>	
<b>TOTAL MOROCCO</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>31.8</b>	<b>37.2</b>	<b>10.9</b>	<b>3.1</b>	<b>5.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.7</b>	<b>23</b>	<b>122</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	174	0	1	1.1	28.0	45.7	10.3	9.7	4.0	0.6	0.0	0.0	0.0	0.6	13	74.1	12	166	
AMSTERDAM	FLYBE LTD	S	191	0	0	4.2	23.6	51.8	13.6	4.7	2.1	0.0	0.0	0.0	0.0	0.0	9	76.5	14	196	
AMSTERDAM	KLM	S	353	0	1	2.0	24.0	41.8	18.1	9.6	2.8	1.1	0.0	0.3	0.0	0.3	17	87.9	6	354	
<b>TOTAL AMSTERDAM</b>			<b>718</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>24.9</b>	<b>45.4</b>	<b>15.0</b>	<b>8.3</b>	<b>2.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>81.6</b>	<b>10</b>	<b>716</b>	
EINDHOVEN	RYANAIR	S	34	0	0	0.0	17.6	47.1	26.5	2.9	5.9	0.0	0.0	0.0	0.0	0.0	16	69.4	20	36	
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>47.1</b>	<b>26.5</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.4</b>	<b>20</b>	<b>36</b>	
ROTTERDAM	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	13	0.0	0	0	
<b>TOTAL ROTTERDAM</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>754</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>24.5</b>	<b>45.5</b>	<b>15.6</b>	<b>8.1</b>	<b>3.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>81.0</b>	<b>10</b>	<b>752</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	5	26	
BERGEN	NORWEGIAN AIR SHUTTLE	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	
BERGEN	SAS	S	16	0	0	0.0	62.5	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	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	0	100.0	0	1	
<b>TOTAL BERGEN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.5</b>	<b>30.4</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>0.0</b>	<b>5</b>	<b>86.7</b>	<b>6</b>	<b>45</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	3.8	15.4	61.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	67.9	12	28	
OSLO (GARDERMOEN)	SAS	S	84	0	0	0.0	41.7	41.7	11.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	85.0	8	80	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>35.5</b>	<b>46.4</b>	<b>13.6</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>7</b>	<b>80.6</b>	<b>9</b>	<b>108</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	20.6	23.5	35.3	14.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	76.2	9	42	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>23.5</b>	<b>35.3</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.2</b>	<b>9</b>	<b>42</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	18.8	75.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	85.0	6	20	
<b>TOTAL STAVANGER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>75.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>6</b>	<b>20</b>	
<b>TOTAL NORWAY</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>34.4</b>	<b>44.8</b>	<b>11.5</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.4</b>	<b>8</b>	<b>215</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	62	0	0	0.0	16.1	37.1	29.0	9.7	1.6	3.2	0.0	3.2	0.0	0.0	33	85.5	6	62	
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>37.1</b>	<b>29.0</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>37.1</b>	<b>29.0</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.3	38	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<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>61.3</b>	<b>38</b>	<b>62</b>
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	62	0	0	1.6	11.3	40.3	19.4	16.1	6.5	1.6	0.0	3.2	0.0	0.0	33	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>40.3</b>	<b>19.4</b>	<b>16.1</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	16.7	22.2	22.2	33.3	5.6	0.0	0.0	0.0	0.0	0.0	26	61.1	44	18
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>22.2</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>26</b>	<b>61.1</b>	<b>44</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>12.5</b>	<b>36.3</b>	<b>20.0</b>	<b>20.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>61.3</b>	<b>39</b>	<b>80</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	26	0	0	7.7	38.5	34.6	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	10	26
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>34.6</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.9</b>	<b>10</b>	<b>26</b>
KATOWICE	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET UK LTD	S	28	0	0	21.4	46.4	14.3	3.6	10.7	3.6	0.0	0.0	0.0	0.0	0.0	9	96.2	5	26
KRAKOW	JET2.COM LTD	S	34	0	0	8.8	47.1	38.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	2	18
KRAKOW	RYANAIR	S	39	0	1	7.5	22.5	42.5	15.0	2.5	5.0	0.0	0.0	2.5	0.0	2.5	35	63.2	17	38
<b>TOTAL KRAKOW</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>37.3</b>	<b>33.3</b>	<b>8.8</b>	<b>3.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>80.5</b>	<b>10</b>	<b>82</b>
RZESZOW	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	83.3	9	18
<b>TOTAL RZESZOW</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>83.3</b>	<b>9</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	25	0	1	11.5	30.8	26.9	23.1	3.8	0.0	0.0	0.0	0.0	0.0	3.8	8	69.2	13	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>11.5</b>	<b>30.8</b>	<b>26.9</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>8</b>	<b>69.2</b>	<b>13</b>	<b>26</b>
WROCLAW	RYANAIR	S	26	0	0	0.0	34.6	57.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	10	26
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>10</b>	<b>26</b>
<b>TOTAL POLAND</b>			<b>200</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>36.6</b>	<b>38.6</b>	<b>10.4</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>79.8</b>	<b>10</b>	<b>178</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>AZORES PONTA DELGADA</b>	RYANAIR	S	10	0	0	0.0	10.0	40.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	75.0	12	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
FARO	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2
FARO	EASYJET UK LTD	S	64	0	0	35.9	34.4	20.3	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
FARO	JET2.COM LTD	S	94	0	0	11.7	40.4	41.5	4.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	84.9	8	86
FARO	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	12	0.0	0	0
FARO	RYANAIR	S	138	0	0	6.5	41.3	40.6	5.8	2.9	0.0	1.4	1.4	0.0	0.0	0.0	10	68.5	17	162
FARO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8
FARO	TUI AIRWAYS LTD	C	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	5	75.0	10	16
<b>TOTAL FARO</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>38.8</b>	<b>37.8</b>	<b>5.3</b>	<b>2.6</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>6</b>	<b>74.5</b>	<b>13</b>	<b>274</b>
LISBON	AIR PORTUGAL	S	100	0	0	1.0	15.0	39.0	16.0	19.0	10.0	0.0	0.0	0.0	0.0	0.0	23	47.2	26	106



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LISBON	EASYJET UK LTD	S	34	0	0	0.0	14.7	47.1	17.6	11.8	8.8	0.0	0.0	0.0	0.0	0.0	19	50.0	20	4	
LISBON	RYANAIR	S	53	0	0	0.0	11.3	39.6	18.9	17.0	5.7	3.8	3.8	0.0	0.0	0.0	33	38.9	24	54	
<b>TOTAL LISBON</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>13.9</b>	<b>40.6</b>	<b>17.1</b>	<b>17.1</b>	<b>8.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>44.5</b>	<b>25</b>	<b>164</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	30.8	30.8	19.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	24	24	
OPORTO (PORTUGAL)	RYANAIR	S	28	0	0	3.6	32.1	35.7	10.7	7.1	7.1	0.0	0.0	3.6	0.0	0.0	29	76.9	11	26	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>31.5</b>	<b>27.8</b>	<b>13.0</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.0</b>	<b>17</b>	<b>50</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>555</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>29.2</b>	<b>37.8</b>	<b>10.1</b>	<b>8.1</b>	<b>3.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.3</b>	<b>18</b>	<b>496</b>	
FUNCHAL	EASYJET UK LTD	S	16	0	0	25.0	37.5	18.8	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	11	72.2	15	18	
FUNCHAL	JET2.COM LTD	S	16	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	6	18	
FUNCHAL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	17	18	
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	15	18	
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>45.0</b>	<b>25.0</b>	<b>0.0</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>5</b>	<b>77.8</b>	<b>13</b>	<b>72</b>	
PORTO SANTO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	26	9	
<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>77.8</b>	<b>26</b>	<b>9</b>	
<b>TOTAL PORTUGAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>45.0</b>	<b>25.0</b>	<b>0.0</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>5</b>	<b>77.8</b>	<b>15</b>	<b>81</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	3.8	32.3	40.9	10.8	9.7	2.2	0.5	0.0	0.0	0.0	0.0	11	81.3	8	160	
<b>TOTAL DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.3</b>	<b>40.9</b>	<b>10.8</b>	<b>9.7</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>8</b>	<b>160</b>	
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.3</b>	<b>40.9</b>	<b>10.8</b>	<b>9.7</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>8</b>	<b>160</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	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	20	33.3	19	3	
<b>TOTAL PODGORICA</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>20</b>	<b>33.3</b>	<b>19</b>	<b>3</b>	
TIVAT	EASYJET UK LTD	S	14	0	1	13.3	53.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	1	71.4	8	13		
<b>TOTAL TIVAT</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>13.3</b>	<b>53.3</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>1</b>	<b>71.4</b>	<b>8</b>	<b>13</b>		
<b>TOTAL REPUBLIC OF</b>			<b>17</b>	<b>0</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>4</b>	<b>64.7</b>	<b>10</b>	<b>16</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AEROFLOT	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	
BELGRADE	EUROPE AIRPOST	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BELGRADE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	39	0	1	0.0	20.0	47.5	22.5	7.5	0.0	0.0	0.0	0.0	2.5	12	92.5	13	40		
<b>TOTAL JEDDAH</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>47.5</b>	<b>22.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>92.5</b>	<b>13</b>	<b>40</b>		
<b>TOTAL SAUDI ARABIA</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>47.5</b>	<b>22.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>92.5</b>	<b>13</b>	<b>40</b>		
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	11.4	52.3	27.3	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	7	44	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>52.3</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>3</b>	<b>86.4</b>	<b>7</b>	<b>44</b>		
<b>TOTAL SINGAPORE SLOVAK REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>52.3</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>3</b>	<b>86.4</b>	<b>7</b>	<b>44</b>		
<b>BRATISLAVA</b>	RYANAIR	S	28	0	0	0.0	21.4	53.6	10.7	7.1	0.0	7.1	0.0	0.0	0.0	20	73.1	13	26		
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>53.6</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.4</b>	<b>13</b>	<b>26</b>		
<b>TOTAL SLOVAK REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>53.6</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.4</b>	<b>13</b>	<b>26</b>		
<b>SPAIN</b>																					
<b>ALICANTE</b>	EASYJET UK LTD	S	86	0	0	8.1	41.9	27.9	11.6	3.5	7.0	0.0	0.0	0.0	0.0	11	81.8	9	77		
<b>ALICANTE</b>	JET2.COM LTD	S	94	0	0	4.3	31.9	41.5	10.6	4.3	4.3	3.2	0.0	0.0	0.0	15	76.3	12	97		
<b>ALICANTE</b>	RYANAIR	S	155	0	0	5.8	31.6	42.6	11.0	5.8	3.2	0.0	0.0	0.0	9	90.4	6	156			
<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	81.3	6	16			
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	28	0	0	0.0	7.1	60.7	17.9	10.7	3.6	0.0	0.0	0.0	16	62.9	16	35			
<b>TOTAL ALICANTE</b>			<b>363</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.2</b>	<b>40.2</b>	<b>11.6</b>	<b>5.2</b>	<b>4.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.2</b>	<b>9</b>	<b>381</b>		
<b>ALMERIA</b>	JET2.COM LTD	S	26	0	0	15.4	23.1	53.8	7.7	0.0	0.0	0.0	0.0	0.0	5	75.0	15	16			
<b>ALMERIA</b>	RYANAIR	S	14	0	0	7.1	35.7	50.0	0.0	7.1	0.0	0.0	0.0	0.0	6	92.9	6	14			
<b>ALMERIA</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	82.1	15	28			
<b>ALMERIA</b>	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	5	71.4	68	7			
<b>TOTAL ALMERIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>25.6</b>	<b>55.8</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>5</b>	<b>81.5</b>	<b>19</b>	<b>65</b>		
<b>BARCELONA</b>	EASYJET UK LTD	S	58	0	0	13.8	53.4	29.3	0.0	0.0	3.4	0.0	0.0	0.0	4	0.0	0	0			
<b>BARCELONA</b>	JET2.COM LTD	S	54	0	0	5.6	33.3	44.4	13.0	3.7	0.0	0.0	0.0	0.0	6	85.7	14	42			
<b>BARCELONA</b>	RYANAIR	S	120	0	0	0.0	30.8	40.8	11.7	15.0	0.8	0.0	0.8	0.0	20	59.2	21	119			
<b>BARCELONA</b>	SMARTWINGS	C	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	46	0.0	0	0			
<b>BARCELONA</b>	VUELING AIRLINES	S	85	0	2	9.2	24.1	25.3	12.6	10.3	13.8	1.1	1.1	0.0	25	54.7	33	64			
<b>TOTAL BARCELONA</b>			<b>323</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>32.9</b>	<b>34.5</b>	<b>10.5</b>	<b>9.8</b>	<b>4.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>16</b>	<b>62.8</b>	<b>23</b>	<b>225</b>		
<b>BILBAO</b>	EASYJET UK LTD	S	42	0	0	2.4	31.0	38.1	9.5	14.3	2.4	2.4	0.0	0.0	16	66.7	15	48			
<b>TOTAL BILBAO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.0</b>	<b>38.1</b>	<b>9.5</b>	<b>14.3</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>15</b>	<b>48</b>		
<b>GIRONA</b>	JET2.COM LTD	S	24	0	0	33.3	37.5	12.5	8.3	8.3	0.0	0.0	0.0	0.0	6	91.7	5	24			
<b>GIRONA</b>	RYANAIR	S	30	0	0	20.0	40.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	3	70.8	11	24			
<b>GIRONA</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	100.0	0	2			
<b>GIRONA</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	55	1			
<b>TOTAL GIRONA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>40.0</b>	<b>23.6</b>	<b>7.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.4</b>	<b>9</b>	<b>51</b>			
<b>GRANADA</b>	EASYJET UK LTD	S	16	0	0	31.3	31.3	18.8	0.0	12.5	6.3	0.0	0.0	0.0	11	88.9	9	18			
<b>TOTAL GRANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>9</b>	<b>18</b>		
<b>IBIZA</b>	JET2.COM LTD	S	34	0	0	20.6	20.6	47.1	5.9	0.0	0.0	2.9	2.9	0.0	14	96.9	6	32			
<b>IBIZA</b>	RYANAIR	S	52	0	0	13.5	36.5	28.8	9.6	7.7	3.8	0.0	0.0	0.0	10	78.6	11	70			
<b>IBIZA</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	88.9	8	18			
<b>IBIZA</b>	TUI AIRWAYS LTD	C	25	0	0	0.0	20.0	40.0	12.0	4.0	0.0	8.0	16.0	0.0	68	82.4	16	34			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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 IBIZA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>27.9</b>	<b>36.9</b>	<b>9.0</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>84.4</b>	<b>11</b>	<b>154</b>
JEREZ	EASYJET UK LTD	S	26	0	0	26.9	65.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL JEREZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>65.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	IBERIA EXPRESS	S	34	0	0	11.8	38.2	35.3	8.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	11	83.3	7	24
MADRID	RYANAIR	S	62	0	0	9.7	24.2	40.3	9.7	9.7	3.2	1.6	1.6	0.0	0.0	0.0	18	74.2	10	62
<b>TOTAL MADRID</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>29.2</b>	<b>38.5</b>	<b>9.4</b>	<b>6.3</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.7</b>	<b>9</b>	<b>86</b>
MAHON	JET2.COM LTD	S	36	0	0	16.7	36.1	38.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	10	26
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	7	26
MAHON	TUI AIRWAYS LTD	C	36	0	0	0.0	36.1	58.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.3	26	38
<b>TOTAL MAHON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.1</b>	<b>48.6</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.7</b>	<b>16</b>	<b>90</b>
MALAGA	EASYJET UK LTD	S	78	0	0	9.0	42.3	39.7	1.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	82.3	11	61
MALAGA	JET2.COM LTD	S	86	0	0	24.4	32.6	31.4	5.8	2.3	1.2	2.3	0.0	0.0	0.0	0.0	9	75.6	13	78
MALAGA	RYANAIR	S	120	0	0	6.7	24.2	43.3	11.7	10.8	2.5	0.8	0.0	0.0	0.0	0.0	13	63.6	18	140
MALAGA	TUI AIRWAYS LTD	C	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	18	51.5	37	33
<b>TOTAL MALAGA</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>30.8</b>	<b>39.1</b>	<b>7.6</b>	<b>7.6</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>10</b>	<b>69.0</b>	<b>17</b>	<b>312</b>
MURCIA INTERNATIONAL	JET2.COM LTD	S	26	0	0	34.6	30.8	26.9	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MURCIA INTERNATIONAL	RYANAIR	S	52	0	0	7.7	23.1	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.6</b>	<b>44.9</b>	<b>11.5</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.4	9	34
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	58.0	51	50
<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>66.7</b>	<b>34</b>	<b>84</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	83	0	0	6.0	36.1	37.3	7.2	7.2	3.6	2.4	0.0	0.0	0.0	0.0	13	60.0	28	60
PALMA DE MALLORCA	JET2.COM LTD	S	139	0	0	10.8	28.1	44.6	5.0	4.3	5.0	0.7	1.4	0.0	0.0	0.0	15	80.5	10	113
PALMA DE MALLORCA	RYANAIR	S	144	0	0	2.1	36.8	45.1	6.9	6.9	0.7	0.7	0.7	0.0	0.0	0.0	10	70.1	17	144
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	67.3	42	55
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	61	0	0	4.9	16.4	49.2	14.8	9.8	4.9	0.0	0.0	0.0	0.0	0.0	13	64.5	18	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>427</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>30.9</b>	<b>44.0</b>	<b>7.5</b>	<b>6.6</b>	<b>3.3</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>20</b>	<b>434</b>
REUS	JET2.COM LTD	S	20	0	0	30.0	5.0	35.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	9	18
REUS	RYANAIR	S	18	0	0	5.6	50.0	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	3	14
REUS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13
REUS	TUI AIRWAYS LTD	C	24	0	0	0.0	12.5	58.3	16.7	4.2	8.3	0.0	0.0	0.0	0.0	0.0	14	86.7	25	30
<b>TOTAL REUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>21.0</b>	<b>45.2</b>	<b>11.3</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.7</b>	<b>13</b>	<b>75</b>
SEVILLE	RYANAIR	S	28	0	0	7.1	53.6	32.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	44	26
<b>TOTAL SEVILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>53.6</b>	<b>32.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.8</b>	<b>44</b>	<b>26</b>
VALENCIA	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VALENCIA	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
VALENCIA	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
VALENCIA	RYANAIR	S	26	0	0	0.0	46.2	38.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	19	26
VALENCIA	SMARTWINGS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>35.7</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.3</b>	<b>18</b>	<b>30</b>
<b>TOTAL SPAIN</b>			<b>2072</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>32.0</b>	<b>39.4</b>	<b>9.0</b>	<b>6.3</b>	<b>3.0</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>74.3</b>	<b>17</b>	<b>2079</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	24	0	0	29.2	29.2	33.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ARRECIFE	JET2.COM LTD	S	88	0	0	22.7	27.3	31.8	6.8	6.8	3.4	0.0	0.0	1.1	0.0	0.0	20	87.0	9	77
ARRECIFE	RYANAIR	S	52	0	0	7.7	38.5	44.2	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.7	9	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	68.2	17	44
ARRECIFE	TUI AIRWAYS LTD	C	38	0	0	7.9	18.4	52.6	2.6	7.9	5.3	2.6	2.6	0.0	0.0	0.0	22	75.0	52	36
ARRECIFE	TYROL AIR AMBULANCE	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 ARRECIFE</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>28.6</b>	<b>38.9</b>	<b>6.4</b>	<b>4.9</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.9</b>	<b>18</b>	<b>209</b>
FUERTEVENTURA	JET2.COM LTD	S	34	0	0	23.5	23.5	44.1	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	87.8	8	41
FUERTEVENTURA	RYANAIR	S	28	0	0	17.9	28.6	46.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	13	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	60.5	29	38
FUERTEVENTURA	TUI AIRWAYS LTD	C	28	0	0	0.0	21.4	39.3	14.3	17.9	7.1	0.0	0.0	0.0	0.0	0.0	20	60.7	21	28
<b>TOTAL FUERTEVENTURA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>24.4</b>	<b>43.3</b>	<b>8.9</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>18</b>	<b>133</b>
LAS PALMAS	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	66.7	44	3
LAS PALMAS	JET2.COM LTD	S	47	0	0	36.2	17.0	34.0	8.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.8	5	37
LAS PALMAS	RYANAIR	S	32	0	0	3.1	15.6	37.5	12.5	6.3	12.5	12.5	0.0	0.0	0.0	0.0	37	91.2	5	34
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	65.7	18	35
LAS PALMAS	TUI AIRWAYS LTD	C	34	0	0	0.0	17.6	55.9	11.8	14.7	0.0	0.0	0.0	0.0	0.0	0.0	13	73.5	14	34
<b>TOTAL LAS PALMAS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>18.3</b>	<b>40.9</b>	<b>10.4</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>0.0</b>	<b>16</b>	<b>78.3</b>	<b>11</b>	<b>143</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	11	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	65	0	1	19.7	34.8	36.4	3.0	1.5	3.0	0.0	0.0	0.0	0.0	1.5	6	70.8	24	48
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	138	0	0	23.9	20.3	37.0	8.7	4.3	2.2	2.9	0.0	0.7	0.0	0.0	16	86.3	6	102
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
TENERIFE (SURREINA SOFIA)	RYANAIR	S	80	0	0	8.8	35.0	43.8	10.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	6	82.6	11	86
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	71.4	16	55
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	63	0	0	1.6	12.7	50.8	14.3	11.1	9.5	0.0	0.0	0.0	0.0	0.0	19	57.1	32	70

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>346</b>	<b>0</b>	<b>2</b>	<b>15.5</b>	<b>25.0</b>	<b>40.8</b>	<b>8.9</b>	<b>4.0</b>	<b>3.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>75.4</b>	<b>16</b>	<b>361</b>
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>763</b>	<b>0</b>	<b>2</b>	<b>15.7</b>	<b>25.1</b>	<b>40.7</b>	<b>8.5</b>	<b>5.1</b>	<b>3.1</b>	<b>1.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>76.4</b>	<b>16</b>	<b>854</b>
<b>COLOMBO</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	22	2
<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>50.0</b>	<b>22</b>	<b>2</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>50.0</b>	<b>22</b>	<b>2</b>
<b>SWEDEN</b>																				
<b>GOTEBORG (LANDVETTER)</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.3	8	15
<b>GOTEBORG (LANDVETTER)</b>	RYANAIR	S	18	0	0	0.0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>36.1</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.3</b>	<b>8</b>	<b>15</b>
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	0.0	68.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	18	18
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	116	0	0	0.9	37.1	43.1	12.1	5.2	1.7	0.0	0.0	0.0	0.0	0.0	8	65.9	24	111
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>32.6</b>	<b>46.2</b>	<b>13.6</b>	<b>5.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.5</b>	<b>23</b>	<b>129</b>
<b>TOTAL SWEDEN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>35.1</b>	<b>44.0</b>	<b>13.7</b>	<b>5.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>67.3</b>	<b>21</b>	<b>144</b>
<b>SWITZERLAND</b>																				
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	62	0	0	1.6	45.2	33.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	60.3	19	62
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>45.2</b>	<b>33.9</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.3</b>	<b>19</b>	<b>62</b>
<b>GENEVA</b>	EASYJET UK LTD	S	112	0	0	2.7	35.7	33.9	15.2	9.8	2.7	0.0	0.0	0.0	0.0	0.0	12	64.5	15	124
<b>TOTAL GENEVA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>35.7</b>	<b>33.9</b>	<b>15.2</b>	<b>9.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.0</b>	<b>15</b>	<b>124</b>
<b>ZURICH</b>	SWISS AIRLINES	S	120	0	2	0.0	18.9	53.3	12.3	10.7	3.3	0.0	0.0	0.0	0.0	1.6	14	73.6	14	110
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.9</b>	<b>53.3</b>	<b>12.3</b>	<b>10.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>73.6</b>	<b>14</b>	<b>110</b>
<b>TOTAL SWITZERLAND</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>30.7</b>	<b>41.9</b>	<b>13.5</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>66.8</b>	<b>15</b>	<b>296</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	74.1	14	27
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	80.0	8	10
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.7</b>	<b>13</b>	<b>38</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.7</b>	<b>13</b>	<b>38</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	EASYJET UK LTD	S	32	0	0	6.3	21.9	50.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	4	17
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	30	5
<b>ANTALYA</b>	JET2.COM LTD	S	88	0	0	0.0	19.3	51.1	12.5	11.4	4.5	1.1	0.0	0.0	0.0	0.0	16	76.7	9	43
<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	65.5	43	112

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
ANTALYA	TUI AIRWAYS LTD	C	39	0	0	2.6	12.8	46.2	12.8	10.3	15.4	0.0	0.0	0.0	0.0	0.0	23	79.2	22	24	
<b>TOTAL ANTALYA</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>18.8</b>	<b>49.1</b>	<b>14.5</b>	<b>9.1</b>	<b>6.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.3</b>	<b>29</b>	<b>201</b>	
BODRUM (MILAS)	JET2.COM LTD	S	37	0	0	0.0	43.2	45.9	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	19	18	
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	69.2	27	26	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	11	9	
<b>TOTAL BODRUM (MILAS)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.2</b>	<b>46.7</b>	<b>4.4</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.6</b>	<b>22</b>	<b>53</b>	
DALAMAN	EASYJET UK LTD	S	56	0	0	12.5	26.8	46.4	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	12	41	
DALAMAN	JET2.COM LTD	S	100	0	0	28.0	21.0	38.0	7.0	3.0	2.0	1.0	0.0	0.0	0.0	0.0	7	84.8	6	45	
DALAMAN	PEGASUS AIRLINES	S	8	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	5	10	
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	83.0	11	141	
DALAMAN	TUI AIRWAYS LTD	C	41	0	0	14.6	24.4	34.1	2.4	2.4	19.5	2.4	0.0	0.0	0.0	0.0	25	81.8	10	33	
<b>TOTAL DALAMAN</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>22.9</b>	<b>40.5</b>	<b>6.8</b>	<b>3.4</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.8</b>	<b>10</b>	<b>270</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	1	4.0	16.8	36.8	30.4	8.8	1.6	0.8	0.0	0.0	0.0	0.8	16	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>16.8</b>	<b>36.8</b>	<b>30.4</b>	<b>8.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	73	0	0	6.8	26.0	56.2	2.7	2.7	5.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>26.0</b>	<b>56.2</b>	<b>2.7</b>	<b>2.7</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</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	58.9	16	124	
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.9</b>	<b>16</b>	<b>124</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	0.0	11.1	44.4	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	28	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	72.0	22	25	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	25.0	12.5	18.8	12.5	12.5	0.0	0.0	0.0	0.0	42	81.3	6	16	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>35.3</b>	<b>20.6</b>	<b>11.8</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>34</b>	<b>75.6</b>	<b>16</b>	<b>41</b>	
<b>TOTAL TURKEY</b>			<b>646</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>21.9</b>	<b>43.9</b>	<b>13.4</b>	<b>6.5</b>	<b>4.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>74.4</b>	<b>18</b>	<b>689</b>	
<b>UKRAINE</b>																					
KHARKOV OSNOVA INTL	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	28	2	
KHARKOV OSNOVA INTL	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<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>75.0</b>	<b>16</b>	<b>4</b>	
KIEV (BORISPOL)	RYANAIR	S	16	0	0	0.0	18.8	50.0	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UKRAINE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>16</b>	<b>4</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	124	0	0	6.5	33.1	34.7	16.1	8.9	0.8	0.0	0.0	0.0	0.0	0.0	10	82.3	9	123	
ABU DHABI 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	50.0	28	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 ABU DHABI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.1</b>	<b>34.7</b>	<b>16.1</b>	<b>8.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.7</b>	<b>9</b>	<b>125</b>	
DUBAI	EMIRATES	S	186	0	0	0.5	28.0	50.0	14.5	4.3	1.6	0.0	0.0	1.1	0.0	0.0	13	78.5	15	186	
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>28.0</b>	<b>50.0</b>	<b>14.5</b>	<b>4.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.5</b>	<b>15</b>	<b>186</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.0</b>	<b>43.9</b>	<b>15.2</b>	<b>6.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.8</b>	<b>13</b>	<b>311</b>	
ABERDEEN	FLYBE LTD	S	318	0	0	3.5	35.8	46.5	6.0	5.3	1.3	1.6	0.0	0.0	0.0	0.0	8	75.9	14	303	
ABERDEEN	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	43	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>35.7</b>	<b>46.4</b>	<b>6.0</b>	<b>5.6</b>	<b>1.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.9</b>	<b>14</b>	<b>303</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	388	0	2	1.0	38.7	44.4	6.4	4.6	3.3	0.8	0.3	0.0	0.0	0.5	9	80.6	8	382	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>388</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>38.7</b>	<b>44.4</b>	<b>6.4</b>	<b>4.6</b>	<b>3.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>80.6</b>	<b>8</b>	<b>382</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	192	0	0	15.1	46.9	22.4	9.4	4.2	2.1	0.0	0.0	0.0	0.0	0.0	7	78.7	12	148	
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	155	1	
BELFAST INTERNATIONAL	RYANAIR	S	84	0	0	8.3	61.9	27.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2	89.2	22	102	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>51.4</b>	<b>23.9</b>	<b>6.5</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.6</b>	<b>17</b>	<b>251</b>	
BIRMINGHAM	LUFTHANSA	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BIRMINGHAM	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	
BIRMINGHAM	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL BIRMINGHAM</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>30</b>	<b>1</b>	
CAMBRIDGE	BRITISH AIRWAYS PLC	S	18	0	0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	13	
<b>TOTAL CAMBRIDGE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>13</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	46	0	2	4.2	39.6	37.5	4.2	2.1	0.0	2.1	6.3	0.0	0.0	4.2	23	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>39.6</b>	<b>37.5</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	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>41</b>	<b>1</b>	
EDINBURGH	FLYBE LTD	S	202	0	0	3.5	28.7	57.9	4.5	2.0	1.5	0.5	1.5	0.0	0.0	0.0	10	78.9	13	204	
EDINBURGH	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EDINBURGH	SMARTWINGS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>28.4</b>	<b>57.4</b>	<b>4.4</b>	<b>2.5</b>	<b>1.5</b>	<b>0.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.9</b>	<b>13</b>	<b>204</b>	
EXETER	FLYBE LTD	S	192	0	0	4.7	43.8	41.7	3.6	4.2	1.0	1.0	0.0	0.0	0.0	0.0	7	86.2	14	192	
<b>TOTAL EXETER</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>43.8</b>	<b>41.7</b>	<b>3.6</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.2</b>	<b>14</b>	<b>192</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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	90	0	6	0.0	36.5	49.0	6.3	2.1	0.0	0.0	0.0	0.0	0.0	6.3	4	78.9	11	142
<b>TOTAL GLASGOW</b>			<b>90</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>36.5</b>	<b>49.0</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>0.0</b>	<b>6.3</b>	<b>4</b>	<b>78.9</b>	<b>11</b>	<b>142</b>
GUERNSEY	AURIGNY AIR SERVICES	S	108	0	4	8.9	54.5	26.8	1.8	1.8	2.7	0.0	0.0	0.0	0.0	3.6	4	87.2	6	124
<b>TOTAL GUERNSEY</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>8.9</b>	<b>54.5</b>	<b>26.8</b>	<b>1.8</b>	<b>1.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>4</b>	<b>87.2</b>	<b>6</b>	<b>124</b>
HEATHROW	BRITISH AIRWAYS PLC	S	360	0	2	1.9	41.7	33.7	12.4	7.5	1.7	0.6	0.0	0.0	0.0	0.6	10	72.6	12	455
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
<b>TOTAL HEATHROW</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>41.7</b>	<b>33.7</b>	<b>12.4</b>	<b>7.5</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>72.5</b>	<b>12</b>	<b>456</b>
INVERNESS	LOGANAIR LTD	S	162	0	2	4.3	41.5	36.0	6.1	5.5	5.5	0.0	0.0	0.0	0.0	1.2	11	90.1	7	140
<b>TOTAL INVERNESS</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>41.5</b>	<b>36.0</b>	<b>6.1</b>	<b>5.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>90.1</b>	<b>7</b>	<b>140</b>
ISLE OF MAN	FLYBE LTD	S	264	0	0	0.8	31.1	58.7	6.4	0.8	1.5	0.8	0.0	0.0	0.0	0.0	7	85.7	10	282
<b>TOTAL ISLE OF MAN</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>31.1</b>	<b>58.7</b>	<b>6.4</b>	<b>0.8</b>	<b>1.5</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>85.7</b>	<b>10</b>	<b>282</b>
JERSEY	EASYJET UK LTD	S	26	0	0	38.5	50.0	11.5	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	62	0	0	3.2	32.3	43.5	9.7	4.8	6.5	0.0	0.0	0.0	0.0	0.0	13	74.6	15	65
<b>TOTAL JERSEY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>37.5</b>	<b>34.1</b>	<b>6.8</b>	<b>3.4</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>9</b>	<b>74.6</b>	<b>15</b>	<b>65</b>
LEEDS BRADFORD	SMARTLYNX (ESTONIA)	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 LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	100	0	0	3.0	24.0	59.0	8.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	8	56.1	22	109
<b>TOTAL NEWQUAY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>24.0</b>	<b>59.0</b>	<b>8.0</b>	<b>3.0</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>8</b>	<b>56.1</b>	<b>22</b>	<b>109</b>
NORWICH	LOGANAIR LTD	S	91	0	1	1.1	35.9	48.9	5.4	3.3	4.3	0.0	0.0	0.0	0.0	1.1	9	98.0	1	100
<b>TOTAL NORWICH</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>35.9</b>	<b>48.9</b>	<b>5.4</b>	<b>3.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>98.0</b>	<b>1</b>	<b>100</b>
SOUTHAMPTON	FLYBE LTD	S	286	0	0	1.0	40.2	43.0	7.3	3.8	3.8	0.3	0.3	0.0	0.0	0.0	10	79.4	10	336
<b>TOTAL SOUTHAMPTON</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>40.2</b>	<b>43.0</b>	<b>7.3</b>	<b>3.8</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>10</b>	<b>79.4</b>	<b>10</b>	<b>336</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	81.7	8	138
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>81.8</b>	<b>8</b>	<b>139</b>
SUMBURGH	LOGANAIR LTD	S	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SUMBURGH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 UNITED KINGDOM</b>			<b>3002</b>	<b>0</b>	<b>20</b>	<b>4.0</b>	<b>39.0</b>	<b>42.5</b>	<b>6.7</b>	<b>4.0</b>	<b>2.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>79.9</b>	<b>11</b>	<b>3241</b>
<b>USA</b>																				
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	0	17.5	43.9	21.1	10.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	45	41
<b>TOTAL ATLANTA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>43.9</b>	<b>21.1</b>	<b>10.5</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>6</b>	<b>83.3</b>	<b>45</b>	<b>41</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	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
<b>TOTAL BOSTON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
HOUSTON	SINGAPORE AIRLINES	S	44	0	0	43.2	22.7	22.7	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	15	44



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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 HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43.2</b>	<b>22.7</b>	<b>22.7</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>4</b>	<b>81.8</b>	<b>15</b>	<b>44</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	84.4	8	45	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	29	0	0	20.7	37.9	6.9	10.3	13.8	3.4	3.4	3.4	0.0	0.0	0.0	27	73.3	9	15	
<b>TOTAL LAS VEGAS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>37.9</b>	<b>6.9</b>	<b>10.3</b>	<b>13.8</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>27</b>	<b>81.7</b>	<b>8</b>	<b>60</b>	
LOS ANGELES 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	57.7	16	26	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	22.7	50.0	13.6	4.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>50.0</b>	<b>13.6</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>57.7</b>	<b>16</b>	<b>26</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	83.9	9	62	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	22.6	35.5	27.4	8.1	3.2	1.6	1.6	0.0	0.0	0.0	0.0	7	96.6	6	58	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>35.5</b>	<b>27.4</b>	<b>8.1</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>7</b>	<b>90.0</b>	<b>8</b>	<b>120</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	100.0	4	4	
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	1	11.1	47.6	17.5	7.9	7.9	3.2	1.6	1.6	0.0	0.0	1.6	14	87.1	5	62	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>47.6</b>	<b>17.5</b>	<b>7.9</b>	<b>7.9</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>87.9</b>	<b>5</b>	<b>66</b>	
ORLANDO	HI FLY MALTA	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75	0.0	0	0	
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	72.6	18	71	
ORLANDO	VIRGIN ATLANTIC 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	3	0.0	0	0	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	66	0	0	22.7	28.8	31.8	9.1	3.0	3.0	1.5	0.0	0.0	0.0	0.0	9	90.7	6	86	
<b>TOTAL ORLANDO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>32.9</b>	<b>8.6</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>12</b>	<b>157</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	61	0	1	14.5	50.0	21.0	4.8	4.8	0.0	3.2	0.0	0.0	0.0	1.6	9	74.6	16	60	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>50.0</b>	<b>21.0</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>74.6</b>	<b>16</b>	<b>60</b>	
SAN FRANCISCO	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	88.2	5	17	
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
<b>TOTAL SAN FRANCISCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>4</b>	<b>22</b>	
SANFORD	TUI AIRWAYS LTD	C	19	0	0	5.3	21.1	47.4	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	4	18	
<b>TOTAL SANFORD</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.1</b>	<b>47.4</b>	<b>21.1</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>11</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
TULSA	AMERICAN AIRLINES	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 TULSA</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>	
WASHINGTON (DULLES)	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	100.0	3	1	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
		CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL USA			432	0	3	20.5	38.2	23.2	8.7	5.1	1.4	1.6	0.7	0.0	0.0	0.7	10	83.4	12	619
TOTAL MANCHESTER			16660	0	79	6.3	32.2	41.2	10.2	6.1	2.6	0.6	0.3	0.1	0.0	0.5	11	77.6	16	17303

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	66.7	13	83	
BRUSSELS	LOGANAIR LTD	S	90	0	2	0.0	30.4	41.3	14.1	12.0	0.0	0.0	0.0	0.0	0.0	2.2	11	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.4</b>	<b>41.3</b>	<b>14.1</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>11</b>	<b>66.7</b>	<b>13</b>	<b>83</b>	
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.4</b>	<b>41.3</b>	<b>14.1</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>11</b>	<b>66.7</b>	<b>13</b>	<b>83</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1		
<b>TOTAL BURGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>1</b>		
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>1</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	16	
DUBROVNIK	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	13	7	
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</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>87.0</b>	<b>6</b>	<b>23</b>	
<b>TOTAL CROATIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</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>87.0</b>	<b>6</b>	<b>23</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	18	0	0	27.8	22.2	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.2	10	19	
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	72.2	18	18	
LARNACA	TUI AIRWAYS LTD	S	14	0	0	7.1	21.4	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	105	14	
<b>TOTAL LARNACA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>21.9</b>	<b>40.6</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>80.4</b>	<b>39</b>	<b>51</b>	
PAPHOS	JET2.COM LTD	S	18	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	73.7	10	19	
PAPHOS	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	16.7	22.2	16.7	22.2	0.0	0.0	0.0	0.0	0.0	31	70.6	9	17	
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>19.4</b>	<b>22.2</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>10</b>	<b>36</b>	
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>27.9</b>	<b>29.4</b>	<b>20.6</b>	<b>4.4</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>13</b>	<b>77.0</b>	<b>27</b>	<b>87</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	12.5	37.5	12.5	6.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	18	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>6</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	100.0	3	10		
<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</b>	<b>100.0</b>	<b>3</b>	<b>10</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</b>	<b>100.0</b>	<b>3</b>	<b>10</b>		
<b>FRANCE</b>																					
NICE	EASYJET UK LTD	S	16	0	0	0.0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	95.8	4	24	
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</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>8</b>	<b>95.8</b>	<b>4</b>	<b>24</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	175	0	1	3.4	34.1	50.0	8.0	2.3	1.7	0.0	0.0	0.0	0.0	0.6	7	83.5	7	173	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>34.1</b>	<b>50.0</b>	<b>8.0</b>	<b>2.3</b>	<b>1.7</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>83.5</b>	<b>7</b>	<b>173</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL FRANCE</b>			<b>191</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>32.8</b>	<b>50.5</b>	<b>9.4</b>	<b>2.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>85.0</b>	<b>7</b>	<b>197</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	92.3	3	26
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	54	0	0	0.0	29.6	53.7	9.3	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	59.3	25	54
<b>TOTAL DUSSELDORF</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>53.7</b>	<b>9.3</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>59.3</b>	<b>25</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>53.7</b>	<b>9.3</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.0</b>	<b>18</b>	<b>80</b>
<b>GREECE</b>																				
CORFU	EASYJET UK LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	41	6
CORFU	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	75.0	7	4
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
CORFU	TUI AIRWAYS LTD	S	7	0	0	14.3	14.3	42.9	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	46	87.5	3	8
<b>TOTAL CORFU</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>53.3</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>85.7</b>	<b>11</b>	<b>28</b>
HERAKLION	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	88.9	11	18
HERAKLION	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	85.7	5	6
HERAKLION	TUI AIRWAYS LTD	S	7	0	0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9
<b>TOTAL HERAKLION</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>48.0</b>	<b>32.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>33</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KEFALLINIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8
KOS	TUI AIRWAYS LTD	S	10	0	0	20.0	20.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	19	16
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.8</b>	<b>15</b>	<b>24</b>
RHODES	EASYJET UK LTD	S	8	0	0	12.5	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	2	8
RHODES	JET2.COM LTD	S	17	0	0	5.9	41.2	35.3	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	12	18
RHODES	TUI AIRWAYS LTD	S	16	0	0	6.3	31.3	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	16
<b>TOTAL RHODES</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>31.7</b>	<b>43.9</b>	<b>4.9</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.0</b>	<b>8</b>	<b>42</b>
SALONIKA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3
<b>TOTAL SALONIKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>3</b>
SKIATHOS	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 SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
THIRA (SANTORINI)	MIAMI AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0
THIRA (SANTORINI)	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 THIRA (SANTORINI)</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>106</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
ZAKINTHOS	JET2.COM LTD	S	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>6</b>	<b>11</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GREECE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>33.3</b>	<b>40.6</b>	<b>6.3</b>	<b>5.2</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>10</b>	<b>83.6</b>	<b>9</b>	<b>145</b>
<b>ICELAND</b>																				
KEFLAVIK	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	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	62	0	0	4.8	53.2	29.0	9.7	0.0	0.0	0.0	1.6	1.6	0.0	0.0	15	85.5	6	62
DUBLIN	RYANAIR	S	94	0	0	9.6	39.4	34.0	11.7	3.2	2.1	0.0	0.0	0.0	0.0	0.0	8	87.4	7	111
<b>TOTAL DUBLIN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>44.9</b>	<b>32.1</b>	<b>10.9</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.7</b>	<b>7</b>	<b>173</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>44.9</b>	<b>32.1</b>	<b>10.9</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.7</b>	<b>7</b>	<b>173</b>
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	50.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	81.3	8	16
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	0	18.8	18.8	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	6	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</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>4</b>	<b>77.8</b>	<b>6</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>17.6</b>	<b>50.0</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>0.0</b>	<b>10</b>	<b>79.4</b>	<b>7</b>	<b>34</b>
<b>MALTA</b>																				
MALTA	EASYJET UK LTD	S	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	22	18
MALTA	JET2.COM LTD	S	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>42.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>17</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>42.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>17</b>	<b>26</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	14	0	0	50.0	7.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	4	11
<b>TOTAL CANCUN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>7.1</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>5</b>	<b>90.9</b>	<b>4</b>	<b>11</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>7.1</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>5</b>	<b>90.9</b>	<b>4</b>	<b>11</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	248	0	0	0.4	23.8	51.6	16.5	5.6	2.0	0.0	0.0	0.0	0.0	0.0	10	88.3	5	246
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>23.8</b>	<b>51.6</b>	<b>16.5</b>	<b>5.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.3</b>	<b>5</b>	<b>246</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>23.8</b>	<b>51.6</b>	<b>16.5</b>	<b>5.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.3</b>	<b>5</b>	<b>246</b>
<b>NORWAY</b>																				
BERGEN	LOGANAIR LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BERGEN</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	LOGANAIR LTD	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</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	95.5	3	44	
STAVANGER	LOGANAIR LTD	S	52	0	2	9.3	50.0	22.2	1.9	5.6	3.7	3.7	0.0	0.0	0.0	3.7	12	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>50.0</b>	<b>22.2</b>	<b>1.9</b>	<b>5.6</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>12</b>	<b>95.5</b>	<b>3</b>	<b>44</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>7</b>	<b>8.5</b>	<b>45.8</b>	<b>20.3</b>	<b>1.7</b>	<b>5.1</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.9</b>	<b>12</b>	<b>95.5</b>	<b>3</b>	<b>44</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	14	0	0	0.0	21.4	57.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	16
<b>TOTAL GDANSK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>57.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
KRAKOW	JET2.COM LTD	S	16	0	0	12.5	37.5	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.0	4	20
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.0</b>	<b>4</b>	<b>20</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
WROCLAW	RYANAIR	S	22	0	0	9.1	27.3	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	12	16
<b>TOTAL WROCLAW</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>50.0</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>12</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.8</b>	<b>50.0</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>0.0</b>	<b>7</b>	<b>81.4</b>	<b>8</b>	<b>70</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	50	0	0	4.0	18.0	52.0	14.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	86.0	15	50
FARO	JET2.COM LTD	S	44	0	0	27.3	29.5	36.4	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	7	52
FARO	RYANAIR	S	34	0	0	11.8	35.3	38.2	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.7	7	30
<b>TOTAL FARO</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>26.6</b>	<b>43.0</b>	<b>10.9</b>	<b>3.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>10</b>	<b>132</b>
<b>TOTAL PORTUGAL</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>26.6</b>	<b>43.0</b>	<b>10.9</b>	<b>3.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>10</b>	<b>132</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	17	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>60.0</b>	<b>17</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>60.0</b>	<b>17</b>	<b>10</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	62	0	0	6.5	37.1	38.7	11.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	77.8	15	63
ALICANTE	JET2.COM LTD	S	74	0	0	5.4	29.7	51.4	9.5	4.1	0.0	0.0	0.0	0.0	0.0	0.0	6	85.5	6	76
ALICANTE	RYANAIR	S	58	0	0	6.9	43.1	37.9	10.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	86.2	5	58
ALICANTE	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	16	18
<b>TOTAL ALICANTE</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>34.9</b>	<b>45.8</b>	<b>9.9</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>0.0</b>	<b>6</b>	<b>82.8</b>	<b>9</b>	<b>215</b>
ALMERIA	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	4	100.0	1	8
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
BARCELONA	EASYJET UK LTD	S	52	0	0	5.8	30.8	40.4	9.6	9.6	3.8	0.0	0.0	0.0	0.0	0.0	12	82.0	11	49
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>30.8</b>	<b>40.4</b>	<b>9.6</b>	<b>9.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.0</b>	<b>11</b>	<b>49</b>
GIRONA	JET2.COM LTD	S	18	0	0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	16
GIRONA	RYANAIR	S	20	0	0	10.0	35.0	25.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	93.8	4	16
<b>TOTAL GIRONA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>36.8</b>	<b>26.3</b>	<b>7.9</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.6</b>	<b>5</b>	<b>32</b>
IBIZA	JET2.COM LTD	S	32	0	0	25.0	21.9	43.8	3.1	3.1	3.1	0.0	0.0	0.0	0.0	0.0	8	91.7	12	24
IBIZA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
IBIZA	TUI AIRWAYS LTD	S	11	0	0	9.1	36.4	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	7
<b>TOTAL IBIZA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>20.9</b>	<b>25.6</b>	<b>44.2</b>	<b>4.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.5</b>	<b>8</b>	<b>40</b>
MADRID	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	18	16
<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>62.5</b>	<b>18</b>	<b>16</b>
MAHON	JET2.COM LTD	S	16	0	0	12.5	50.0	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
MAHON	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	71.4	9	7
<b>TOTAL MAHON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
MALAGA	EASYJET UK LTD	S	54	0	0	3.7	22.2	50.0	11.1	9.3	1.9	1.9	0.0	0.0	0.0	0.0	14	83.3	11	54
MALAGA	JET2.COM LTD	S	48	0	0	18.8	27.1	43.8	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.0	9	42
MALAGA	RYANAIR	S	36	0	0	8.3	33.3	38.9	13.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	76.2	15	42
MALAGA	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	52.9	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	26.7	33	15
<b>TOTAL MALAGA</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>24.5</b>	<b>45.8</b>	<b>12.3</b>	<b>6.5</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>10</b>	<b>75.2</b>	<b>14</b>	<b>153</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>
PALMA DE MALLORCA	EASYJET UK LTD	S	53	0	0	5.7	32.1	47.2	9.4	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	67.9	16	56
PALMA DE MALLORCA	JET2.COM LTD	S	68	0	0	25.0	33.8	33.8	4.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5	80.8	12	52
PALMA DE MALLORCA	RYANAIR	S	56	0	0	0.0	21.4	57.1	16.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	11	75.8	15	62
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	51.4	21	35
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	30	0	0	0.0	16.7	50.0	6.7	20.0	0.0	3.3	3.3	0.0	0.0	0.0	28	84.0	14	25
<b>TOTAL PALMA DE MALLORCA</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>27.5</b>	<b>45.9</b>	<b>9.2</b>	<b>5.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>15</b>	<b>230</b>
REUS	JET2.COM LTD	S	8	0	0	25.0	12.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	75.0	6	8
REUS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3
REUS	TUI AIRWAYS LTD	S	15	0	0	13.3	33.3	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.6	11	23
<b>TOTAL REUS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>26.1</b>	<b>43.5</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>0.0</b>	<b>8</b>	<b>73.5</b>	<b>10</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>757</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>30.1</b>	<b>43.9</b>	<b>9.2</b>	<b>5.0</b>	<b>1.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.0</b>	<b>11</b>	<b>819</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	34	0	0	38.2	23.5	32.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	79.3	16	29
ARRECIFE	RYANAIR	S	14	0	0	7.1	35.7	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	15	18
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	72.4	14	29
ARRECIFE	TUI AIRWAYS LTD	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	9	8
<b>TOTAL ARRECIFE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>25.9</b>	<b>36.2</b>	<b>5.2</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>7</b>	<b>72.6</b>	<b>14</b>	<b>84</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	38.9	11.1	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	90.0	10	20
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	88.9	9	18
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>11.1</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>9</b>	<b>89.5</b>	<b>9</b>	<b>38</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JET2.COM LTD	S	17	0	0	23.5	5.9	47.1	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	19	20
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	85.7	6	7
LAS PALMAS	TUI AIRWAYS LTD	S	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	14	10
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.7</b>	<b>53.8</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.0</b>	<b>15</b>	<b>37</b>
TENERIFE (SURREINA SOFIA)	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	13	1
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	63	0	0	28.6	28.6	28.6	7.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	81.4	8	43
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.7	37	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	73.9	14	23
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	25	0	0	0.0	24.0	60.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	12	27
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>29.6</b>	<b>35.2</b>	<b>9.3</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.7</b>	<b>16</b>	<b>120</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>24.3</b>	<b>37.6</b>	<b>8.6</b>	<b>6.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>74.6</b>	<b>15</b>	<b>279</b>
GENEVA	EASYJET UK LTD	S	16	0	0	0.0	18.8	31.3	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	32	16
<b>TOTAL GENEVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>32</b>	<b>16</b>
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>32</b>	<b>16</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	80.0	9	10
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	S	7	0	0	14.3	0.0	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</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>13</b>	<b>80.0</b>	<b>9</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</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>13</b>	<b>80.0</b>	<b>9</b>	<b>10</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	54	0	0	18.5	37.0	31.5	7.4	3.7	1.9	0.0	0.0	0.0	0.0	0.0	7	73.1	58	26
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	80.5	7	41
ANTALYA	TUI AIRWAYS 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	6	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>38.7</b>	<b>29.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.6</b>	<b>27</b>	<b>67</b>
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	8
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
<b>TOTAL BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</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>100.0</b>	<b>2</b>	<b>18</b>
DALAMAN	JET2.COM LTD	S	68	0	0	11.8	33.8	47.1	5.9	1.5	0.0	0.0	0.0	0.0	0.0	0.0	5	96.0	3	25
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	85.2	23	60
DALAMAN	TUI AIRWAYS LTD	S	15	0	0	0.0	26.7	46.7	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	14	77.8	9	9
<b>TOTAL DALAMAN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>32.5</b>	<b>47.0</b>	<b>8.4</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>6</b>	<b>87.4</b>	<b>16</b>	<b>94</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>34.6</b>	<b>40.1</b>	<b>7.4</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>6</b>	<b>85.0</b>	<b>19</b>	<b>179</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	6.5	33.9	45.2	9.7	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	85.5	6	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>45.2</b>	<b>9.7</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>9</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>45.2</b>	<b>9.7</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>9</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	115	0	17	5.3	28.0	39.4	8.3	3.0	2.3	0.8	0.0	0.0	0.0	12.9	9	42.5	34	97	
ABERDEEN	LOGANAIR LTD	S	135	0	3	2.2	38.4	40.6	8.0	3.6	2.9	0.7	1.4	0.0	0.0	2.2	13	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>250</b>	<b>0</b>	<b>20</b>	<b>3.7</b>	<b>33.3</b>	<b>40.0</b>	<b>8.1</b>	<b>3.3</b>	<b>2.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>11</b>	<b>42.5</b>	<b>34</b>	<b>97</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	170	0	0	2.4	49.4	32.9	6.5	5.9	1.8	1.2	0.0	0.0	0.0	0.0	9	77.1	11	170	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>49.4</b>	<b>32.9</b>	<b>6.5</b>	<b>5.9</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>9</b>	<b>77.1</b>	<b>11</b>	<b>170</b>	
BIRMINGHAM	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	2	0.0	0	0	
<b>TOTAL BIRMINGHAM</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>	
BRISTOL	EASYJET UK LTD	S	112	0	0	1.8	50.9	25.0	8.9	9.8	2.7	0.0	0.9	0.0	0.0	0.0	11	72.7	13	125	
<b>TOTAL BRISTOL</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>50.9</b>	<b>25.0</b>	<b>8.9</b>	<b>9.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.7</b>	<b>13</b>	<b>125</b>	
CARDIFF WALES	FLYBE LTD	S	42	0	6	33.3	14.6	29.2	4.2	2.1	0.0	2.1	2.1	0.0	0.0	12.5	12	40.4	30	59	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>6</b>	<b>33.3</b>	<b>14.6</b>	<b>29.2</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12</b>	<b>40.4</b>	<b>30</b>	<b>59</b>	
DURHAM TEES VALLEY	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
EXETER	FLYBE LTD	S	53	0	1	0.0	57.4	33.3	7.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	3	79.7	9	64	
<b>TOTAL EXETER</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>57.4</b>	<b>33.3</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3</b>	<b>79.7</b>	<b>9</b>	<b>64</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	295	0	5	0.7	32.3	47.0	10.3	5.7	2.3	0.0	0.0	0.0	0.0	1.7	10	77.9	10	392	
HEATHROW	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	2	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>296</b>	<b>0</b>	<b>5</b>	<b>0.7</b>	<b>32.2</b>	<b>47.2</b>	<b>10.3</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>1.7</b>	<b>10</b>	<b>77.9</b>	<b>10</b>	<b>392</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
HUMBERSIDE	FLYBE 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	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	EASYJET UK LTD	S	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	91.7	15	24	
<b>TOTAL JERSEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.1</b>	<b>40.9</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>91.7</b>	<b>15</b>	<b>24</b>	
MANCHESTER	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL NEWQUAY</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>NORWICH</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	0.0	42	1	
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>1</b>	
<b>SOUTHAMPTON</b>	FLYBE LTD	S	158	0	0	0.6	44.3	38.6	7.0	7.0	2.5	0.0	0.0	0.0	0.0	0.0	9	83.1	10	165	
<b>TOTAL SOUTHAMPTON</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>44.3</b>	<b>38.6</b>	<b>7.0</b>	<b>7.0</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>9</b>	<b>83.1</b>	<b>10</b>	<b>165</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1115</b>	<b>0</b>	<b>32</b>	<b>3.3</b>	<b>39.4</b>	<b>38.4</b>	<b>8.0</b>	<b>5.1</b>	<b>2.1</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>70.8</b>	<b>14</b>	<b>1098</b>	
<b>USA</b>																					
<b>NEW YORK (NEWARK)</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	0.0	40	1	
<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>0.0</b>	<b>40</b>	<b>1</b>	
<b>SANFORD</b>	TUI AIRWAYS LTD	S	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	12	91.7	2	12	
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>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>91.7</b>	<b>2</b>	<b>12</b>	
<b>TOTAL USA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>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>84.6</b>	<b>5</b>	<b>13</b>	
<b>TOTAL NEWCASTLE</b>			<b>3595</b>	<b>0</b>	<b>42</b>	<b>7.5</b>	<b>33.4</b>	<b>41.3</b>	<b>9.6</b>	<b>4.9</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>78.1</b>	<b>12</b>	<b>3866</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	40	0	0	10.0	52.5	32.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.5	11	58	
<b>TOTAL BERGERAC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.5</b>	<b>32.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.5</b>	<b>11</b>	<b>58</b>	
LIMOGES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	24	
<b>TOTAL LIMOGES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>5</b>	<b>24</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	112	0	0	0.0	34.8	54.5	6.3	0.9	2.7	0.9	0.0	0.0	0.0	0.0	8	82.1	11	112	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.8</b>	<b>54.5</b>	<b>6.3</b>	<b>0.9</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>82.1</b>	<b>11</b>	<b>112</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	45.5	38	22	
<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>45.5</b>	<b>38</b>	<b>22</b>	
<b>TOTAL FRANCE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.5</b>	<b>48.7</b>	<b>5.9</b>	<b>0.7</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>6</b>	<b>79.2</b>	<b>13</b>	<b>216</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	43	0	1	0.0	36.4	56.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2.3	5	91.1	4	45	
<b>TOTAL DUSSELDORF</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.4</b>	<b>56.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>5</b>	<b>91.1</b>	<b>4</b>	<b>45</b>	
HAMBURG	CITY AIRLINE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
<b>TOTAL HAMBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.4</b>	<b>56.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>5</b>	<b>89.1</b>	<b>4</b>	<b>46</b>	
<b>GREECE</b>																					
SKIATHOS	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	2	
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>80</b>	<b>2</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>0.0</b>	<b>80</b>	<b>2</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	97.6	2	42	
<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>97.6</b>	<b>2</b>	<b>42</b>	
DUBLIN	FLYBE LTD	S	180	0	2	12.6	30.8	45.1	2.7	6.6	1.1	0.0	0.0	0.0	0.0	1.1	6	73.1	13	217	
<b>TOTAL DUBLIN</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>12.6</b>	<b>30.8</b>	<b>45.1</b>	<b>2.7</b>	<b>6.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>73.1</b>	<b>13</b>	<b>217</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>12.6</b>	<b>30.8</b>	<b>45.1</b>	<b>2.7</b>	<b>6.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>77.0</b>	<b>11</b>	<b>259</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	242	0	0	4.1	33.5	43.4	10.3	5.4	2.5	0.8	0.0	0.0	0.0	0.0	10	78.4	10	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	0.0	0	90.2	5	112	
<b>TOTAL AMSTERDAM</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>33.5</b>	<b>43.4</b>	<b>10.3</b>	<b>5.4</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.5</b>	<b>9</b>	<b>319</b>	
<b>TOTAL NETHERLANDS</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>33.5</b>	<b>43.4</b>	<b>10.3</b>	<b>5.4</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.5</b>	<b>9</b>	<b>319</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	FLYBE LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	8	22	
<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>0</b>	<b>90.9</b>	<b>8</b>	<b>22</b>	
<b>TOTAL PORTUGAL</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>90.9</b>	<b>8</b>	<b>22</b>	
<b>SPAIN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	FLYBE LTD	S	12	0	0	8.3	25.0	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	86.8	12	53
<b>TOTAL ALICANTE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>50.0</b>	<b>8.3</b>	<b>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>86.8</b>	<b>12</b>	<b>53</b>
MALAGA	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	90.6	6	32
<b>TOTAL MALAGA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>90.6</b>	<b>6</b>	<b>32</b>
PALMA DE MALLORCA	FLYBE LTD	S	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	18
PALMA DE MALLORCA	VOLOTEA	C	7	0	0	42.9	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	10	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>17.6</b>	<b>52.9</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>0.0</b>	<b>8</b>	<b>84.0</b>	<b>8</b>	<b>25</b>
<b>TOTAL SPAIN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>19.4</b>	<b>51.6</b>	<b>6.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.3</b>	<b>9</b>	<b>110</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
ALDERNEY	AURIGNY AIR SERVICES	S	128	0	12	1.4	43.6	34.3	6.4	2.1	3.6	0.0	0.0	0.0	0.0	8.6	8	85.1	9	141
<b>TOTAL ALDERNEY</b>			<b>128</b>	<b>0</b>	<b>12</b>	<b>1.4</b>	<b>43.6</b>	<b>34.3</b>	<b>6.4</b>	<b>2.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>8</b>	<b>85.1</b>	<b>9</b>	<b>141</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	156	0	0	5.8	48.7	33.3	4.5	5.8	1.9	0.0	0.0	0.0	0.0	0.0	7	82.6	12	176
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>48.7</b>	<b>33.3</b>	<b>4.5</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.6</b>	<b>12</b>	<b>176</b>
EAST MIDLANDS INTERNATIONAL	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	238	0	0	2.5	39.9	43.3	7.6	4.6	1.7	0.0	0.4	0.0	0.0	0.0	8	79.8	12	247
<b>TOTAL EDINBURGH</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>39.9</b>	<b>43.3</b>	<b>7.6</b>	<b>4.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.8</b>	<b>12</b>	<b>247</b>
GLASGOW	FLYBE LTD	S	225	0	2	3.5	50.2	30.8	6.2	5.3	1.8	1.3	0.0	0.0	0.0	0.9	9	83.3	12	252
<b>TOTAL GLASGOW</b>			<b>225</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>50.2</b>	<b>30.8</b>	<b>6.2</b>	<b>5.3</b>	<b>1.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>83.3</b>	<b>12</b>	<b>252</b>
GUERNSEY	AURIGNY AIR SERVICES	S	116	0	1	6.8	52.1	26.5	1.7	8.5	1.7	1.7	0.0	0.0	0.0	0.9	10	0.0	0	0
GUERNSEY	FLYBE LTD	S	249	0	1	6.0	44.4	39.2	5.2	2.4	1.6	0.8	0.0	0.0	0.0	0.4	7	85.2	13	249
<b>TOTAL GUERNSEY</b>			<b>365</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>46.9</b>	<b>35.1</b>	<b>4.1</b>	<b>4.4</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>85.2</b>	<b>13</b>	<b>249</b>	
JERSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	1
JERSEY	FLYBE LTD	S	279	0	23	4.0	40.4	27.8	4.6	10.3	4.6	0.7	0.0	0.0	0.0	7.6	13	74.1	23	282
<b>TOTAL JERSEY</b>			<b>279</b>	<b>0</b>	<b>23</b>	<b>4.0</b>	<b>40.4</b>	<b>27.8</b>	<b>4.6</b>	<b>10.3</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>13</b>	<b>73.9</b>	<b>23</b>	<b>283</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	83.3	5	12
LEEDS BRADFORD	FLYBE LTD	S	134	0	4	0.7	42.0	42.8	5.1	5.1	1.4	0.0	0.0	0.0	0.0	2.9	6	77.2	14	83
<b>TOTAL LEEDS BRADFORD</b>			<b>134</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>42.0</b>	<b>42.8</b>	<b>5.1</b>	<b>5.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>6</b>	<b>77.9</b>	<b>13</b>	<b>95</b>	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
MANCHESTER	FLYBE LTD	S	286	0	0	4.5	37.1	39.9	9.8	4.2	3.8	0.7	0.0	0.0	0.0	0.0	11	79.9	10	335
MANCHESTER	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>287</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>37.3</b>	<b>39.7</b>	<b>9.8</b>	<b>4.2</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>10</b>	<b>79.9</b>	<b>10</b>	<b>335</b>
NEWCASTLE	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
NEWCASTLE	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NEWCASTLE	FLYBE LTD	S	158	0	0	1.9	46.8	38.0	6.3	4.4	2.5	0.0	0.0	0.0	0.0	0.0	8	84.9	10	165
<b>TOTAL NEWCASTLE</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>46.8</b>	<b>38.0</b>	<b>6.3</b>	<b>4.4</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.1</b>	<b>10</b>	<b>167</b>
SOUTHEND	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 UNITED KINGDOM</b>			<b>1972</b>	<b>0</b>	<b>43</b>	<b>3.8</b>	<b>43.6</b>	<b>35.8</b>	<b>6.1</b>	<b>5.4</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>81.1</b>	<b>13</b>	<b>1948</b>
<b>TOTAL SOUTHAMPTON</b>			<b>2622</b>	<b>0</b>	<b>46</b>	<b>4.4</b>	<b>41.2</b>	<b>38.4</b>	<b>6.2</b>	<b>5.1</b>	<b>2.4</b>	<b>0.5</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>12</b>	<b>2922</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
VIENNA	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	5	32	
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.4</b>	<b>5</b>	<b>32</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.4</b>	<b>5</b>	<b>32</b>	
<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	87.0	9	54	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.0</b>	<b>9</b>	<b>54</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>87.0</b>	<b>9</b>	<b>54</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	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	0	16	
DUBROVNIK	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL DUBROVNIK</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>0</b>	<b>20</b>	
PULA	EASYJET UK LTD	S	14	0	0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14	
<b>TOTAL PULA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>64.3</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>14</b>	
<b>TOTAL CROATIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>63.3</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>34</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	34	0	0	14.7	44.1	11.8	8.8	8.8	5.9	5.9	0.0	0.0	0.0	0.0	21	88.9	6	36	
PRAGUE	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.8	58	58	
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>44.1</b>	<b>11.8</b>	<b>8.8</b>	<b>8.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.1</b>	<b>38</b>	<b>94</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>44.1</b>	<b>11.8</b>	<b>8.8</b>	<b>8.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.1</b>	<b>38</b>	<b>94</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	50.0	35	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>50.0</b>	<b>35</b>	<b>2</b>	
COPENHAGEN	RYANAIR	S	24	0	0	8.3	50.0	25.0	4.2	8.3	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>35</b>	<b>2</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	14	0	0	35.7	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	16	
<b>TOTAL BORDEAUX</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>35.7</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
BREST	RYANAIR	S	16	0	0	12.5	56.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BREST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	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	100.0	0	1	
CAEN	STOBART AIR	S	42	0	0	0.0	52.4	35.7	4.8	2.4	4.8	0.0	0.0	0.0	0.0	0.0	7	81.8	8	33	
<b>TOTAL CAEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.4</b>	<b>35.7</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>7</b>	<b>82.4</b>	<b>8</b>	<b>34</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	77.6	41	49	
<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>77.6</b>	<b>41</b>	<b>49</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	38	0	0	7.9	63.2	18.4	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	7	83.3	3	34	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PARIS (CHARLES DE GAULLE)	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>63.2</b>	<b>18.4</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.8</b>	<b>3</b>	<b>35</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
RENNES	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	
RENNES	STOBART AIR	S	92	0	0	4.3	51.1	31.5	6.5	2.2	4.3	0.0	0.0	0.0	0.0	0.0	7	77.4	34	62	
<b>TOTAL RENNES</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>51.1</b>	<b>31.9</b>	<b>6.4</b>	<b>2.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>34</b>	<b>62</b>	
TARBES-LOURDES INTERNATIONAL	JOTA AVIATION 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	35	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>52.4</b>	<b>28.2</b>	<b>5.8</b>	<b>2.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.4</b>	<b>23</b>	<b>197</b>	
<b>GERMANY</b>																					
COLOGNE BONN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.2	48	49	
<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>61.2</b>	<b>48</b>	<b>49</b>	
DUSSELDORF	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	9	2	
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	75.0	24	4	
<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>83.3</b>	<b>19</b>	<b>6</b>	
FRANKFURT MAIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2	
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</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>64.9</b>	<b>44</b>	<b>57</b>	
<b>GREECE</b>																					
CORFU	RYANAIR	S	18	0	0	0.0	38.9	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.0	2	25	
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BA CITYFLYER LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
DUBLIN	RYANAIR	S	114	0	0	5.3	44.7	27.2	10.5	11.4	0.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
DUBLIN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.1	26	151	
<b>TOTAL DUBLIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>44.8</b>	<b>27.6</b>	<b>10.3</b>	<b>11.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.1</b>	<b>26</b>	<b>151</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>44.8</b>	<b>27.6</b>	<b>10.3</b>	<b>11.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.1</b>	<b>26</b>	<b>151</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	32	0	0	0.0	53.1	21.9	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.1</b>	<b>21.9</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>0.0</b>	<b>0</b>	<b>0</b>	
CAGLIARI (ELMAS)	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	16	18	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>16</b>	<b>18</b>	
CATANIA (FONTANAROSSA)	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	18	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>12</b>	<b>18</b>	
MILAN (MALPENSA)	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 (MALPENSA)	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	8	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
MILAN (MALPENSA)	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	9	23	
<b>TOTAL MILAN (MALPENSA)</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>79.2</b>	<b>10</b>	<b>24</b>	
TREVISO	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	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	
VENICE	RYANAIR	S	27	0	0	3.7	29.6	37.0	18.5	7.4	0.0	3.7	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL VENICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>39.3</b>	<b>17.9</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>40.9</b>	<b>33.3</b>	<b>16.7</b>	<b>6.1</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>10</b>	<b>81.7</b>	<b>12</b>	<b>60</b>	
<b>LITHUANIA</b>																					
VILNIUS	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	0	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
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	1	100.0	0	2	
<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>1</b>	<b>100.0</b>	<b>0</b>	<b>2</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>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	22	0	0	13.6	31.8	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.8	11	26	
MALTA	EASYJET UK LTD	S	26	0	0	19.2	34.6	34.6	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	95.8	3	24	
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>39.6</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.0</b>	<b>7</b>	<b>50</b>	
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>39.6</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.0</b>	<b>7</b>	<b>50</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	120	0	2	4.1	50.8	19.7	10.7	7.4	5.7	0.0	0.0	0.0	0.0	1.6	13	83.6	12	116	
AMSTERDAM	KLM CITYHOPPER	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	66.7	13	3	
<b>TOTAL AMSTERDAM</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>50.4</b>	<b>20.3</b>	<b>10.6</b>	<b>7.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>83.2</b>	<b>12</b>	<b>119</b>	
GRONINGEN	STOBART AIR	S	90	0	0	2.2	57.8	31.1	5.6	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4	82.8	7	130	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GRONINGEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>57.8</b>	<b>31.1</b>	<b>5.6</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.8</b>	<b>7</b>	<b>130</b>
<b>TOTAL NETHERLANDS</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>53.5</b>	<b>24.9</b>	<b>8.5</b>	<b>5.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>83.0</b>	<b>9</b>	<b>249</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	84	0	0	15.5	38.1	26.2	9.5	3.6	4.8	0.0	2.4	0.0	0.0	0.0	14	94.0	2	83
FARO	RYANAIR	S	42	0	0	7.1	38.1	45.2	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
FARO	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	60	1
<b>TOTAL FARO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>38.1</b>	<b>32.5</b>	<b>7.9</b>	<b>4.0</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.9</b>	<b>3</b>	<b>84</b>
<b>TOTAL PORTUGAL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>38.1</b>	<b>32.5</b>	<b>7.9</b>	<b>4.0</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.9</b>	<b>3</b>	<b>84</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CLUJ NAPOCA	RYANAIR	S	22	0	0	0.0	40.9	40.9	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>40.9</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SIBIU	WIZZ AIR	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	4	0.0	0	0
<b>TOTAL SIBIU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>38.2</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
KOSICE	RYANAIR	S	24	0	0	4.2	62.5	25.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL KOSICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>62.5</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>62.5</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	84	0	0	6.0	33.3	39.3	13.1	6.0	1.2	1.2	0.0	0.0	0.0	0.0	10	82.6	7	86
ALICANTE	RYANAIR	S	44	0	0	6.8	50.0	34.1	2.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>39.1</b>	<b>37.5</b>	<b>9.4</b>	<b>5.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.6</b>	<b>7</b>	<b>86</b>
BARCELONA	EASYJET UK LTD	S	30	0	0	3.3	50.0	16.7	10.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	18	73.5	11	32
<b>TOTAL BARCELONA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>50.0</b>	<b>16.7</b>	<b>10.0</b>	<b>6.7</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>18</b>	<b>73.5</b>	<b>11</b>	<b>32</b>
BILBAO	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BILBAO	RYANAIR	S	34	0	0	2.9	50.0	32.4	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
BILBAO	STOBART AIR	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 BILBAO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>50.0</b>	<b>33.3</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	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	8	2
IBIZA	EASYJET UK LTD	S	26	0	0	7.7	69.2	7.7	0.0	3.8	7.7	3.8	0.0	0.0	0.0	0.0	15	91.7	29	24
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>69.2</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.3</b>	<b>27</b>	<b>26</b>
MAHON	EASYJET UK LTD	S	14	0	0	0.0	14.3	28.6	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	16	18
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</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>16</b>	<b>66.7</b>	<b>16</b>	<b>18</b>
MALAGA	EASYJET UK LTD	S	62	0	0	3.2	30.6	38.7	11.3	6.5	3.2	6.5	0.0	0.0	0.0	0.0	19	83.9	8	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	RYANAIR	S	40	0	0	2.5	42.5	27.5	15.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>34.3</b>	<b>12.7</b>	<b>8.8</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>16</b>	<b>83.9</b>	<b>8</b>	<b>62</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	1	31.6	36.8	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	2	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>31.6</b>	<b>36.8</b>	<b>21.1</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>5.3</b>	<b>2</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	88.9	10	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>10</b>	<b>18</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	58	0	0	12.1	51.7	24.1	5.2	5.2	1.7	0.0	0.0	0.0	0.0	0.0	5	86.2	13	58	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	8.1	37.1	32.3	8.1	9.7	3.2	0.0	0.0	1.6	0.0	0.0	17	0.0	0	0	
PALMA DE MALLORCA	VOLOTEA	S	9	0	0	11.1	0.0	33.3	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	48	50.0	19	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>41.1</b>	<b>28.7</b>	<b>7.8</b>	<b>7.0</b>	<b>3.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.9</b>	<b>13</b>	<b>68</b>	
REUS	RYANAIR	S	16	0	0	0.0	18.8	31.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>499</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>40.4</b>	<b>30.4</b>	<b>11.8</b>	<b>5.8</b>	<b>3.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>81.7</b>	<b>11</b>	<b>310</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	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	3	2	
<b>TOTAL ARRECIFE</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>3</b>	<b>2</b>	
TENERIFE (SURREINA SOFIA)	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	50.0	10	2	
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>50.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>4</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	0	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	2	
ABERDEEN	LOGANAIR LTD	S	108	0	0	3.7	48.1	36.1	5.6	2.8	1.9	0.0	1.9	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>48.1</b>	<b>36.1</b>	<b>5.6</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>86</b>	<b>2</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	10	100.0	15	1	
<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>10</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
CARLISLE	LOGANAIR LTD	S	34	0	0	0.0	61.8	35.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.8</b>	<b>35.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	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	8	0.0	0	0	

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CITY OF DERRY (EGLINTON)</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	LOGANAIR LTD	S	106	0	2	3.7	42.6	38.0	6.5	4.6	2.8	0.0	0.0	0.0	0.0	1.9	7	0.0	0	0
GLASGOW	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.4	5	92
<b>TOTAL GLASGOW</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>42.6</b>	<b>38.0</b>	<b>6.5</b>	<b>4.6</b>	<b>2.8</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>90.4</b>	<b>5</b>	<b>92</b>
GUERNSEY	BLUE ISLANDS LIMITED	S	60	0	2	12.9	38.7	38.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	3	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>12.9</b>	<b>38.7</b>	<b>38.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	BLUE ISLANDS LIMITED	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
JERSEY	EASYJET UK LTD	S	44	0	0	4.5	56.8	25.0	2.3	2.3	4.5	4.5	0.0	0.0	0.0	0.0	14	90.5	3	42
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>56.5</b>	<b>26.1</b>	<b>2.2</b>	<b>2.2</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>14</b>	<b>90.5</b>	<b>3</b>	<b>42</b>
MANCHESTER	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	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>85.7</b>	<b>7</b>	<b>138</b>
NEWQUAY	STOBART AIR	S	45	0	1	2.2	26.1	63.0	4.3	2.2	0.0	0.0	0.0	0.0	0.0	2.2	5	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>26.1</b>	<b>63.0</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>420</b>	<b>0</b>	<b>5</b>	<b>4.7</b>	<b>44.7</b>	<b>38.8</b>	<b>4.5</b>	<b>3.3</b>	<b>1.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>87.5</b>	<b>6</b>	<b>275</b>
<b>TOTAL SOUTHEND</b>			<b>1866</b>	<b>0</b>	<b>8</b>	<b>6.2</b>	<b>45.0</b>	<b>31.4</b>	<b>8.4</b>	<b>5.0</b>	<b>2.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>84.5</b>	<b>14</b>	<b>1680</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
LINZ	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	13	16	
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>13</b>	<b>16</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	5	32	
SALZBURG	RYANAIR	S	36	0	0	2.8	61.1	27.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	63.6	12	44	
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>61.1</b>	<b>27.8</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.3</b>	<b>9</b>	<b>76</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.0	24	40	
VIENNA	LAUDA MOTION GMBH	S	118	0	0	0.0	14.4	49.2	20.3	8.5	6.8	0.8	0.0	0.0	0.0	0.0	19	31.3	28	16	
<b>TOTAL VIENNA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.4</b>	<b>49.2</b>	<b>20.3</b>	<b>8.5</b>	<b>6.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>48.2</b>	<b>25</b>	<b>56</b>	
<b>TOTAL AUSTRIA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>25.3</b>	<b>44.2</b>	<b>16.2</b>	<b>7.8</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>15</b>	<b>66.2</b>	<b>15</b>	<b>148</b>	
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	26	0	0	0.0	34.6	50.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	64.3	16	28	
<b>TOTAL PLOVDIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</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>6</b>	<b>64.3</b>	<b>16</b>	<b>28</b>	
SOFIA	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	2	0.0	0	0	
SOFIA	RYANAIR	S	126	0	0	0.8	37.3	50.8	7.1	3.2	0.8	0.0	0.0	0.0	0.0	0.0	7	76.6	14	124	
<b>TOTAL SOFIA</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>37.0</b>	<b>51.2</b>	<b>7.1</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>7</b>	<b>76.6</b>	<b>14</b>	<b>124</b>	
<b>TOTAL BULGARIA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>36.6</b>	<b>51.0</b>	<b>8.5</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>74.3</b>	<b>15</b>	<b>152</b>	
<b>CANADA</b>																					
TORONTO	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>100.0</b>	<b>0</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	52	0	0	0.0	44.2	40.4	9.6	3.8	0.0	0.0	1.9	0.0	0.0	0.0	10	85.4	6	48	
DUBROVNIK	JET2.COM LTD	S	34	0	0	2.9	47.1	41.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	70.8	14	24	
<b>TOTAL DUBROVNIK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>45.3</b>	<b>40.7</b>	<b>8.1</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>8</b>	<b>80.6</b>	<b>9</b>	<b>72</b>	
PULA	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	10	4	
PULA	RYANAIR	S	14	0	0	7.1	35.7	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	42.9	39	14	
<b>TOTAL PULA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</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>4</b>	<b>44.4</b>	<b>32</b>	<b>18</b>	
SPLIT	EASYJET UK LTD	S	30	0	0	0.0	36.7	43.3	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	13	90.0	6	30	
SPLIT	JET2.COM LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	4	
<b>TOTAL SPLIT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>44.1</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>12</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
ZADAR	RYANAIR	S	24	0	0	0.0	20.8	62.5	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	22	24	
ZADAR	TITAN AIRWAYS LTD	C	8	0	1	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	100.0	0	1	
<b>TOTAL ZADAR</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>39.4</b>	<b>45.5</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>5</b>	<b>60.0</b>	<b>21</b>	<b>25</b>	
<b>TOTAL CROATIA</b>			<b>166</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>41.3</b>	<b>42.5</b>	<b>10.2</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>74.5</b>	<b>13</b>	<b>149</b>	
<b>CYPRUS</b>																					
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	6	14	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	JET2.COM LTD	S	42	0	0	9.5	23.8	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	65.7	14	35
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	50.0	31	2
LARNACA	TUI AIRWAYS LTD	C	7	0	0	14.3	28.6	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	71.4	11	7
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>24.5</b>	<b>61.2</b>	<b>0.0</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>0.0</b>	<b>5</b>	<b>70.0</b>	<b>12</b>	<b>58</b>
PAPHOS	JET2.COM LTD	S	51	0	0	17.6	43.1	33.3	3.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.6	4	44
PAPHOS	RYANAIR	S	62	0	0	21.0	24.2	43.5	8.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	73.5	8	68
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	38.9	5.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	50.0	14	18
<b>TOTAL PAPHOS</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>31.3</b>	<b>38.9</b>	<b>6.1</b>	<b>4.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.4</b>	<b>8</b>	<b>130</b>
<b>TOTAL CYPRUS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>29.4</b>	<b>45.0</b>	<b>4.4</b>	<b>4.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.7</b>	<b>9</b>	<b>188</b>
<b>CZECH REPUBLIC</b>																				
BRNO (TURANY)	RYANAIR	S	62	0	0	3.2	56.5	37.1	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3	77.6	14	58
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.6</b>	<b>14</b>	<b>58</b>
OSTRAVA	RYANAIR	S	28	0	0	0.0	35.7	39.3	17.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	67.9	18	28
<b>TOTAL OSTRAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>39.3</b>	<b>17.9</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.9</b>	<b>18</b>	<b>28</b>
PRAGUE	EASYJET UK LTD	S	62	0	0	1.6	14.5	40.3	17.7	17.7	8.1	0.0	0.0	0.0	0.0	0.0	20	56.5	18	62
PRAGUE	RYANAIR	S	166	0	0	1.2	38.0	37.3	12.0	7.8	3.6	0.0	0.0	0.0	0.0	0.0	11	62.7	18	142
<b>TOTAL PRAGUE</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>31.6</b>	<b>38.2</b>	<b>13.6</b>	<b>10.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.8</b>	<b>18</b>	<b>204</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>36.8</b>	<b>38.1</b>	<b>11.6</b>	<b>7.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.8</b>	<b>17</b>	<b>290</b>
<b>DENMARK</b>																				
AALBORG	RYANAIR	S	30	0	0	0.0	26.7	53.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	60.7	28	28
<b>TOTAL AALBORG</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>53.3</b>	<b>6.7</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>10</b>	<b>60.7</b>	<b>28</b>	<b>28</b>
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	8.1	45.2	32.3	11.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	12	60
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.2</b>	<b>32.3</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.3</b>	<b>12</b>	<b>60</b>
BILLUND	RYANAIR	S	116	0	0	6.0	39.7	31.9	11.2	8.6	2.6	0.0	0.0	0.0	0.0	0.0	11	49.2	30	124
BILLUND	SUN AIR OF SCANDINAVIA	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 BILLUND</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>39.0</b>	<b>32.2</b>	<b>11.9</b>	<b>8.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>49.2</b>	<b>30</b>	<b>124</b>
COPENHAGEN	RYANAIR	S	182	0	0	7.7	42.3	30.8	11.0	6.0	2.2	0.0	0.0	0.0	0.0	0.0	8	61.7	18	180
COPENHAGEN	SAS	S	46	0	0	0.0	41.3	45.7	2.2	10.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>42.1</b>	<b>33.8</b>	<b>9.2</b>	<b>7.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.7</b>	<b>18</b>	<b>180</b>
KARUP	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL KARUP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.7</b>	<b>34.3</b>	<b>10.0</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>60.2</b>	<b>22</b>	<b>392</b>
<b>EGYPT</b>																				
HURGHADA	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	8	0.0	0	0
HURGHADA	TUI AIRWAYS LTD	S	10	0	0	10.0	30.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL EGYPT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>ESTONIA</b>																					
TALLIN	RYANAIR	S	32	0	0	3.1	31.3	53.1	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	7	36	
<b>TOTAL TALLIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>53.1</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>7</b>	<b>36</b>	
<b>TOTAL ESTONIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>53.1</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>7</b>	<b>36</b>	
<b>FRANCE</b>																					
AJACCIO	AIR CORSICA	S	18	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	56.3	22	16	
<b>TOTAL AJACCIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.3</b>	<b>22</b>	<b>16</b>	
BASTIA	AIR CORSICA	S	18	0	0	5.6	55.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	6	16	
<b>TOTAL BASTIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
BERGERAC	RYANAIR	S	56	0	0	8.9	44.6	28.6	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	64.3	16	56	
<b>TOTAL BERGERAC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>44.6</b>	<b>28.6</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.3</b>	<b>16</b>	<b>56</b>	
BEZIERS	RYANAIR	S	21	0	1	4.5	31.8	50.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4.5	7	50.0	17	22	
<b>TOTAL BEZIERS</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>31.8</b>	<b>50.0</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>7</b>	<b>50.0</b>	<b>17</b>	<b>22</b>	
BIARRITZ	RYANAIR	S	76	0	0	7.9	48.7	27.6	9.2	5.3	0.0	0.0	0.0	1.3	0.0	0.0	17	74.3	12	73	
<b>TOTAL BIARRITZ</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>48.7</b>	<b>27.6</b>	<b>9.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.3</b>	<b>12</b>	<b>73</b>	
BORDEAUX	RYANAIR	S	54	0	0	3.7	37.0	33.3	18.5	3.7	0.0	3.7	0.0	0.0	0.0	0.0	14	55.8	24	52	
<b>TOTAL BORDEAUX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>33.3</b>	<b>18.5</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>14</b>	<b>55.8</b>	<b>24</b>	<b>52</b>	
BRIVE-LA-GAILLARDE	RYANAIR	S	16	0	0	6.3	56.3	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	6	16	
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
CALVI	AIR CORSICA	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CALVI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARCASSONNE	RYANAIR	S	58	0	0	8.6	27.6	44.8	6.9	10.3	1.7	0.0	0.0	0.0	0.0	0.0	8	61.4	15	57	
<b>TOTAL CARCASSONNE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>27.6</b>	<b>44.8</b>	<b>6.9</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.4</b>	<b>15</b>	<b>57</b>	
CLERMONT FERRAND	RYANAIR	S	16	0	0	0.0	50.0	25.0	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	24	16	
<b>TOTAL CLERMONT FERRAND</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>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>24</b>	<b>16</b>	
DINARD	RYANAIR	S	41	0	0	7.3	65.9	22.0	0.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	5	59.5	16	42	
<b>TOTAL DINARD</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>65.9</b>	<b>22.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>59.5</b>	<b>16</b>	<b>42</b>	
FIGARI	AIR CORSICA	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	41.7	15	10	
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>41.7</b>	<b>15</b>	<b>10</b>	
GRENOBLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	17	24	
<b>TOTAL GRENOBLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.8</b>	<b>17</b>	<b>24</b>	
LA ROCHELLE	RYANAIR	S	34	0	0	5.9	64.7	26.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.5	13	40	
<b>TOTAL LA ROCHELLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>64.7</b>	<b>26.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.5</b>	<b>13</b>	<b>40</b>	
LIMOGES	RYANAIR	S	62	0	0	4.8	46.8	32.3	8.1	4.8	1.6	1.6	0.0	0.0	0.0	0.0	9	71.0	14	62	
<b>TOTAL LIMOGES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>32.3</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MARSEILLE	RYANAIR	S	100	0	0	4.0	31.0	43.0	11.0	4.0	6.0	0.0	1.0	0.0	0.0	0.0	15	74.5	22	94
<b>TOTAL MARSEILLE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>31.0</b>	<b>43.0</b>	<b>11.0</b>	<b>4.0</b>	<b>6.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.5</b>	<b>22</b>	<b>94</b>
NANTES	RYANAIR	S	38	0	0	0.0	31.6	36.8	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	13	56.3	17	32
<b>TOTAL NANTES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>36.8</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>56.3</b>	<b>17</b>	<b>32</b>
NICE	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	32	8
NICE	EASYJET UK LTD	S	52	0	0	5.8	38.5	32.7	13.5	3.8	5.8	0.0	0.0	0.0	0.0	0.0	11	76.7	15	60
NICE	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	12
NICE	RYANAIR	S	34	0	1	0.0	8.6	42.9	14.3	22.9	8.6	0.0	0.0	0.0	0.0	2.9	24	48.4	25	60
<b>TOTAL NICE</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>26.4</b>	<b>36.8</b>	<b>13.8</b>	<b>11.5</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>64.1</b>	<b>20</b>	<b>140</b>
NIMES	RYANAIR	S	22	0	0	0.0	18.2	40.9	27.3	4.5	9.1	0.0	0.0	0.0	0.0	0.0	19	56.3	18	32
<b>TOTAL NIMES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>40.9</b>	<b>27.3</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>19</b>	<b>56.3</b>	<b>18</b>	<b>32</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	32	0	0	6.3	34.4	34.4	3.1	3.1	18.8	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</b>	<b>3.1</b>	<b>3.1</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PERPIGNAN	RYANAIR	S	38	0	0	23.7	63.2	10.5	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	11	40
<b>TOTAL PERPIGNAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>63.2</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>70.0</b>	<b>11</b>	<b>40</b>
POITIERS	RYANAIR	S	28	0	0	7.1	46.4	35.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	32
<b>TOTAL POITIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>35.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>14</b>	<b>32</b>
RENNES	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	69	0.0	0	0
<b>TOTAL RENNES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STRASBOURG	RYANAIR	S	14	0	0	0.0	42.9	21.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	12	14
<b>TOTAL STRASBOURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.3</b>	<b>12</b>	<b>14</b>
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	34	0	0	11.8	41.2	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	67.6	14	34
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	17	4
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>41.2</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.2</b>	<b>14</b>	<b>38</b>
TOULOUSE (BLAGNAC)	RYANAIR	S	124	0	0	6.5	39.5	37.1	5.6	8.9	2.4	0.0	0.0	0.0	0.0	0.0	9	52.0	27	125
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>39.5</b>	<b>37.1</b>	<b>5.6</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>52.0</b>	<b>27</b>	<b>125</b>
TOURS	RYANAIR	S	34	0	0	5.9	70.6	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	8	34
<b>TOTAL TOURS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>70.6</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>8</b>	<b>34</b>
<b>TOTAL FRANCE</b>			<b>1033</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>41.3</b>	<b>33.6</b>	<b>9.5</b>	<b>6.1</b>	<b>2.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>65.1</b>	<b>17</b>	<b>1083</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	218	0	0	11.5	39.4	33.5	8.7	5.0	1.4	0.0	0.5	0.0	0.0	0.0	9	57.9	19	240
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>39.4</b>	<b>33.5</b>	<b>8.7</b>	<b>5.0</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>9</b>	<b>57.9</b>	<b>19</b>	<b>240</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											OCT 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
BERLIN (TEGEL)	BA CITYFLYER LTD	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	9	8
<b>TOTAL BERLIN (TEGEL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
BREMEN	RYANAIR	S	106	0	0	2.8	44.3	42.5	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	34	104
<b>TOTAL BREMEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>44.3</b>	<b>42.5</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>53.8</b>	<b>34</b>	<b>104</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	88	0	2	1.1	26.7	42.2	12.2	11.1	4.4	0.0	0.0	0.0	0.0	2.2	13	57.0	27	142
COLOGNE BONN	RYANAIR	S	152	0	1	5.9	41.8	33.3	5.9	7.8	2.0	1.3	1.3	0.0	0.0	0.7	13	59.2	19	152
<b>TOTAL COLOGNE BONN</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>36.2</b>	<b>36.6</b>	<b>8.2</b>	<b>9.1</b>	<b>2.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>58.2</b>	<b>23</b>	<b>294</b>
DORTMUND	RYANAIR	S	60	0	0	0.0	35.0	45.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.1	21	62
<b>TOTAL DORTMUND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>45.0</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>8</b>	<b>66.1</b>	<b>21</b>	<b>62</b>
DRESDEN	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	0	0.0	0	0
<b>TOTAL DRESDEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	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
FRANKFURT MAIN	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
FRANKFURT MAIN	RYANAIR	S	128	0	0	0.0	10.2	34.4	24.2	24.2	5.5	1.6	0.0	0.0	0.0	0.0	25	53.3	19	122
<b>TOTAL FRANKFURT MAIN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.8</b>	<b>33.8</b>	<b>23.8</b>	<b>24.6</b>	<b>5.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>53.3</b>	<b>19</b>	<b>122</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	91.2	9	57
<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>91.2</b>	<b>9</b>	<b>57</b>
HAMBURG	RYANAIR	S	108	0	0	3.7	38.9	29.6	13.0	8.3	6.5	0.0	0.0	0.0	0.0	0.0	13	66.9	24	118
<b>TOTAL HAMBURG</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>38.9</b>	<b>29.6</b>	<b>13.0</b>	<b>8.3</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>13</b>	<b>66.9</b>	<b>24</b>	<b>118</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	44.4	17	54
<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>44.4</b>	<b>17</b>	<b>54</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	8.1	41.9	37.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.6	13	62
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>37.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.6</b>	<b>13</b>	<b>62</b>
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	28
<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>30</b>	<b>28</b>
MEMMINGEN ALLGAU	RYANAIR	S	44	0	0	4.5	27.3	43.2	11.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	75.0	10	44
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>43.2</b>	<b>11.4</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>10</b>	<b>44</b>
MUNICH	EASYJET UK LTD	S	68	0	0	0.0	38.2	33.8	11.8	2.9	13.2	0.0	0.0	0.0	0.0	0.0	17	63.6	21	66
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	44.4	23	50
MUNICH	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	5	0.0	0	0
MUNICH	SUNDAIR GMBH	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
MUNICH	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	2
<b>TOTAL MUNICH</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>36.1</b>	<b>11.1</b>	<b>2.8</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>16</b>	<b>54.1</b>	<b>22</b>	<b>118</b>
NIEDERRHEIN	RYANAIR	S	22	0	0	0.0	36.4	18.2	13.6	13.6	18.2	0.0	0.0	0.0	0.0	0.0	26	61.5	14	26



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>18.2</b>	<b>13.6</b>	<b>13.6</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>26</b>	<b>61.5</b>	<b>14</b>	<b>26</b>
NUREMBERG	RYANAIR	S	108	0	0	8.3	43.5	39.8	3.7	1.9	0.9	1.9	0.0	0.0	0.0	0.0	8	63.2	17	106
<b>TOTAL NUREMBERG</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>43.5</b>	<b>39.8</b>	<b>3.7</b>	<b>1.9</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>8</b>	<b>63.2</b>	<b>17</b>	<b>106</b>
<b>TOTAL GERMANY</b>			<b>1182</b>	<b>0</b>	<b>3</b>	<b>4.9</b>	<b>35.8</b>	<b>36.2</b>	<b>11.1</b>	<b>7.7</b>	<b>3.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>60.4</b>	<b>21</b>	<b>1443</b>
<b>GREECE</b>																				
ATHENS	RYANAIR	S	96	0	0	2.1	29.2	42.7	18.8	5.2	0.0	2.1	0.0	0.0	0.0	0.0	12	61.3	16	106
<b>TOTAL ATHENS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>29.2</b>	<b>42.7</b>	<b>18.8</b>	<b>5.2</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.2</b>	<b>16</b>	<b>106</b>
CHANIA	JET2.COM LTD	S	18	0	0	11.1	38.9	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
CHANIA	RYANAIR	S	18	0	0	0.0	33.3	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	100.0	2	30
<b>TOTAL CHANIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>41.7</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>30</b>
CORFU	JET2.COM LTD	S	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	13	6
CORFU	RYANAIR	S	28	0	0	0.0	46.4	39.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	12	26
CORFU	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	38	12
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	85.7	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	85.7	8	7
<b>TOTAL CORFU</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.6</b>	<b>46.8</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.7</b>	<b>18</b>	<b>51</b>
HERAKLION	JET2.COM LTD	S	32	0	0	12.5	43.8	28.1	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	5	34
HERAKLION	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	10	7
<b>TOTAL HERAKLION</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>38.1</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>5</b>	<b>90.2</b>	<b>6</b>	<b>41</b>
KEFALLINIA	RYANAIR	S	14	0	0	0.0	50.0	21.4	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12	94.1	7	17
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
KEFALLINIA	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	100.0	2	3
<b>TOTAL KEFALLINIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>26.7</b>	<b>6.7</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.5</b>	<b>6</b>	<b>22</b>
KOS	JET2.COM LTD	S	24	0	0	20.8	41.7	29.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	6	24
KOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	40	8
KOS	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9
<b>TOTAL KOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>42.4</b>	<b>36.4</b>	<b>3.0</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>80.5</b>	<b>12</b>	<b>41</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	4	8
<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>4</b>	<b>8</b>
RHODES	JET2.COM LTD	S	36	0	0	2.8	61.1	22.2	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	5	24
RHODES	RYANAIR	S	19	0	0	0.0	21.1	42.1	31.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	8	26
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	66.7	11	9
RHODES	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	15
<b>TOTAL RHODES</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>42.3</b>	<b>33.8</b>	<b>18.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.1</b>	<b>8</b>	<b>74</b>
SALONIKA	JET2.COM LTD	S	12	0	0	8.3	41.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
SALONIKA	RYANAIR	S	62	0	0	0.0	21.0	45.2	19.4	9.7	3.2	1.6	0.0	0.0	0.0	0.0	15	80.6	10	62
<b>TOTAL SALONIKA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>24.3</b>	<b>43.2</b>	<b>18.9</b>	<b>8.1</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.6</b>	<b>10</b>	<b>62</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL SKIATHOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
ZAKINTHOS	EASYJET UK LTD	S	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	16	37.5	17	8		
ZAKINTHOS	JET2.COM LTD	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	6		
ZAKINTHOS	MIAMI AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	163	0.0	0	0		
ZAKINTHOS	RYANAIR	C	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	111	0.0	0	0		
ZAKINTHOS	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	92.9	4	14		
<b>TOTAL ZAKINTHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>78.6</b>	<b>7</b>	<b>28</b>		
<b>TOTAL GREECE</b>			<b>431</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>35.5</b>	<b>39.9</b>	<b>13.2</b>	<b>5.3</b>	<b>0.9</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>11</b>	<b>465</b>		
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	214	0	0	1.9	36.0	39.7	16.8	4.2	0.5	0.5	0.0	0.5	0.0	11	52.7	23	224		
<b>TOTAL BUDAPEST</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>36.0</b>	<b>39.7</b>	<b>16.8</b>	<b>4.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>11</b>	<b>52.7</b>	<b>23</b>	<b>224</b>		
<b>TOTAL HUNGARY</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>36.0</b>	<b>39.7</b>	<b>16.8</b>	<b>4.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>11</b>	<b>52.7</b>	<b>23</b>	<b>224</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	100.0	0	2		
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	94.4	2	54		
<b>TOTAL KEFLAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.6</b>	<b>2</b>	<b>56</b>		
<b>TOTAL ICELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.6</b>	<b>2</b>	<b>56</b>		
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL AMRITSAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL INDIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	186	0	0	17.7	58.1	19.9	1.6	1.6	0.5	0.0	0.5	0.0	0.0	3	76.9	13	186		
<b>TOTAL CORK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>58.1</b>	<b>19.9</b>	<b>1.6</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>3</b>	<b>76.9</b>	<b>13</b>	<b>186</b>		
DUBLIN	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
DUBLIN	RYANAIR	S	476	0	0	4.2	44.5	36.1	9.9	3.2	1.5	0.6	0.0	0.0	0.0	8	61.9	21	478		
<b>TOTAL DUBLIN</b>			<b>477</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>44.4</b>	<b>36.3</b>	<b>9.9</b>	<b>3.1</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.9</b>	<b>21</b>	<b>478</b>		
IRELAND WEST(KNOCK)	RYANAIR	S	86	0	0	10.5	57.0	25.6	2.3	3.5	1.2	0.0	0.0	0.0	0.0	5	76.1	11	88		
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>57.0</b>	<b>25.6</b>	<b>2.3</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>5</b>	<b>76.1</b>	<b>11</b>	<b>88</b>		
KERRY COUNTY	RYANAIR	S	42	0	0	9.5	33.3	47.6	4.8	4.8	0.0	0.0	0.0	0.0	0.0	5	79.5	14	44		
<b>TOTAL KERRY COUNTY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>33.3</b>	<b>47.6</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.5</b>	<b>14</b>	<b>44</b>		
SHANNON	RYANAIR	S	104	0	0	1.9	54.8	30.8	3.8	2.9	5.8	0.0	0.0	0.0	0.0	9	32.7	32	104		
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>54.8</b>	<b>30.8</b>	<b>3.8</b>	<b>2.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>32.7</b>	<b>32</b>	<b>104</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>895</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>49.2</b>	<b>31.7</b>	<b>6.5</b>	<b>2.9</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.9</b>	<b>19</b>	<b>900</b>		
<b>ISRAEL</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TEL AVIV	ARKIA	S	20	0	0	0.0	20.0	30.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	65.5	17	29	
TEL AVIV	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	81	1	
<b>TOTAL TEL AVIV</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>63.3</b>	<b>19</b>	<b>30</b>	
<b>TOTAL ISRAEL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>63.3</b>	<b>19</b>	<b>30</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	RYANAIR	S	28	0	0	3.6	42.9	46.4	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	34.6	37	26	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>46.4</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>34.6</b>	<b>37</b>	<b>26</b>	
ANCONA	RYANAIR	S	57	0	0	1.8	57.9	28.1	7.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.6	11	58	
<b>TOTAL ANCONA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>57.9</b>	<b>28.1</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>77.6</b>	<b>11</b>	<b>58</b>	
BARI (PALESE)	RYANAIR	S	62	0	0	0.0	43.5	37.1	16.1	1.6	1.6	0.0	0.0	0.0	0.0	0.0	8	49.2	25	61	
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.5</b>	<b>37.1</b>	<b>16.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>49.2</b>	<b>25</b>	<b>61</b>	
BERGAMO	RYANAIR	S	251	0	2	11.1	44.3	33.2	5.9	2.8	1.2	0.8	0.0	0.0	0.8	0.8	6	71.8	16	248	
<b>TOTAL BERGAMO</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>44.3</b>	<b>33.2</b>	<b>5.9</b>	<b>2.8</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>6</b>	<b>71.8</b>	<b>16</b>	<b>248</b>	
BOLOGNA	RYANAIR	S	140	0	0	7.9	40.7	26.4	12.9	8.6	2.1	0.7	0.7	0.0	0.0	0.0	14	47.4	27	116	
<b>TOTAL BOLOGNA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>40.7</b>	<b>26.4</b>	<b>12.9</b>	<b>8.6</b>	<b>2.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>47.4</b>	<b>27</b>	<b>116</b>	
BRINDISI	RYANAIR	S	42	0	0	4.8	47.6	38.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	77.5	9	40	
<b>TOTAL BRINDISI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>38.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.5</b>	<b>9</b>	<b>40</b>	
CAGLIARI (ELMAS)	EASYJET UK LTD	S	40	0	2	0.0	26.2	42.9	4.8	11.9	4.8	4.8	0.0	0.0	0.0	4.8	22	74.1	14	58	
CAGLIARI (ELMAS)	RYANAIR	S	28	0	0	0.0	35.7	39.3	10.7	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	50.0	33	26	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.0</b>	<b>41.4</b>	<b>7.1</b>	<b>11.4</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>66.7</b>	<b>20</b>	<b>84</b>	
COMISO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	20	
<b>TOTAL COMISO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>20</b>	
FLORENCE	BA CITYFLYER LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	17	16	
<b>TOTAL FLORENCE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
GENOA	RYANAIR	S	50	0	0	0.0	26.0	40.0	22.0	6.0	0.0	4.0	0.0	2.0	0.0	0.0	24	34.0	27	49	
<b>TOTAL GENOA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>40.0</b>	<b>22.0</b>	<b>6.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>34.0</b>	<b>27</b>	<b>49</b>	
LAMETIA-TERME	RYANAIR	S	36	0	0	2.8	36.1	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	21	36	
<b>TOTAL LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>58.3</b>	<b>21</b>	<b>36</b>	
MILAN (LINATE)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	14	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>4</b>	<b>14</b>	
MILAN (MALPENSA)	RYANAIR	S	122	0	0	0.8	35.2	36.9	16.4	7.4	1.6	0.0	1.6	0.0	0.0	0.0	14	39.5	27	124	
<b>TOTAL MILAN (MALPENSA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>35.2</b>	<b>36.9</b>	<b>16.4</b>	<b>7.4</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>39.5</b>	<b>27</b>	<b>124</b>	
NAPLES	EASYJET UK LTD	S	116	0	0	0.9	25.0	33.6	17.2	17.2	6.0	0.0	0.0	0.0	0.0	0.0	18	70.3	15	118	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	18	16	
NAPLES	RYANAIR	S	64	0	0	3.1	50.0	35.9	9.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	8	62	
<b>TOTAL NAPLES</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>36.4</b>	<b>33.8</b>	<b>14.1</b>	<b>10.6</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>12</b>	<b>74.5</b>	<b>13</b>	<b>196</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
PALERMO	RYANAIR	S	60	0	0	0.0	45.0	43.3	6.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	7	43.3	31	60	
<b>TOTAL PALERMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>43.3</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>43.3</b>	<b>31</b>	<b>60</b>	
PERUGIA	RYANAIR	S	50	0	0	10.0	46.0	42.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.8	16	52	
<b>TOTAL PERUGIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>46.0</b>	<b>42.0</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>0.0</b>	<b>2</b>	<b>80.8</b>	<b>16</b>	<b>52</b>	
PESCARA	RYANAIR	S	43	0	0	4.7	34.9	46.5	4.7	2.3	4.7	2.3	0.0	0.0	0.0	0.0	11	47.7	25	44	
<b>TOTAL PESCARA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>34.9</b>	<b>46.5</b>	<b>4.7</b>	<b>2.3</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>11</b>	<b>47.7</b>	<b>25</b>	<b>44</b>	
PISA	RYANAIR	S	184	0	0	10.9	44.6	31.5	5.4	4.3	1.6	0.0	1.6	0.0	0.0	0.0	10	74.2	15	178	
<b>TOTAL PISA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>44.6</b>	<b>31.5</b>	<b>5.4</b>	<b>4.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.2</b>	<b>15</b>	<b>178</b>	
RIMINI	RYANAIR	S	16	0	0	0.0	18.8	37.5	12.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	21	37.5	36	16	
<b>TOTAL RIMINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>12.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>37.5</b>	<b>36</b>	<b>16</b>	
ROME (CIAMPINO)	RYANAIR	S	310	0	0	11.9	38.4	31.9	9.7	4.2	2.6	0.3	0.6	0.3	0.0	0.0	11	54.5	23	307	
<b>TOTAL ROME (CIAMPINO)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>38.4</b>	<b>31.9</b>	<b>9.7</b>	<b>4.2</b>	<b>2.6</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>54.5</b>	<b>23</b>	<b>307</b>	
TREVISO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.3	18	150	
<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>69.3</b>	<b>18</b>	<b>150</b>	
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	34	0	0	0.0	35.3	38.2	20.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	21	36	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>38.2</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.1</b>	<b>21</b>	<b>36</b>	
TURIN	RYANAIR	S	62	0	0	4.8	62.9	27.4	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	6	62	
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>62.9</b>	<b>27.4</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.1</b>	<b>6</b>	<b>62</b>	
VENICE	RYANAIR	S	168	0	0	0.0	25.6	31.5	17.9	15.5	8.9	0.6	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL VENICE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.6</b>	<b>31.5</b>	<b>17.9</b>	<b>15.5</b>	<b>8.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
VERONA VILLAFRANCA	RYANAIR	S	39	0	0	7.7	43.6	41.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	14	40	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>44.2</b>	<b>37.2</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>14</b>	<b>40</b>	
<b>TOTAL ITALY</b>			<b>2032</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>39.8</b>	<b>34.3</b>	<b>10.2</b>	<b>6.2</b>	<b>2.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>63.0</b>	<b>19</b>	<b>2033</b>	
<b>JORDAN</b>																					
AQABA	ROYAL JORDANIAN	S	0	0	0	0.0	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 AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	126	0	0	5.6	42.1	38.1	7.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	79.0	10	124	
<b>TOTAL RIGA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>42.1</b>	<b>38.1</b>	<b>7.9</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.0</b>	<b>10</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>42.1</b>	<b>38.1</b>	<b>7.9</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.0</b>	<b>10</b>	<b>124</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	38	0	0	0.0	26.3	47.4	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	78.3	8	46	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL KAUNAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>47.4</b>	<b>15.8</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.3</b>	<b>8</b>	<b>46</b>	
PALANGA	RYANAIR	S	18	0	0	5.6	55.6	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18	
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
VILNIUS	RYANAIR	S	64	0	0	0.0	26.6	34.4	21.9	12.5	1.6	3.1	0.0	0.0	0.0	0.0	18	61.3	18	62	
<b>TOTAL VILNIUS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>34.4</b>	<b>21.9</b>	<b>12.5</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.3</b>	<b>18</b>	<b>62</b>	
<b>TOTAL LITHUANIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.8</b>	<b>38.3</b>	<b>16.7</b>	<b>10.8</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.0</b>	<b>12</b>	<b>126</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	46	0	0	2.2	47.8	30.4	4.3	13.0	2.2	0.0	0.0	0.0	0.0	0.0	11	51.6	23	62	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>47.8</b>	<b>30.4</b>	<b>4.3</b>	<b>13.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.6</b>	<b>23</b>	<b>62</b>	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>47.8</b>	<b>30.4</b>	<b>4.3</b>	<b>13.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.6</b>	<b>23</b>	<b>62</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	16.7	44.4	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	81.3	5	16	
MALTA	RYANAIR	S	51	0	0	3.9	33.3	39.2	17.6	2.0	2.0	2.0	0.0	0.0	0.0	0.0	11	63.9	16	61	
<b>TOTAL MALTA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>36.2</b>	<b>37.7</b>	<b>13.0</b>	<b>1.4</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.5</b>	<b>14</b>	<b>77</b>	
<b>TOTAL MALTA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>36.2</b>	<b>37.7</b>	<b>13.0</b>	<b>1.4</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.5</b>	<b>14</b>	<b>77</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	22.2	61.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	28	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>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>33.3</b>	<b>28</b>	<b>18</b>	
ESSAOUIRA	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	13	0.0	0	0	
<b>TOTAL ESSAOUIRA</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>0.0</b>	<b>0</b>	<b>0</b>	
FEZ	RYANAIR	S	16	0	0	6.3	31.3	18.8	12.5	12.5	12.5	0.0	0.0	6.3	0.0	0.0	54	61.1	15	18	
<b>TOTAL FEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>61.1</b>	<b>15</b>	<b>18</b>	
MARRAKESH	RYANAIR	S	62	0	0	4.8	33.9	40.3	12.9	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	75.8	13	62	
<b>TOTAL MARRAKESH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.9</b>	<b>40.3</b>	<b>12.9</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.8</b>	<b>13</b>	<b>62</b>	
RABAT	RYANAIR	S	28	0	0	0.0	10.7	53.6	25.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	13	69.2	9	26	
<b>TOTAL RABAT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</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>69.2</b>	<b>9</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>26.2</b>	<b>43.7</b>	<b>15.1</b>	<b>7.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.1</b>	<b>15</b>	<b>124</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	6	0	0	16.7	50.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	206	0	2	2.9	41.3	26.4	11.5	7.7	8.7	0.5	0.0	0.0	0.0	1.0	15	68.3	14	208	
<b>TOTAL AMSTERDAM</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>41.6</b>	<b>25.7</b>	<b>11.7</b>	<b>7.9</b>	<b>8.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>68.3</b>	<b>14</b>	<b>208</b>	
EINDHOVEN	RYANAIR	S	180	0	0	6.7	51.7	27.2	5.6	5.6	2.8	0.6	0.0	0.0	0.0	0.0	9	46.8	40	125	
<b>TOTAL EINDHOVEN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>51.7</b>	<b>27.2</b>	<b>5.6</b>	<b>5.6</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>9</b>	<b>46.8</b>	<b>40</b>	<b>125</b>	
<b>TOTAL NETHERLANDS</b>			<b>392</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>46.2</b>	<b>26.4</b>	<b>8.9</b>	<b>6.9</b>	<b>5.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>60.2</b>	<b>24</b>	<b>333</b>	
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	44	0	0	4.5	43.2	40.9	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	8	32	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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 KRISTIANSAND (KJEVIK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>43.2</b>	<b>40.9</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>88.2</b>	<b>8</b>	<b>32</b>	
OSLO (GARDERMOEN)	RYANAIR	S	130	0	0	2.3	28.5	47.7	9.2	6.9	3.8	1.5	0.0	0.0	0.0	0.0	13	55.9	26	170	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>28.5</b>	<b>47.7</b>	<b>9.2</b>	<b>6.9</b>	<b>3.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.9</b>	<b>26</b>	<b>170</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	11.8	50.0	32.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	52.9	27	34	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>50.0</b>	<b>32.4</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>0.0</b>	<b>3</b>	<b>52.9</b>	<b>27</b>	<b>34</b>	
<b>TOTAL NORWAY</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>35.1</b>	<b>43.8</b>	<b>9.1</b>	<b>4.3</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.1</b>	<b>24</b>	<b>236</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	59	0	1	6.7	56.7	26.7	5.0	1.7	0.0	0.0	1.7	0.0	0.0	1.7	9	85.0	13	60	
<b>TOTAL BYDGOSZCZ</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>56.7</b>	<b>26.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>85.0</b>	<b>13</b>	<b>60</b>	
GDANSK	RYANAIR	S	100	0	0	1.0	42.0	42.0	9.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	8	63.0	20	108	
<b>TOTAL GDANSK</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>42.0</b>	<b>42.0</b>	<b>9.0</b>	<b>5.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>63.0</b>	<b>20</b>	<b>108</b>	
KATOWICE	RYANAIR	S	46	0	0	0.0	32.6	45.7	8.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	15	59.7	21	62	
<b>TOTAL KATOWICE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.6</b>	<b>45.7</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>15</b>	<b>59.7</b>	<b>21</b>	<b>62</b>	
KRAKOW	RYANAIR	S	176	0	0	13.6	44.9	30.1	2.8	1.7	3.4	0.0	3.4	0.0	0.0	0.0	15	55.4	24	164	
KRAKOW	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	2	
<b>TOTAL KRAKOW</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>44.4</b>	<b>30.9</b>	<b>2.8</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.0</b>	<b>23</b>	<b>166</b>	
LODZ LUBLINEK	RYANAIR	S	54	0	0	7.4	50.0	29.6	7.4	1.9	1.9	0.0	1.9	0.0	0.0	0.0	10	63.5	15	51	
<b>TOTAL LODZ LUBLINEK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>50.0</b>	<b>29.6</b>	<b>7.4</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.5</b>	<b>15</b>	<b>51</b>	
LUBLIN (PORT LOTNICZY)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	36	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>36</b>	
POZNAN	RYANAIR	S	78	0	0	0.0	42.3	32.1	11.5	11.5	2.6	0.0	0.0	0.0	0.0	0.0	11	51.3	21	80	
<b>TOTAL POZNAN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>32.1</b>	<b>11.5</b>	<b>11.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.3</b>	<b>21</b>	<b>80</b>	
RZESZOW	RYANAIR	S	66	0	0	4.5	48.5	33.3	9.1	3.0	0.0	0.0	0.0	1.5	0.0	0.0	11	73.0	11	74	
<b>TOTAL RZESZOW</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>48.5</b>	<b>33.3</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>11</b>	<b>74</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	62	0	0	8.1	50.0	29.0	4.8	4.8	1.6	1.6	0.0	0.0	0.0	0.0	9	80.6	13	62	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>50.0</b>	<b>29.0</b>	<b>4.8</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>0.0</b>	<b>9</b>	<b>80.6</b>	<b>13</b>	<b>62</b>	
SZYMANY (MAZURY)	RYANAIR	S	26	0	0	7.7	42.3	42.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	69.2	13	26	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>42.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>13</b>	<b>26</b>	
WARSAW (CHOPIN)	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
<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>50.0</b>	<b>20</b>	<b>2</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	170	0	0	3.5	41.2	38.2	10.6	4.1	1.8	0.6	0.0	0.0	0.0	0.0	9	60.2	23	221	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>41.2</b>	<b>38.2</b>	<b>10.6</b>	<b>4.1</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>9</b>	<b>60.2</b>	<b>23</b>	<b>221</b>	
WROCLAW	RYANAIR	S	104	0	0	1.0	38.5	38.5	14.4	5.8	1.0	0.0	1.0	0.0	0.0	0.0	11	50.0	22	104	
<b>TOTAL WROCLAW</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>38.5</b>	<b>38.5</b>	<b>14.4</b>	<b>5.8</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>11</b>	<b>50.0</b>	<b>22</b>	<b>104</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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 POLAND</b>			<b>943</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>43.9</b>	<b>35.1</b>	<b>8.1</b>	<b>4.3</b>	<b>1.8</b>	<b>0.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>62.2</b>	<b>19</b>	<b>1052</b>	
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																					
<b>AZORES PONTA DELGADA</b>	RYANAIR	S	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	12.5	47	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>12.5</b>	<b>47</b>	<b>8</b>	
<b>FARO</b>	BA CITYFLYER LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8	
<b>FARO</b>	JET2.COM LTD	S	88	0	0	13.6	55.7	28.4	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	66	
<b>FARO</b>	RYANAIR	S	134	0	0	5.2	36.6	35.8	9.7	9.0	2.2	0.7	0.7	0.0	0.0	0.0	12	68.9	15	148	
<b>FARO</b>	TUI AIRWAYS LTD	C	11	0	0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	15	14	
<b>TOTAL FARO</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>33.2</b>	<b>6.2</b>	<b>5.8</b>	<b>1.2</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>72.9</b>	<b>12</b>	<b>236</b>	
<b>LISBON</b>	RYANAIR	S	238	0	0	5.0	34.0	40.3	12.6	5.5	1.7	0.0	0.0	0.8	0.0	0.0	13	64.9	23	183	
<b>TOTAL LISBON</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>34.0</b>	<b>40.3</b>	<b>12.6</b>	<b>5.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.9</b>	<b>23</b>	<b>183</b>	
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	164	0	0	1.8	26.8	43.3	13.4	9.1	3.7	1.2	0.6	0.0	0.0	0.0	17	51.3	31	154	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>26.8</b>	<b>43.3</b>	<b>13.4</b>	<b>9.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>51.3</b>	<b>31</b>	<b>154</b>	
<b>TOTAL PORTUGAL</b>			<b>651</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.8</b>	<b>38.4</b>	<b>10.4</b>	<b>6.9</b>	<b>2.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.8</b>	<b>21</b>	<b>581</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	JET2.COM LTD	S	34	0	0	5.9	61.8	26.5	2.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5	80.8	18	26	
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>26.5</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>18</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>61.8</b>	<b>26.5</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>18</b>	<b>26</b>	
<b>REPUBLIC OF MOLDOVA</b>																					
<b>CHISINAU (KISHINEV)</b>	AIR MOLDOVA INTERNATIONAL	S	44	0	0	0.0	4.5	34.1	38.6	20.5	2.3	0.0	0.0	0.0	0.0	0.0	21	76.2	11	42	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>34.1</b>	<b>38.6</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.2</b>	<b>11</b>	<b>42</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>34.1</b>	<b>38.6</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.2</b>	<b>11</b>	<b>42</b>	
<b>PODGORICA</b>	RYANAIR	S	16	0	0	0.0	31.3	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	16	
<b>TOTAL PODGORICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
<b>BUCHAREST (OTOPENI)</b>	RYANAIR	S	104	0	0	5.8	28.8	41.3	12.5	10.6	0.0	0.0	0.0	1.0	0.0	0.0	23	72.6	11	124	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>28.8</b>	<b>41.3</b>	<b>12.5</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>11</b>	<b>124</b>	
<b>TOTAL ROMANIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>28.8</b>	<b>41.3</b>	<b>12.5</b>	<b>10.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>11</b>	<b>124</b>	
<b>RUSSIA</b>																					
<b>ST PETERSBURG</b>	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	58.3	36	24	
<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>58.3</b>	<b>36</b>	<b>24</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>58.3</b>	<b>36</b>	<b>24</b>	
<b>SAUDI ARABIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													OCT 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
RIYADH	AERONEXUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL RIYADH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
<b>TOTAL SAUDI ARABIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	92	0	0	3.3	51.1	28.3	12.0	1.1	3.3	1.1	0.0	0.0	0.0	0.0	9	75.0	14	104
<b>TOTAL BRATISLAVA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>51.1</b>	<b>28.3</b>	<b>12.0</b>	<b>1.1</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>75.0</b>	<b>14</b>	<b>104</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>51.1</b>	<b>28.3</b>	<b>12.0</b>	<b>1.1</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>75.0</b>	<b>14</b>	<b>104</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET UK LTD	S	80	0	1	7.4	27.2	34.6	9.9	14.8	2.5	0.0	2.5	0.0	0.0	1.2	18	72.0	12	82
<b>TOTAL LJUBLJANA</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>27.2</b>	<b>34.6</b>	<b>9.9</b>	<b>14.8</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>72.0</b>	<b>12</b>	<b>82</b>
<b>TOTAL SLOVENIA</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>27.2</b>	<b>34.6</b>	<b>9.9</b>	<b>14.8</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>72.0</b>	<b>12</b>	<b>82</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	96	0	0	10.4	46.9	32.3	6.3	3.1	1.0	0.0	0.0	0.0	0.0	0.0	5	82.1	7	78
ALICANTE	RYANAIR	S	124	0	0	6.5	36.3	29.0	20.2	6.5	0.0	0.8	0.0	0.8	0.0	0.0	13	61.6	20	146
<b>TOTAL ALICANTE</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>40.9</b>	<b>30.5</b>	<b>14.1</b>	<b>5.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.8</b>	<b>15</b>	<b>224</b>
ALMERIA	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	13	8
ALMERIA	RYANAIR	S	16	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	18	20
<b>TOTAL ALMERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>58.3</b>	<b>8.3</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>12</b>	<b>67.9</b>	<b>16</b>	<b>28</b>
ASTURIAS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	9	32
<b>TOTAL ASTURIAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.1</b>	<b>9</b>	<b>32</b>
BARCELONA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	2
BARCELONA	RYANAIR	S	259	0	0	9.7	42.9	30.9	6.6	5.8	3.1	0.4	0.8	0.0	0.0	0.0	11	51.6	23	248
BARCELONA	SMARTWINGS	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>261</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.5</b>	<b>31.0</b>	<b>6.5</b>	<b>6.1</b>	<b>3.1</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>51.2</b>	<b>23</b>	<b>250</b>
BILBAO	EASYJET UK LTD	S	90	0	0	2.2	30.0	40.0	13.3	10.0	4.4	0.0	0.0	0.0	0.0	0.0	13	75.0	12	100
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	0.0	0	100.0	0	1
<b>TOTAL BILBAO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>30.0</b>	<b>40.0</b>	<b>13.3</b>	<b>10.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.2</b>	<b>12</b>	<b>101</b>
CASTELLON COSTA AZAHAR	RYANAIR	S	16	0	0	6.3	43.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	56.3	36	16
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>56.3</b>	<b>36</b>	<b>16</b>
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	37	10
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>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>9</b>	<b>80.0</b>	<b>37</b>	<b>10</b>
GIRONA	JET2.COM LTD	S	16	0	0	6.3	50.0	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	18	12
GIRONA	RYANAIR	S	38	0	0	7.9	39.5	28.9	7.9	10.5	5.3	0.0	0.0	0.0	0.0	0.0	12	51.2	15	43
<b>TOTAL GIRONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>42.6</b>	<b>31.5</b>	<b>5.6</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.2</b>	<b>16</b>	<b>55</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
IBIZA	BA CITYFLYER LTD	S	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.8	48	24	
IBIZA	EASYJET UK LTD	S	85	0	1	10.5	43.0	25.6	11.6	5.8	2.3	0.0	0.0	0.0	0.0	1.2	9	77.5	15	80	
IBIZA	JET2.COM LTD	S	36	0	0	11.1	52.8	30.6	0.0	2.8	0.0	2.8	0.0	0.0	0.0	0.0	7	90.6	5	32	
IBIZA	RYANAIR	S	96	0	0	10.4	43.8	28.1	8.3	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	79.3	14	92	
IBIZA	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	47	2	
IBIZA	TUI AIRWAYS LTD	C	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	7	7	
<b>TOTAL IBIZA</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>46.4</b>	<b>27.0</b>	<b>8.2</b>	<b>5.2</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>78.9</b>	<b>16</b>	<b>237</b>		
JEREZ	RYANAIR	S	32	0	0	0.0	43.8	46.9	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	91.2	4	34	
<b>TOTAL JEREZ</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>46.9</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
MADRID	RYANAIR	S	268	0	0	9.7	41.0	35.1	8.6	3.7	1.9	0.0	0.0	0.0	0.0	0.0	7	65.7	22	246	
<b>TOTAL MADRID</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>41.0</b>	<b>35.1</b>	<b>8.6</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.7</b>	<b>22</b>	<b>246</b>	
MAHON	JET2.COM LTD	S	24	0	0	0.0	37.5	41.7	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	9	16	
MAHON	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	0	0.0	0	0	
MAHON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
MAHON	TUI AIRWAYS LTD	C	14	0	0	7.1	28.6	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	68.8	11	16	
<b>TOTAL MAHON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>33.3</b>	<b>43.6</b>	<b>12.8</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.6</b>	<b>10</b>	<b>34</b>	
MALAGA	BA CITYFLYER LTD	S	16	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	37.5	33	8	
MALAGA	EASYJET UK LTD	S	75	0	2	9.1	36.4	31.2	10.4	6.5	3.9	0.0	0.0	0.0	0.0	2.6	10	71.4	14	84	
MALAGA	JET2.COM LTD	S	62	0	0	12.9	48.4	32.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	75.8	12	66	
MALAGA	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
MALAGA	RYANAIR	S	140	0	0	3.6	42.1	38.6	10.0	3.6	1.4	0.0	0.7	0.0	0.0	0.0	9	58.9	21	146	
<b>TOTAL MALAGA</b>			<b>293</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>41.7</b>	<b>34.6</b>	<b>9.2</b>	<b>3.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>65.4</b>	<b>17</b>	<b>306</b>	
MURCIA INTERNATIONAL	RYANAIR	S	72	0	0	12.5	50.0	25.0	5.6	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MURCIA INTERNATIONAL	TITAN AIRWAYS LTD	C	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>51.3</b>	<b>23.8</b>	<b>5.0</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.6	24	86	
<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>68.6</b>	<b>24</b>	<b>86</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	8	0	0	25.0	0.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	8	8	
PALMA DE MALLORCA	EASYJET UK LTD	S	74	0	1	5.3	32.0	22.7	18.7	9.3	10.7	0.0	0.0	0.0	0.0	1.3	19	65.4	16	78	
PALMA DE MALLORCA	JET2.COM LTD	S	94	0	0	22.3	45.7	22.3	5.3	1.1	1.1	2.1	0.0	0.0	0.0	0.0	7	82.0	7	50	
PALMA DE MALLORCA	RYANAIR	S	114	0	0	2.6	35.1	43.0	10.5	6.1	1.8	0.9	0.0	0.0	0.0	0.0	10	62.8	23	145	
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	76.5	16	17	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	17	0	0	0.0	29.4	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	16	
<b>TOTAL PALMA DE MALLORCA</b>			<b>307</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>36.4</b>	<b>33.4</b>	<b>10.7</b>	<b>4.9</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>67.8</b>	<b>18</b>	<b>314</b>	
REUS	JET2.COM LTD	S	26	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	
REUS	RYANAIR	S	27	0	0	0.0	48.1	51.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	38.5	30	26	
<b>TOTAL REUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>54.7</b>	<b>41.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>63.6</b>	<b>18</b>	<b>44</b>	
SANTANDER	RYANAIR	S	44	0	0	13.6	45.5	25.0	11.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	68.2	18	44	
<b>TOTAL SANTANDER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>45.5</b>	<b>25.0</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.2</b>	<b>18</b>	<b>44</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	72	0	0	8.3	40.3	41.7	2.8	5.6	1.4	0.0	0.0	0.0	0.0	0.0	6	82.5	9	40	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>40.3</b>	<b>41.7</b>	<b>2.8</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.5</b>	<b>9</b>	<b>40</b>	
SEVILLE	RYANAIR	S	78	0	0	0.0	34.6	41.0	15.4	6.4	1.3	0.0	1.3	0.0	0.0	0.0	13	70.3	20	64	
<b>TOTAL SEVILLE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>41.0</b>	<b>15.4</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>20</b>	<b>64</b>	
VALENCIA	RYANAIR	S	82	0	0	3.7	30.5	39.0	13.4	11.0	2.4	0.0	0.0	0.0	0.0	0.0	12	74.0	14	72	
<b>TOTAL VALENCIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.5</b>	<b>39.0</b>	<b>13.4</b>	<b>11.0</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>12</b>	<b>74.0</b>	<b>14</b>	<b>72</b>	
ZARAGOZA	RYANAIR	S	46	0	0	10.9	32.6	41.3	6.5	6.5	0.0	0.0	0.0	2.2	0.0	0.0	14	69.6	14	46	
<b>TOTAL ZARAGOZA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>32.6</b>	<b>41.3</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.6</b>	<b>14</b>	<b>46</b>	
<b>TOTAL SPAIN</b>			<b>2301</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>40.4</b>	<b>34.1</b>	<b>9.3</b>	<b>5.3</b>	<b>2.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>67.8</b>	<b>18</b>	<b>2283</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	70	0	0	7.1	61.4	18.6	5.7	4.3	2.9	0.0	0.0	0.0	0.0	0.0	7	79.7	18	64	
ARRECIFE	RYANAIR	S	46	0	0	13.0	41.3	34.8	8.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	51.9	21	54	
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	23	18	
ARRECIFE	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	17	8	
<b>TOTAL ARRECIFE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>51.2</b>	<b>26.8</b>	<b>8.1</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.0</b>	<b>20</b>	<b>144</b>	
FUERTEVENTURA	JET2.COM LTD	S	34	0	0	17.6	52.9	26.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	30	
FUERTEVENTURA	RYANAIR	S	38	0	0	26.3	44.7	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.2	7	44	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	34	7	
FUERTEVENTURA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	10	
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>48.6</b>	<b>27.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.9</b>	<b>9</b>	<b>91</b>	
LAS PALMAS	JET2.COM LTD	S	44	0	0	22.7	36.4	38.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.4	18	38	
LAS PALMAS	RYANAIR	S	48	0	0	8.3	41.7	37.5	8.3	2.1	2.1	0.0	0.0	0.0	0.0	0.0	8	73.1	12	52	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	17	10	
<b>TOTAL LAS PALMAS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>36.0</b>	<b>41.0</b>	<b>6.0</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>6</b>	<b>70.0</b>	<b>15</b>	<b>100</b>	
TENERIFE (SURREINA SOFIA)	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	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	109	0	0	15.6	45.0	35.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.5	8	78	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	0	0	4.3	37.1	45.7	2.9	8.6	1.4	0.0	0.0	0.0	0.0	0.0	7	60.3	19	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	57.9	17	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												OCT 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	17	0	0	0.0	23.5	41.2	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	23	55.6	16	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>40.3</b>	<b>39.8</b>	<b>4.6</b>	<b>3.6</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>6</b>	<b>69.4</b>	<b>14</b>	<b>194</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>491</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>43.4</b>	<b>35.0</b>	<b>5.3</b>	<b>2.6</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>5</b>	<b>71.8</b>	<b>15</b>	<b>529</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	80	0	0	11.3	35.0	26.3	15.0	8.8	3.8	0.0	0.0	0.0	0.0	0.0	11	63.8	17	80	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>35.0</b>	<b>26.3</b>	<b>15.0</b>	<b>8.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.8</b>	<b>17</b>	<b>80</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	104	0	0	3.8	46.2	36.5	11.5	1.0	0.0	0.0	1.0	0.0	0.0	0.0	8	62.9	23	140	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>36.5</b>	<b>11.5</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>8</b>	<b>62.9</b>	<b>23</b>	<b>140</b>	
VASTERAS	RYANAIR	S	28	0	0	0.0	35.7	53.6	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	13	36	
<b>TOTAL VASTERAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>53.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.6</b>	<b>13</b>	<b>36</b>	
<b>TOTAL SWEDEN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>40.6</b>	<b>34.9</b>	<b>12.3</b>	<b>4.2</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>9</b>	<b>62.1</b>	<b>20</b>	<b>256</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	54	
<b>TOTAL BALE MULHOUSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>17</b>	<b>54</b>	
ZURICH	SWISS AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>53.6</b>	<b>17</b>	<b>54</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	90.0	30	10	
<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>90.0</b>	<b>30</b>	<b>10</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>90.0</b>	<b>30</b>	<b>10</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	93	0	0	7.5	33.3	50.5	5.4	2.2	1.1	0.0	0.0	0.0	0.0	0.0	5	84.3	7	51	
ANTALYA	RYANAIR	C	3	0	0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
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	69.0	15	42	
ANTALYA	TUI AIRWAYS LTD	C	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	24	100.0	4	7	
<b>TOTAL ANTALYA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>30.1</b>	<b>49.5</b>	<b>7.8</b>	<b>2.9</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>7</b>	<b>79.0</b>	<b>11</b>	<b>100</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	14	0	0	7.1	28.6	35.7	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	88.9	9	18	
BODRUM (MILAS)	JET2.COM LTD	S	25	0	0	16.0	36.0	44.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	26	
<b>TOTAL BODRUM (MILAS)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>33.3</b>	<b>41.0</b>	<b>5.1</b>	<b>2.6</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>8</b>	<b>44</b>	
DALAMAN	EASYJET UK LTD	S	32	0	1	0.0	24.2	45.5	9.1	9.1	9.1	0.0	0.0	0.0	0.0	3.0	16	77.8	7	36	
DALAMAN	JET2.COM LTD	S	89	0	0	3.4	41.6	49.4	4.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	4	89.5	5	38	

## 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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DALAMAN	RYANAIR	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	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	62.2	33	45	
DALAMAN	TUI AIRWAYS LTD	C	15	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	10	
<b>TOTAL DALAMAN</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>37.7</b>	<b>49.3</b>	<b>5.1</b>	<b>2.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>77.5</b>	<b>15</b>	<b>129</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	62	0	0	9.7	16.1	35.5	21.0	16.1	1.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>16.1</b>	<b>35.5</b>	<b>21.0</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	260	0	0	4.2	32.3	40.8	11.5	9.2	0.8	1.2	0.0	0.0	0.0	0.0	11	75.6	11	193	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>32.3</b>	<b>40.8</b>	<b>11.5</b>	<b>9.2</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.6</b>	<b>11</b>	<b>193</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	78.3	11	46	
<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>78.3</b>	<b>11</b>	<b>46</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	32	0	0	0.0	18.8	65.6	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	92.0	5	25	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>58.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.0</b>	<b>5</b>	<b>25</b>	
<b>TOTAL TURKEY</b>			<b>651</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>31.3</b>	<b>44.8</b>	<b>10.0</b>	<b>6.7</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>78.6</b>	<b>11</b>	<b>537</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	42	0	0	0.0	16.7	64.3	11.9	4.8	2.4	0.0	0.0	0.0	0.0	0.0	10	66.7	9	6	
<b>TOTAL KIEV (BORISPOL)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>64.3</b>	<b>11.9</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>10</b>	<b>66.7</b>	<b>9</b>	<b>6</b>	
LVOV	RYANAIR	S	24	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 LVOV</b>			<b>24</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 UKRAINE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>12.1</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>9</b>	<b>6</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI 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	0.0	64	1	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>64</b>	<b>1</b>	
DUBAI	EMIRATES	S	116	0	0	6.9	37.1	31.0	14.7	8.6	1.7	0.0	0.0	0.0	0.0	0.0	10	93.5	4	62	
<b>TOTAL DUBAI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>37.1</b>	<b>31.0</b>	<b>14.7</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>10</b>	<b>93.5</b>	<b>4</b>	<b>62</b>	
<b>TOTAL UNITED ARAB</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>37.1</b>	<b>31.0</b>	<b>14.7</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>10</b>	<b>92.1</b>	<b>5</b>	<b>63</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	252	0	0	6.0	49.2	26.2	7.9	6.3	4.0	0.4	0.0	0.0	0.0	0.0	10	78.0	11	246	
BELFAST INTERNATIONAL	RYANAIR	S	16	0	0	6.3	12.5	25.0	6.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	81.7	10	186	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>47.0</b>	<b>26.1</b>	<b>7.8</b>	<b>9.0</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.6</b>	<b>10</b>	<b>432</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	78.4	11	110	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	96	0	0	4.2	47.9	27.1	9.4	3.1	4.2	4.2	0.0	0.0	0.0	0.0	15	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR OCTOBER 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>47.9</b>	<b>27.1</b>	<b>9.4</b>	<b>3.1</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.4</b>	<b>11</b>	<b>110</b>
DUNDEE	LOGANAIR LTD	S	97	0	2	5.1	59.6	24.2	3.0	3.0	0.0	3.0	0.0	0.0	0.0	2.0	7	77.0	9	98
<b>TOTAL DUNDEE</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>59.6</b>	<b>24.2</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>77.0</b>	<b>9</b>	<b>98</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	100.0	6	1
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
EDINBURGH	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
EDINBURGH	EASYJET UK LTD	S	220	0	0	5.5	33.6	23.6	15.0	12.3	7.3	2.7	0.0	0.0	0.0	0.0	19	56.6	28	224
EDINBURGH	RYANAIR	S	30	0	0	6.7	46.7	3.3	20.0	13.3	3.3	6.7	0.0	0.0	0.0	0.0	21	43.9	27	239
<b>TOTAL EDINBURGH</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.1</b>	<b>21.5</b>	<b>15.5</b>	<b>12.4</b>	<b>6.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.1</b>	<b>27</b>	<b>463</b>
GLASGOW	EASYJET UK LTD	S	178	0	0	6.7	53.9	25.8	6.2	5.1	1.1	0.0	1.1	0.0	0.0	0.0	8	65.2	23	178
GLASGOW	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	166	0.0	0	0
GLASGOW	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	33.3	0	1
GLASGOW	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	24	77
<b>TOTAL GLASGOW</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.6</b>	<b>25.7</b>	<b>6.1</b>	<b>5.0</b>	<b>1.1</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>63.7</b>	<b>23</b>	<b>256</b>
GUERNSEY	AURIGNY AIR SERVICES	S	40	0	6	2.2	52.2	19.6	0.0	8.7	4.3	0.0	0.0	0.0	0.0	13.0	9	91.4	6	58
<b>TOTAL GUERNSEY</b>			<b>40</b>	<b>0</b>	<b>6</b>	<b>2.2</b>	<b>52.2</b>	<b>19.6</b>	<b>0.0</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>9</b>	<b>91.4</b>	<b>6</b>	<b>58</b>
<b>TOTAL UNITED KINGDOM</b>			<b>931</b>	<b>0</b>	<b>8</b>	<b>5.5</b>	<b>46.8</b>	<b>24.4</b>	<b>8.8</b>	<b>7.9</b>	<b>3.7</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>67.4</b>	<b>18</b>	<b>1418</b>
<b>USA</b>																				
BOSTON	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BOSTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
CHARLOTTE	VIRGIN ATLANTIC 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	55	0.0	0	0
<b>TOTAL CHARLOTTE</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>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COLUMBUS	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	0	1
<b>TOTAL NEW YORK (NEWARK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>0</b>	<b>1</b>
TAMPA	VIRGIN ATLANTIC 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	44	0.0	0	0
<b>TOTAL TAMPA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>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>38</b>	<b>33.3</b>	<b>0</b>	<b>2</b>
<b>TOTAL STANSTED</b>			<b>15087</b>	<b>0</b>	<b>27</b>	<b>5.9</b>	<b>39.7</b>	<b>35.3</b>	<b>9.8</b>	<b>5.9</b>	<b>2.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>66.1</b>	<b>18</b>	<b>15884</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A			PERCENTAGE OF FLIGHTS LATE										OCT 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)
A CORUNA																						
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	16.1	51.6	22.6	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	71.0	21	31
	HEATHROW	VUELING AIRLINES	S	D	31	0	1	0.0	46.9	43.8	0.0	3.1	3.1	0.0	0.0	0.0	0.0	3.1	7	74.2	20	31
<b>TOTAL A CORUNA</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>49.2</b>	<b>33.3</b>	<b>1.6</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>72.6</b>	<b>20</b>	<b>62</b>
AALBORG																						
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	23	11
	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	72.7	12	11
	STANSTED	RYANAIR	S	A	15	0	0	0.0	13.3	66.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	10	57.1	32	14	
	STANSTED	RYANAIR	S	D	15	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	64.3	24	14	
<b>TOTAL AALBORG</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>53.3</b>	<b>6.7</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>10</b>	<b>62.0</b>	<b>24</b>	<b>50</b>	
AARHUS (TIRSTRUP)																						
	STANSTED	RYANAIR	S	A	31	0	0	16.1	45.2	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	76.7	11	30
	STANSTED	RYANAIR	S	D	31	0	0	0.0	45.2	41.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6	80.0	12	30	
	MANCHESTER	SAS	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	2	0.0	0	0	
	MANCHESTER	SAS	S	D	8	0	0	12.5	75.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>48.7</b>	<b>28.2</b>	<b>9.0</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>6</b>	<b>78.3</b>	<b>12</b>	<b>60</b>	
ABERDEEN																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	26	0	0	11.5	50.0	19.2	7.7	3.8	3.8	0.0	3.8	0.0	0.0	0.0	15	100.0	1	25
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	26	0	0	0.0	30.8	50.0	3.8	3.8	7.7	0.0	3.8	0.0	0.0	0.0	18	96.2	4	26
	BIRMINGHAM	FLYBE LTD	S	A	75	0	0	18.7	57.3	16.0	4.0	1.3	1.3	1.3	0.0	0.0	0.0	6	85.4	11	82	
	BIRMINGHAM	FLYBE LTD	S	D	75	0	0	0.0	33.3	50.7	9.3	4.0	0.0	2.7	0.0	0.0	0.0	11	84.1	12	82	
	BRISTOL	LOGANAIR LTD	S	A	27	0	0	3.7	33.3	48.1	7.4	3.7	0.0	3.7	0.0	0.0	0.0	13	0.0	0	0	
	BRISTOL	LOGANAIR LTD	S	D	27	0	0	3.7	33.3	48.1	11.1	0.0	0.0	3.7	0.0	0.0	0.0	10	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	12	3	
	EXETER	EUROPE AIRPOST	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	
	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	85	1	
	LEEDS BRADFORD	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
	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	66.1	21	55	
	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	75.0	13	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	1	16.9	34.9	22.8	10.6	7.9	4.8	1.1	0.5	0.0	0.0	0.5	14	78.4	9	207
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	1	0.0	37.0	42.9	6.3	7.9	3.2	1.1	1.1	0.0	0.0	0.5	14	77.9	9	207
	HEATHROW	FLYBE LTD	S	A	85	0	0	14.1	41.2	23.5	10.6	9.4	0.0	1.2	0.0	0.0	0.0	10	82.4	11	85	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	FLYBE LTD	S	D	85	0	0	0.0	30.6	49.4	12.9	4.7	1.2	1.2	0.0	0.0	0.0	0.0	10	81.2	10	85	
	LONDON CITY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.6	38	42		
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	49	43		
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	EASYJET UK LTD	S	A	27	0	0	11.1	22.2	40.7	7.4	18.5	0.0	0.0	0.0	0.0	0.0	13	73.1	17	26		
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	51.9	25.9	14.8	7.4	0.0	0.0	0.0	0.0	0.0	8	80.8	12	26		
	MANCHESTER	FLYBE LTD	S	A	159	0	0	6.3	44.7	38.4	3.1	5.0	1.3	1.3	0.0	0.0	0.0	7	76.5	18	152		
	MANCHESTER	FLYBE LTD	S	D	159	0	0	0.6	27.0	54.7	8.8	5.7	1.3	1.9	0.0	0.0	0.0	10	75.3	10	151		
	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	43	0.0	0	0		
	NEWCASTLE	FLYBE LTD	S	A	55	0	11	10.6	43.9	19.7	6.1	1.5	1.5	0.0	0.0	0.0	16.7	5	35.6	50	49		
	NEWCASTLE	FLYBE LTD	S	D	60	0	6	0.0	12.1	59.1	10.6	4.5	3.0	1.5	0.0	0.0	9.1	13	49.3	19	48		
	NEWCASTLE	LOGANAIR LTD	S	A	68	0	1	4.3	39.1	39.1	7.2	4.3	2.9	0.0	1.4	0.0	1.4	12	0.0	0	0		
	NEWCASTLE	LOGANAIR LTD	S	D	67	0	2	0.0	37.7	42.0	8.7	2.9	2.9	1.4	1.4	0.0	2.9	14	0.0	0	0		
	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	0	1		
	SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1		
	SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	127	1		
	SOUTHEND	LOGANAIR LTD	S	A	54	0	0	5.6	53.7	27.8	5.6	3.7	1.9	0.0	1.9	0.0	0.0	11	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	54	0	0	1.9	42.6	44.4	5.6	1.9	1.9	0.0	1.9	0.0	0.0	9	0.0	0	0		
	DURHAM TEES VALLEY	FLYBE LTD	S	A	58	0	6	17.2	40.6	18.8	9.4	3.1	1.6	0.0	0.0	0.0	9.4	7	47.6	31	52		
	DURHAM TEES VALLEY	FLYBE LTD	S	D	57	0	7	3.1	45.3	28.1	0.0	7.8	3.1	0.0	1.6	0.0	10.9	12	60.6	23	57		
<b>TOTAL ABERDEEN</b>					<b>1648</b>	<b>1</b>	<b>35</b>	<b>6.2</b>	<b>37.7</b>	<b>37.0</b>	<b>7.7</b>	<b>5.5</b>	<b>2.1</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>2.1</b>	<b>11</b>	<b>70.1</b>	<b>16</b>	<b>1564</b>	
ABU DHABI INTERNATIONAL																							
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	58.1	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	11	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	54.8	9.7	6.5	0.0	0.0	0.0	0.0	0.0	8	71.0	21	31		
	HEATHROW	ETIHAD AIRWAYS	S	A	124	0	0	11.3	34.7	33.1	18.5	1.6	0.8	0.0	0.0	0.0	0.0	8	91.4	3	93		
	HEATHROW	ETIHAD AIRWAYS	S	D	124	0	0	0.0	32.3	55.6	8.1	2.4	1.6	0.0	0.0	0.0	0.0	7	81.7	7	93		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1		
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	12.9	32.3	32.3	17.7	4.8	0.0	0.0	0.0	0.0	0.0	8	91.9	7	62		
	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	0.0	33.9	37.1	14.5	12.9	1.6	0.0	0.0	0.0	0.0	12	72.6	10	61		
	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	55	1		

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

		Origin/Destinations: A																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>434</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>34.8</b>	<b>41.5</b>	<b>12.9</b>	<b>4.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.2</b>	<b>8</b>	<b>375</b>
ABUJA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	48.4	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	54.8	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	87.1	8	31
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>35.5</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.7</b>	<b>5</b>	<b>62</b>
ACCRA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	0.0	20.0	46.7	20.0	0.0	10.0	3.3	0.0	0.0	0.0	0.0	20	74.2	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	22.6	29.0	25.8	16.1	3.2	3.2	0.0	0.0	0.0	44	41.9	34	31
<b>TOTAL ACCRA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.8</b>	<b>34.4</b>	<b>24.6</b>	<b>13.1</b>	<b>13.1</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>58.1</b>	<b>25</b>	<b>62</b>
ADDIS ABABA																						
	HEATHROW	ETHIOPIAN AIRLINES	S	A	42	0	0	40.5	11.9	19.0	26.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	8	42
	HEATHROW	ETHIOPIAN AIRLINES	S	D	42	0	0	0.0	7.1	64.3	19.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.1	12	42
	MANCHESTER	ETHIOPIAN AIRLINES	S	A	18	0	0	0.0	5.6	22.2	22.2	38.9	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ADDIS ABABA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>11.7</b>	<b>41.7</b>	<b>20.0</b>	<b>10.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.9</b>	<b>10</b>	<b>84</b>
AGADIR (AL MASSIRA)																						
	BIRMINGHAM	AIR ARABIA MAROC	S	A	7	0	1	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	100.0	0	1
	BIRMINGHAM	AIR ARABIA MAROC	S	D	7	0	1	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	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	6	1
	GATWICK	EASYJET UK LTD	S	A	14	0	0	42.9	21.4	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	35	13
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	42	13
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	15	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	16	9
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	28	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	28	9
	MANCHESTER	AIR ARABIA MAROC	S	A	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	100.0	0	8
	MANCHESTER	AIR ARABIA MAROC	S	D	7	0	0	0.0	57.1	0.0	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	87.5	3	8
	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	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	100.0	5	1



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: A										OCT 2018									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	100.0	3	9								
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	77.8	8	9								
MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	152	9								
MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	24	9								
<b>TOTAL AGADIR (AL MASSIRA)</b>				<b>130</b>	<b>0</b>	<b>2</b>	<b>12.1</b>	<b>31.8</b>	<b>36.4</b>	<b>12.1</b>	<b>3.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>73.9</b>	<b>29</b>	<b>119</b>								
AHMEDABAD																													
HEATHROW	AIR INDIA	S	A	17	0	0	52.9	17.6	17.6	0.0	5.9	0.0	0.0	0.0	5.9	0.0	0.0	34	84.2	5	18								
HEATHROW	AIR INDIA	S	D	18	0	0	0.0	22.2	44.4	27.8	0.0	0.0	0.0	0.0	5.6	0.0	0.0	34	64.7	13	17								
<b>TOTAL AHMEDABAD</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>20.0</b>	<b>31.4</b>	<b>14.3</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>34</b>	<b>75.0</b>	<b>9</b>	<b>35</b>								
AJACCIO																													
STANSTED	AIR CORSICA	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	20	8								
STANSTED	AIR CORSICA	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	23	8								
<b>TOTAL AJACCIO</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.3</b>	<b>22</b>	<b>16</b>								
AKUREYRI																													
GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0								
<b>TOTAL AKUREYRI</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>								
ALDERNEY																													
SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	64	0	6	2.9	37.1	40.0	7.1	1.4	2.9	0.0	0.0	0.0	0.0	8.6	7	85.7	9	70								
SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	64	0	6	0.0	50.0	28.6	5.7	2.9	4.3	0.0	0.0	0.0	0.0	8.6	8	84.5	9	71								
<b>TOTAL ALDERNEY</b>				<b>128</b>	<b>0</b>	<b>12</b>	<b>1.4</b>	<b>43.6</b>	<b>34.3</b>	<b>6.4</b>	<b>2.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>8</b>	<b>85.1</b>	<b>9</b>	<b>141</b>								
ALGHERO (FERTILIA)																													
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								
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	50.0	48	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	0.0	71	1								
LUTON	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	16	75.0	10	8								
LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	18	100.0	3	8								
STANSTED	RYANAIR	S	A	14	0	0	7.1	42.9	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	30.8	49	13								
STANSTED	RYANAIR	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	4	38.5	25	13								
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	10	100.0	0	2								
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 ALGHERO (FERTILIA)</b>				<b>47</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>40.4</b>	<b>44.7</b>	<b>6.4</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.0</b>	<b>25</b>	<b>49</b>								
ALGIERS																													
GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	25.9	25.9	29.6	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	84.6	5	26								
GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	18.5	51.9	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	11	26								
HEATHROW	AIR ALGERIE	S	A	21	0	0	19.0	33.3	14.3	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	11	77.3	11	22								

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	AIR ALGERIE	S	D	21	0	0	0.0	47.6	23.8	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	15	77.3	9	22	
<b>TOTAL ALGIERS</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>30.2</b>	<b>31.3</b>	<b>19.8</b>	<b>5.2</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>11</b>	<b>79.2</b>	<b>9</b>	<b>96</b>	
ALICANTE																							
	ABERDEEN	RYANAIR	S	A	9	0	0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8	
	ABERDEEN	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	12	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	35	0	0	22.9	28.6	25.7	8.6	8.6	2.9	2.9	0.0	0.0	0.0	0.0	13	78.4	11	37	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	36	0	0	0.0	52.8	30.6	5.6	5.6	2.8	2.8	0.0	0.0	0.0	0.0	11	71.1	14	38	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	16	0	0	6.3	62.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	2	17	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	16	0	0	0.0	25.0	50.0	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	94.1	6	17	
	BELFAST INTERNATIONAL	RYANAIR	S	A	21	0	0	9.5	28.6	23.8	9.5	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	72.7	17	22	
	BELFAST INTERNATIONAL	RYANAIR	S	D	21	0	0	0.0	33.3	42.9	9.5	4.8	9.5	0.0	0.0	0.0	0.0	0.0	16	63.6	15	22	
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	BIRMINGHAM	JET2.COM LTD	S	A	52	0	0	26.9	50.0	11.5	7.7	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	89.6	6	48	
	BIRMINGHAM	JET2.COM LTD	S	D	52	0	0	0.0	23.1	61.5	3.8	3.8	1.9	3.8	0.0	1.9	0.0	0.0	40	87.5	8	48	
	BIRMINGHAM	RYANAIR	S	A	55	0	0	18.2	36.4	32.7	10.9	0.0	1.8	0.0	0.0	0.0	0.0	0.0	7	84.8	10	46	
	BIRMINGHAM	RYANAIR	S	D	55	0	0	0.0	32.7	36.4	23.6	3.6	1.8	1.8	0.0	0.0	0.0	0.0	13	76.1	19	46	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	13	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9	
	BOURNEMOUTH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1	
	BOURNEMOUTH	RYANAIR	S	A	16	0	0	6.3	50.0	25.0	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	14	55.0	16	20	
	BOURNEMOUTH	RYANAIR	S	D	16	0	0	0.0	93.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	20	
	BRISTOL	EASYJET UK LTD	S	A	63	0	1	10.9	34.4	21.9	15.6	9.4	3.1	1.6	1.6	0.0	0.0	1.6	17	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	62	0	0	0.0	37.1	38.7	8.1	14.5	1.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BRISTOL	RYANAIR	S	A	49	0	0	14.3	28.6	36.7	10.2	6.1	4.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BRISTOL	RYANAIR	S	D	49	0	0	0.0	22.4	53.1	12.2	6.1	6.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	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	12	66.7	15	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	7	9	
	CARDIFF WALES	VUELING AIRLINES	S	A	22	2	0	8.3	33.3	25.0	16.7	4.2	4.2	0.0	0.0	0.0	8.3	0.0	13	75.0	7	20	
	CARDIFF WALES	VUELING AIRLINES	S	D	22	2	0	0.0	8.3	45.8	16.7	12.5	8.3	0.0	0.0	0.0	8.3	0.0	20	65.0	17	20	
	DONCASTER SHEFFIELD	FLYBE 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	0.0	5	84.6	8	13	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	12	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	8	13	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	14	0	0	7.1	28.6	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	5	9	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	39	0	0	61.5	25.6	10.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.2	5	39	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	39	0	0	0.0	59.0	35.9	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	87.2	5	39	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	70	0	0	15.7	41.4	31.4	1.4	5.7	2.9	0.0	1.4	0.0	0.0	0.0	11	85.2	9	81	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	70	0	0	0.0	54.3	34.3	10.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	6	90.1	8	81	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	19	9	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	20	9	
	EDINBURGH	EASYJET UK 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	77.8	19	9	
	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	1	88.9	8	9	
	EDINBURGH	JET2.COM LTD	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	2	90.5	3	21	
	EDINBURGH	JET2.COM LTD	S	D	22	0	0	0.0	22.7	54.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.5	5	21	
	EDINBURGH	RYANAIR	S	A	25	0	0	4.0	40.0	24.0	20.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12	86.2	7	29	
	EDINBURGH	RYANAIR	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	4	75.9	11	29	
	EXETER	FLYBE LTD	S	A	0	15	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	70.6	11	17	
	EXETER	FLYBE LTD	S	D	0	15	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.4	29	17	
	EXETER	RYANAIR	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	EXETER	RYANAIR	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	104	0.0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	110	0.0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	4	
	GLASGOW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	GLASGOW	EASYJET UK LTD	S	A	30	0	0	10.0	66.7	20.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	5	81.8	8	33	
	GLASGOW	EASYJET UK LTD	S	D	30	0	0	0.0	66.7	30.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.9	8	33	
	GLASGOW	JET2.COM LTD	S	A	37	0	0	18.9	37.8	37.8	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.1	4	38	
	GLASGOW	JET2.COM LTD	S	D	37	0	0	0.0	43.2	51.4	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.1	4	38	
	GLASGOW	RYANAIR	S	A	11	0	0	18.2	45.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	8	11	
	GLASGOW	RYANAIR	S	D	11	0	0	0.0	18.2	54.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	81.8	10	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					OCT 2018		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4						
GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
LEEDS BRADFORD	JET2.COM LTD	S	A	52	0	0	26.9	28.8	17.3	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	85.4	7	47						
LEEDS BRADFORD	JET2.COM LTD	S	D	52	0	0	0.0	30.8	53.8	7.7	3.8	1.9	1.9	0.0	0.0	0.0	0.0	10	85.4	8	48						
LEEDS BRADFORD	RYANAIR	S	A	31	0	0	9.7	64.5	16.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9	75.8	13	33						
LEEDS BRADFORD	RYANAIR	S	D	31	0	0	0.0	16.1	58.1	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	16	78.8	11	33						
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	64.3	10	14						
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	92.9	2	14						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	31	0	0	16.1	41.9	29.0	3.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	7	64.5	17	31						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	45.2	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	67.7	21	31						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	44	0	0	6.8	34.1	25.0	20.5	9.1	2.3	0.0	0.0	2.3	0.0	0.0	20	73.2	9	41						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	44	0	0	0.0	36.4	54.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	95.1	3	41						
GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	0	15.6	32.8	18.8	17.2	7.8	3.1	4.7	0.0	0.0	0.0	0.0	18	70.9	15	55						
GATWICK	BRITISH AIRWAYS PLC	S	D	64	0	0	0.0	34.4	43.8	10.9	7.8	1.6	1.6	0.0	0.0	0.0	0.0	12	78.2	11	55						
GATWICK	EASYJET UK LTD	S	A	116	0	0	8.6	31.0	31.0	7.8	12.1	6.0	3.4	0.0	0.0	0.0	0.0	18	64.1	19	117						
GATWICK	EASYJET UK LTD	S	D	115	0	0	0.0	20.9	49.6	20.0	2.6	4.3	2.6	0.0	0.0	0.0	0.0	16	67.2	17	116						
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	22	7						
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	26	0	0	3.8	34.6	30.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	78.9	9	19						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	29.6	40.7	14.8	7.4	7.4	0.0	0.0	0.0	0.0	0.0	14	84.2	8	19						
GATWICK	RYANAIR	S	A	27	0	0	22.2	22.2	29.6	11.1	14.8	0.0	0.0	0.0	0.0	0.0	0.0	11	85.2	11	27						
GATWICK	RYANAIR	S	D	27	0	0	0.0	14.8	48.1	11.1	22.2	3.7	0.0	0.0	0.0	0.0	0.0	18	51.9	25	27						
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	48	6						
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	17	5						
GATWICK	VUELING AIRLINES	S	A	16	0	1	29.4	23.5	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	5.9	9	0.0	0	0						
GATWICK	VUELING AIRLINES	S	D	16	0	1	0.0	41.2	29.4	17.6	0.0	5.9	0.0	0.0	0.0	0.0	5.9	11	0.0	0	0						

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	66	0	0	21.2	31.8	22.7	9.1	7.6	6.1	1.5	0.0	0.0	0.0	0.0	12	60.0	19	65			
LUTON	EASYJET UK LTD	S D	65	0	0	0.0	26.2	53.8	9.2	6.2	3.1	1.5	0.0	0.0	0.0	12	65.6	17	64				
LUTON	RYANAIR	S A	31	0	0	16.1	35.5	35.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	7	50.0	37	2				
LUTON	RYANAIR	S D	31	0	0	0.0	25.8	58.1	6.5	6.5	3.2	0.0	0.0	0.0	0.0	8	100.0	0	1				
STANSTED	JET2.COM LTD	S A	48	0	0	20.8	54.2	18.8	4.2	2.1	0.0	0.0	0.0	0.0	0.0	3	79.5	8	39				
STANSTED	JET2.COM LTD	S D	48	0	0	0.0	39.6	45.8	8.3	4.2	2.1	0.0	0.0	0.0	0.0	7	84.6	6	39				
STANSTED	RYANAIR	S A	62	0	0	12.9	30.6	16.1	35.5	1.6	0.0	1.6	0.0	1.6	0.0	18	67.1	15	73				
STANSTED	RYANAIR	S D	62	0	0	0.0	41.9	41.9	4.8	11.3	0.0	0.0	0.0	0.0	0.0	8	56.2	25	73				
MANCHESTER	EASYJET UK LTD	S A	43	0	0	16.3	34.9	25.6	11.6	4.7	7.0	0.0	0.0	0.0	0.0	12	79.5	10	39				
MANCHESTER	EASYJET UK LTD	S D	43	0	0	0.0	48.8	30.2	11.6	2.3	7.0	0.0	0.0	0.0	0.0	11	84.2	9	38				
MANCHESTER	JET2.COM LTD	S A	47	0	0	8.5	40.4	27.7	10.6	4.3	4.3	4.3	0.0	0.0	0.0	16	77.6	12	49				
MANCHESTER	JET2.COM LTD	S D	47	0	0	0.0	23.4	55.3	10.6	4.3	4.3	2.1	0.0	0.0	0.0	14	75.0	13	48				
MANCHESTER	RYANAIR	S A	78	0	0	11.5	32.1	32.1	16.7	5.1	2.6	0.0	0.0	0.0	0.0	10	93.6	5	78				
MANCHESTER	RYANAIR	S D	77	0	0	0.0	31.2	53.2	5.2	6.5	3.9	0.0	0.0	0.0	0.0	8	87.2	8	78				
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	75.0	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	87.5	6	8				
MANCHESTER	TUI AIRWAYS LTD	C A	14	0	0	0.0	14.3	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	17	52.9	17	17				
MANCHESTER	TUI AIRWAYS LTD	C D	14	0	0	0.0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	14	72.2	15	18				
NEWCASTLE	EASYJET UK LTD	S A	31	0	0	12.9	45.2	32.3	3.2	3.2	3.2	0.0	0.0	0.0	0.0	6	84.4	15	32				
NEWCASTLE	EASYJET UK LTD	S D	31	0	0	0.0	29.0	45.2	19.4	6.5	0.0	0.0	0.0	0.0	0.0	10	71.0	16	31				
NEWCASTLE	JET2.COM LTD	S A	37	0	0	10.8	51.4	24.3	8.1	5.4	0.0	0.0	0.0	0.0	0.0	5	84.2	6	38				
NEWCASTLE	JET2.COM LTD	S D	37	0	0	0.0	8.1	78.4	10.8	2.7	0.0	0.0	0.0	0.0	0.0	7	86.8	7	38				
NEWCASTLE	RYANAIR	S A	29	0	0	13.8	58.6	20.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2	96.6	2	29				
NEWCASTLE	RYANAIR	S D	29	0	0	0.0	27.6	55.2	13.8	3.4	0.0	0.0	0.0	0.0	0.0	7	75.9	9	29				
NEWCASTLE	TUI AIRWAYS LTD	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	77.8	13	9				
NEWCASTLE	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	19	9				
SOUTHAMPTON	FLYBE LTD	S A	6	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8	84.6	13	26				
SOUTHAMPTON	FLYBE LTD	S D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	10	27				
SOUTHEND	EASYJET UK LTD	S A	42	0	0	11.9	42.9	28.6	7.1	7.1	2.4	0.0	0.0	0.0	0.0	8	86.0	6	43				
SOUTHEND	EASYJET UK LTD	S D	42	0	0	0.0	23.8	50.0	19.0	4.8	0.0	2.4	0.0	0.0	0.0	12	79.1	7	43				
SOUTHEND	RYANAIR	S A	22	0	0	13.6	40.9	31.8	0.0	9.1	4.5	0.0	0.0	0.0	0.0	8	0.0	0	0				
SOUTHEND	RYANAIR	S D	22	0	0	0.0	59.1	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
<b>TOTAL ALICANTE</b>			<b>3253</b>	<b>36</b>	<b>3</b>	<b>7.7</b>	<b>35.2</b>	<b>36.6</b>	<b>10.4</b>	<b>5.3</b>	<b>2.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.2</b>	<b>1.1</b>	<b>0.1</b>	<b>11</b>	<b>73.0</b>	<b>11</b>	<b>2993</b>			
ALMERIA																							
BIRMINGHAM	JET2.COM LTD	S A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4				
BIRMINGHAM	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	1	100.0	7	4				

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	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	3	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5		
EDINBURGH	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	0	66.7	11	6		
EDINBURGH	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	4	66.7	11	6		
LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	46	75.0	111	4		
LEEDS BRADFORD	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	56	100.0	1	4		
GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	27.3	54.5	18.2	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	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	2	0.0	0	0		
GATWICK	EASYJET UK LTD	S	A	31	0	0	32.3	41.9	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	12	31		
GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	54.8	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	4	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	30	3		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	30	3		
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	50.0	25	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	75.0	24	4		
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1		
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8		
HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	8		
STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	19	4		
STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	6	4		
STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	70.0	19	10		
STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	17	10		
MANCHESTER	JET2.COM LTD	S	A	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	13	8		
MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	18	8		
MANCHESTER	RYANAIR	S	A	7	0	0	14.3	28.6	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	9	7		
MANCHESTER	RYANAIR	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	2	100.0	4	7		
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	78.6	19	14		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ALMERIA		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	85.7	12	14									
		MANCHESTER	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	7	75.0	57	4									
		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	66.7	82	3									
		NEWCASTLE	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4										
		NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4										
<b>TOTAL ALMERIA</b>						<b>210</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>38.1</b>	<b>38.1</b>	<b>4.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.8</b>	<b>14</b>	<b>240</b>									
AMMAN		BELFAST INTERNATIONAL	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	84	1										
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	53.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	1	96.7	1	30										
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	6.7	70.0	13.3	3.3	6.7	0.0	0.0	0.0	14	66.7	12	30										
		HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	9.7	25.8	32.3	16.1	16.1	0.0	0.0	0.0	0.0	11	96.8	1	31										
		HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	29.0	54.8	12.9	3.2	0.0	0.0	0.0	0.0	8	93.5	6	31										
		LUTON	JORDAN AVIATION	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	65	0.0	0	0										
<b>TOTAL AMMAN</b>						<b>123</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>28.5</b>	<b>41.5</b>	<b>11.4</b>	<b>5.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.8</b>	<b>6</b>	<b>123</b>										
AMRITSAR		BIRMINGHAM	AIR INDIA	S	A	14	0	0	21.4	14.3	21.4	14.3	21.4	7.1	0.0	0.0	0.0	18	84.6	6	13										
		BIRMINGHAM	AIR INDIA	S	D	14	0	0	0.0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	7	100.0	1	16										
		STANSTED	AIR INDIA	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
		STANSTED	AIR INDIA	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	40	0.0	0	0										
<b>TOTAL AMRITSAR</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>30.0</b>	<b>26.7</b>	<b>10.0</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.1</b>	<b>3</b>	<b>29</b>										
AMSTERDAM		ABERDEEN	KLM	S	A	63	0	0	3.2	38.1	31.7	14.3	6.3	4.8	0.0	1.6	0.0	16	92.3	4	65										
		ABERDEEN	KLM	S	D	63	0	0	0.0	30.2	50.8	11.1	6.3	1.6	0.0	0.0	0.0	9	86.2	5	65										
		ABERDEEN	KLM CITYHOPPER	S	A	91	0	0	5.5	39.6	34.1	13.2	7.7	0.0	0.0	0.0	0.0	8	90.6	4	85										
		ABERDEEN	KLM CITYHOPPER	S	D	90	0	0	1.1	21.1	45.6	17.8	11.1	3.3	0.0	0.0	0.0	14	82.4	8	85										
		BELFAST CITY (GEORGE BEST)	KLM	S	A	31	0	0	0.0	45.2	41.9	9.7	3.2	0.0	0.0	0.0	0.0	6	90.3	4	31										
		BELFAST CITY (GEORGE BEST)	KLM	S	D	31	0	0	0.0	16.1	61.3	16.1	6.5	0.0	0.0	0.0	0.0	12	83.9	7	31										
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	45	0	0	0.0	15.6	33.3	24.4	17.8	8.9	0.0	0.0	0.0	22	46.5	21	43										
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	45	0	0	0.0	33.3	40.0	17.8	4.4	4.4	0.0	0.0	0.0	11	65.1	17	43										
		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	17	1										
		BIRMINGHAM	FLYBE LTD	S	A	148	0	1	8.1	37.6	35.6	10.7	4.0	2.7	0.7	0.0	0.0	10	68.4	16	154										
		BIRMINGHAM	FLYBE LTD	S	D	148	0	0	0.0	7.4	64.2	16.9	9.5	2.0	0.0	0.0	0.0	14	63.0	18	154										

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
BIRMINGHAM	KLM	S A	145	0	1	1.4	37.0	39.7	9.6	6.2	4.1	1.4	0.0	0.0	0.0	0.7	13	88.9	4	167			
BIRMINGHAM	KLM	S D	145	0	1	0.0	13.0	58.2	14.4	7.5	4.1	2.1	0.0	0.0	0.0	0.7	17	80.7	8	167			
BRISTOL	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	0.0	6	0.0	0	0			
BRISTOL	EASYJET EUROPE	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	7	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	54	0	0	1.9	16.7	44.4	20.4	9.3	7.4	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	54	0	0	0.0	42.6	44.4	3.7	5.6	3.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
BRISTOL	KLM	S A	123	0	0	0.0	37.4	33.3	16.3	11.4	1.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
BRISTOL	KLM	S D	123	0	0	0.0	14.6	49.6	22.0	11.4	1.6	0.8	0.0	0.0	0.0	0.0	15	0.0	0	0			
CARDIFF WALES	KLM	S A	78	10	0	2.3	40.9	30.7	9.1	5.7	0.0	0.0	0.0	0.0	11.4	0.0	7	93.3	2	88			
CARDIFF WALES	KLM	S D	77	11	1	0.0	14.6	50.6	12.4	4.5	3.4	0.0	1.1	0.0	12.4	1.1	14	87.6	7	88			
CARDIFF WALES	KLM CITYHOPPER	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			
CARDIFF WALES	KLM CITYHOPPER	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			
DONCASTER SHEFFIELD	FLYBE LTD	S A	26	0	0	19.2	50.0	19.2	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	93.5	3	31			
DONCASTER SHEFFIELD	FLYBE LTD	S D	26	0	0	0.0	42.3	50.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	6	31			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	31	0	0	3.2	35.5	41.9	6.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	80.6	10	30			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	31	0	0	0.0	0.0	71.0	19.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	16	87.1	6	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	26	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S A	35	0	0	5.7	31.4	17.1	20.0	14.3	8.6	2.9	0.0	0.0	0.0	0.0	25	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	35	0	0	0.0	20.0	22.9	11.4	31.4	8.6	5.7	0.0	0.0	0.0	0.0	33	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	33	0	0	0.0	9.1	24.2	30.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	28	52.2	29	69			
EDINBURGH	EASYJET UK LTD	S D	33	0	0	0.0	27.3	36.4	18.2	15.2	3.0	0.0	0.0	0.0	0.0	0.0	15	42.0	33	69			
EDINBURGH	KLM	S A	124	0	0	0.0	25.0	46.8	14.5	8.9	4.8	0.0	0.0	0.0	0.0	0.0	14	86.1	6	151			
EDINBURGH	KLM	S D	124	0	0	0.8	13.7	57.3	16.1	6.5	4.8	0.0	0.8	0.0	0.0	0.0	16	79.5	11	151			
EXETER	FLYBE LTD	S A	0	37	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.3	15	34			
EXETER	FLYBE LTD	S D	0	37	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.6	7	35			
GLASGOW	EASYJET UK LTD	S A	25	0	0	16.0	36.0	16.0	24.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.0	10	25			
GLASGOW	EASYJET UK LTD	S D	25	0	0	0.0	20.0	44.0	24.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	20	68.0	16	25			
GLASGOW	KLM	S A	85	0	0	0.0	16.5	38.8	25.9	15.3	3.5	0.0	0.0	0.0	0.0	0.0	16	87.2	6	85			
GLASGOW	KLM	S D	85	0	0	0.0	12.9	58.8	16.5	10.6	0.0	0.0	1.2	0.0	0.0	0.0	15	90.7	5	85			
GLASGOW	KLM CITYHOPPER	S A	13	0	0	0.0	30.8	46.2	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	13	94.4	4	18			
GLASGOW	KLM CITYHOPPER	S D	13	0	0	0.0	30.8	46.2	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	8	18			
LEEDS BRADFORD	JET2.COM LTD	S A	38	0	0	2.6	23.7	42.1	18.4	2.6	10.5	0.0	0.0	0.0	0.0	0.0	15	74.4	15	39			



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

Origin/Destinations: A

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PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	D	38	0	0	0.0	47.4	34.2	7.9	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	92.3	7	39	
	LEEDS BRADFORD	KLM	S	A	89	0	0	2.2	31.5	39.3	10.1	9.0	6.7	1.1	0.0	0.0	0.0	0.0	15	94.6	3	93	
	LEEDS BRADFORD	KLM	S	D	89	0	0	0.0	12.4	55.1	14.6	12.4	5.6	0.0	0.0	0.0	0.0	0.0	16	86.0	8	93	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	69	0	1	2.9	44.3	34.3	8.6	4.3	4.3	0.0	0.0	0.0	0.0	1.4	10	83.6	7	67	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	69	0	1	0.0	70.0	21.4	1.4	4.3	1.4	0.0	0.0	0.0	0.0	1.4	4	91.0	4	67	
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	1	9.9	36.3	29.7	7.7	6.6	4.4	1.1	3.3	0.0	0.0	1.1	19	73.1	12	89	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	1	0.0	38.5	44.0	11.0	1.1	2.2	1.1	1.1	0.0	0.0	1.1	12	78.5	10	89	
	GATWICK	EASYJET UK LTD	S	A	239	0	0	10.5	26.4	28.9	13.0	13.0	7.9	0.4	0.0	0.0	0.0	0.0	18	72.1	17	219	
	GATWICK	EASYJET UK LTD	S	D	239	0	0	0.4	25.5	40.2	13.4	11.3	8.4	0.8	0.0	0.0	0.0	0.0	18	69.8	17	219	
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	251	0	3	5.5	37.4	26.4	15.7	9.8	3.5	0.4	0.0	0.0	0.0	1.2	13	64.5	16	245	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	251	0	3	0.0	29.1	46.5	12.2	8.3	2.8	0.0	0.0	0.0	0.0	1.2	11	77.1	12	245	
	HEATHROW	KLM	S	A	307	0	6	7.0	31.9	34.2	11.5	7.0	5.4	1.0	0.0	0.0	0.0	1.9	14	83.1	8	310	
	HEATHROW	KLM	S	D	305	0	6	0.3	36.0	40.8	10.3	6.8	3.9	0.0	0.0	0.0	0.0	1.9	11	86.0	7	310	
	LONDON CITY	BA CITYFLYER LTD	S	A	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	72.7	15	145	
	LONDON CITY	BA CITYFLYER LTD	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	80.7	8	145	
	LONDON CITY	FLYBE LTD	S	A	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	12	35	
	LONDON CITY	FLYBE LTD	S	D	0	35	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	16	32	
	LONDON CITY	KLM	S	A	0	231	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	2.1	0	88.3	5	223	
	LONDON CITY	KLM	S	D	0	230	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	79.6	8	223	
	LUTON	AIR NIGERIA	S	A	33	0	0	0.0	12.1	39.4	27.3	12.1	9.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LUTON	AIR NIGERIA	S	D	33	0	0	0.0	9.1	39.4	21.2	21.2	9.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	LUTON	EASYJET EUROPE	S	A	31	0	0	0.0	32.3	32.3	12.9	12.9	9.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	LUTON	EASYJET EUROPE	S	D	31	0	0	0.0	16.1	35.5	19.4	12.9	16.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	158	0	1	1.9	19.5	35.2	15.7	17.0	6.9	3.1	0.0	0.0	0.0	0.6	23	66.1	18	189	
	LUTON	EASYJET UK LTD	S	D	159	0	0	0.0	29.6	45.3	8.8	10.1	5.7	0.6	0.0	0.0	0.0	0.0	15	69.3	16	189	
	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	66.7	19	30	
	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	64.7	29	34	
	LUTON	MNG AIRLINES	S	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018		
												More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
												0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LUTON	VUELING AIRLINES	S	A	24	0	0	0.0	41.7	29.2	4.2	12.5	8.3	4.2	0.0	0.0	0.0	0.0	22	60.0	21	34			
LUTON	VUELING AIRLINES	S	D	24	0	0	0.0	4.2	50.0	8.3	20.8	12.5	4.2	0.0	0.0	0.0	0.0	30	45.2	25	30			
STANSTED	EASYJET EUROPE	S	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
STANSTED	EASYJET EUROPE	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	12	0.0	0	0			
STANSTED	EASYJET UK LTD	S	A	103	0	1	5.8	36.5	23.1	14.4	8.7	9.6	1.0	0.0	0.0	0.0	1.0	18	61.5	16	104			
STANSTED	EASYJET UK LTD	S	D	103	0	1	0.0	46.2	29.8	8.7	6.7	7.7	0.0	0.0	0.0	0.0	1.0	12	75.0	11	104			
MANCHESTER	EASYJET UK LTD	S	A	87	0	1	2.3	27.3	39.8	12.5	11.4	4.5	1.1	0.0	0.0	0.0	1.1	16	73.5	13	83			
MANCHESTER	EASYJET UK LTD	S	D	87	0	0	0.0	28.7	51.7	8.0	8.0	3.4	0.0	0.0	0.0	0.0	0.0	11	74.7	12	83			
MANCHESTER	FLYBE LTD	S	A	96	0	0	8.3	31.3	35.4	17.7	4.2	3.1	0.0	0.0	0.0	0.0	0.0	10	74.5	14	98			
MANCHESTER	FLYBE LTD	S	D	95	0	0	0.0	15.8	68.4	9.5	5.3	1.1	0.0	0.0	0.0	0.0	0.0	8	78.6	13	98			
MANCHESTER	KLM	S	A	177	0	0	4.0	32.2	33.9	19.2	8.5	1.7	0.6	0.0	0.0	0.0	0.0	12	89.9	5	177			
MANCHESTER	KLM	S	D	176	0	1	0.0	15.8	49.7	16.9	10.7	4.0	1.7	0.0	0.6	0.0	0.6	21	86.0	8	177			
NEWCASTLE	KLM	S	A	124	0	0	0.8	21.8	50.8	16.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	88.7	5	123			
NEWCASTLE	KLM	S	D	124	0	0	0.0	25.8	52.4	16.1	4.8	0.8	0.0	0.0	0.0	0.0	0.0	9	87.9	5	123			
SOUTHAMPTON	FLYBE LTD	S	A	121	0	0	8.3	38.0	35.5	9.9	4.1	2.5	1.7	0.0	0.0	0.0	0.0	10	73.1	11	103			
SOUTHAMPTON	FLYBE LTD	S	D	121	0	0	0.0	28.9	51.2	10.7	6.6	2.5	0.0	0.0	0.0	0.0	0.0	9	83.7	10	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	89.3	5	56			
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	91.1	5	56			
SOUTHEND	EASYJET UK LTD	S	A	60	0	1	8.2	34.4	26.2	14.8	6.6	8.2	0.0	0.0	0.0	0.0	1.6	17	79.3	16	58			
SOUTHEND	EASYJET UK LTD	S	D	60	0	1	0.0	67.2	13.1	6.6	8.2	3.3	0.0	0.0	0.0	0.0	1.6	9	87.9	8	58			
SOUTHEND	KLM CITYHOPPER	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	13	3			
DURHAM TEES VALLEY	KLM	S	A	84	0	0	0.0	35.7	47.6	8.3	6.0	1.2	1.2	0.0	0.0	0.0	0.0	10	94.1	4	85			
DURHAM TEES VALLEY	KLM	S	D	84	0	0	0.0	19.0	50.0	19.0	9.5	0.0	1.2	1.2	0.0	0.0	0.0	16	85.9	10	85			
<b>TOTAL AMSTERDAM</b>				<b>6677</b>	<b>926</b>	<b>50</b>	<b>2.1</b>	<b>25.3</b>	<b>36.0</b>	<b>11.9</b>	<b>7.6</b>	<b>3.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>12.1</b>	<b>0.7</b>	<b>14</b>	<b>75.5</b>	<b>11</b>	<b>7365</b>			
ANCONA																								
GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
STANSTED	RYANAIR	S	A	28	0	0	3.6	46.4	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	58.6	16	29			
STANSTED	RYANAIR	S	D	29	0	0	0.0	69.0	20.7	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	96.6	6	29			
<b>TOTAL ANCONA</b>				<b>75</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>53.3</b>	<b>30.7</b>	<b>8.0</b>	<b>4.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.6</b>	<b>11</b>	<b>58</b>			
ANGLESEY (VALLEY)																								
CARDIFF WALES	EASTERN AIRWAYS	S	A	32	8	4	2.3	31.8	34.1	0.0	0.0	2.3	0.0	2.3	0.0	18.2	9.1	12	84.4	10	44			
CARDIFF WALES	EASTERN AIRWAYS	S	D	34	7	4	0.0	31.1	35.6	0.0	4.4	2.2	2.2	0.0	0.0	15.6	8.9	10	84.4	5	44			
<b>TOTAL ANGLESEY (VALLEY)</b>				<b>66</b>	<b>15</b>	<b>8</b>	<b>1.1</b>	<b>31.5</b>	<b>34.8</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>16.9</b>	<b>9.0</b>	<b>11</b>	<b>84.4</b>	<b>8</b>	<b>88</b>			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ANKARA (ESENBOGA)																							
	GATWICK	THY TURKISH AIRLINES	S	A	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	D	6	0	0	0.0	33.3	0.0	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>16.7</b>	<b>16.7</b>	<b>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANTALYA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4	
	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	60.0	17	5	
	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	60.0	17	5	
	BIRMINGHAM	HI FLY	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	54	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	30	0	0	23.3	40.0	23.3	3.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	65.2	12	23	
	BIRMINGHAM	JET2.COM LTD	S	D	32	0	0	0.0	9.4	71.9	9.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	11	56.5	15	23	
	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	74.1	28	27	
	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	63.0	24	27	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	11.1	0.0	11.1	11.1	0.0	11.1	0.0	0.0	193	92.3	8	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	39	83.3	10	12	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	190	1	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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	80.0	5	4	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	23	5	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	DONCASTER SHEFFIELD	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	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	7	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	87.5	10	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	60.0	27	10	

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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	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	5	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	1	3
	EDINBURGH	JET2.COM LTD	S	A	14	0	0	21.4	42.9	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	29	8
	EDINBURGH	JET2.COM LTD	S	D	12	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	34	7
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	4
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	4
	GLASGOW	JET2.COM LTD	S	A	18	0	0	16.7	33.3	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	9
	GLASGOW	JET2.COM LTD	S	D	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	1	100.0	2	9
	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	38.9	27	18
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	18
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	GLASGOW	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	2	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	19	0	0	0.0	21.1	52.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	58.8	15	17
	LEEDS BRADFORD	JET2.COM LTD	S	D	19	0	0	0.0	21.1	63.2	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	12	18
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	10	8
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	8
	GATWICK	EASYJET UK LTD	S	A	20	0	0	5.0	45.0	15.0	15.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	14	18
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	0.0	36.8	47.4	15.8	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	19	18
	GATWICK	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	38	3
	GATWICK	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	3
	GATWICK	HI FLY	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	PEGASUS 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	100.0	0	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	66.1	16	59
	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	57.6	24	58
	GATWICK	THY TURKISH AIRLINES	S	A	26	0	0	0.0	15.4	38.5	19.2	19.2	7.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	GATWICK	THY TURKISH AIRLINES	S	D	26	0	0	0.0	15.4	38.5	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	TITAN AIRWAYS LTD	C	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	18	0	0	11.1	22.2	27.8	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	52.2	33	23

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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				
GATWICK	TUI AIRWAYS LTD	C D	14	0	0	0.0	21.4	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	52.4	24	18	
LUTON	EASYJET UK LTD	S A	9	0	0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	9	9	
LUTON	EASYJET UK LTD	S D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	24	9	
LUTON	SUNEXPRESS	S A	11	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LUTON	SUNEXPRESS	S D	11	0	0	0.0	0.0	36.4	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	28	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	33.3	28	9	
LUTON	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	42	9	
STANSTED	JET2.COM LTD	S A	46	0	0	15.2	32.6	37.0	10.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	9	25	
STANSTED	JET2.COM LTD	S D	47	0	0	0.0	34.0	63.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	4	88.5	6	26	
STANSTED	RYANAIR	C A	3	0	0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
STANSTED	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	20	
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	21	22	
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	100.0	1	4	
STANSTED	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	8	3	
MANCHESTER	EASYJET UK LTD	S A	17	0	0	11.8	35.3	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8	
MANCHESTER	EASYJET UK LTD	S D	15	0	0	0.0	6.7	66.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	9	
MANCHESTER	FREEBIRD AIRLINES	C A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	2	
MANCHESTER	FREEBIRD AIRLINES	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	16	33.3	39	3	
MANCHESTER	JET2.COM LTD	S A	44	0	0	0.0	25.0	40.9	22.7	4.5	4.5	2.3	0.0	0.0	0.0	0.0	16	81.8	9	22	
MANCHESTER	JET2.COM LTD	S D	44	0	0	0.0	13.6	61.4	2.3	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	71.4	10	21	
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	68.4	54	57	
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	62.5	31	55	
MANCHESTER	TUI AIRWAYS LTD	C A	21	0	0	4.8	19.0	38.1	14.3	9.5	14.3	0.0	0.0	0.0	0.0	0.0	22	76.9	20	13	
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	5.6	55.6	11.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	24	81.8	24	11	
NEWCASTLE	JET2.COM LTD	S A	27	0	0	37.0	44.4	3.7	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	92	13	
NEWCASTLE	JET2.COM LTD	S D	27	0	0	0.0	29.6	59.3	7.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	8	84.6	23	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	90.0	5	20	
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	71.4	10	21	
NEWCASTLE	TUI AIRWAYS 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	12	0.0	0	0	
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>742</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>26.4</b>	<b>42.8</b>	<b>12.7</b>	<b>8.1</b>	<b>3.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>14</b>	<b>64.5</b>	<b>21</b>	<b>929</b>	

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

		Origin/Destinations: A																	OCT 2018				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ANTIGUA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	145	100.0	7	1
	GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	211	100.0	9	1	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	27.3	54.5	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	11	46.7	139	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	0.0	50.0	25.0	8.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	76.9	25	13	
<b>TOTAL ANTIGUA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.0</b>	<b>16.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>63.3</b>	<b>77</b>	<b>28</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	88.9	9	27	
	SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	8	27	
<b>TOTAL ANTWERP</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.0</b>	<b>9</b>	<b>54</b>	
AQABA																							
	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	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	0	0	
	STANSTED	ROYAL JORDANIAN	S	D	0	0	0	0.0	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 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>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
ARRECIFE																							
	BELFAST INTERNATIONAL	EASYJET UK 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	12	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	8	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	14	0	0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	33	9	
	BELFAST INTERNATIONAL	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	5	66.7	16	9	
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	22.2	28	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	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	71.4	12	7	
	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	71.4	9	7	
	BELFAST 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	0.0	30	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	A	42	0	0	59.5	26.2	7.1	4.8	0.0	2.4	0.0	0.0	0.0	0.0	0.0	3	75.0	10	28	
	BIRMINGHAM	JET2.COM LTD	S	D	44	0	0	0.0	31.8	56.8	9.1	0.0	2.3	0.0	0.0	0.0	0.0	0.0	8	89.3	7	28	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	7	14	
	BIRMINGHAM	RYANAIR	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	8	50.0	21	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	115	13	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	57.1	21	14		
BIRMINGHAM	TUI AIRWAYS LTD	C	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	2	57.1	24	14		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	69.2	28	13		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	9	0	0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	9	8		
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8		
BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	65	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	RYANAIR	S	A	15	0	0	26.7	26.7	13.3	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
BRISTOL	RYANAIR	S	D	15	0	0	0.0	53.3	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	56	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	37.5	32	8		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	16	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	129	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	143	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	23	0	0	82.6	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	19	17		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	23	0	0	0.0	73.9	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	15	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	19	0	0	21.1	31.6	31.6	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.6	9	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	19	0	0	0.0	42.1	42.1	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	6	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	28.6	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	0.0	0	62.5	23	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	21	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	29	4		
EDINBURGH	JET2.COM LTD	S	A	17	0	0	47.1	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	12		
EDINBURGH	JET2.COM LTD	S	D	16	0	0	0.0	62.5	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	11	11		
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	28	9		
EDINBURGH	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	10	77.8	20	9		
EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
EDINBURGH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR OCTOBER 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							
EXETER	TUI AIRWAYS LTD	C A	0	9	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	37.5	50	8	
EXETER	TUI AIRWAYS LTD	C D	0	9	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	87.5	37	8	
GLASGOW	JET2.COM LTD	S A	22	0	0	0	50.0	27.3	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	20	
GLASGOW	JET2.COM LTD	S D	20	0	0	0	0.0	65.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	8	19	
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	30.0	38	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	0.0	0	40.0	25	10	
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	10	4	
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	4	
LEEDS BRADFORD	JET2.COM LTD	S A	20	0	0	0	60.0	15.0	15.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.0	5	23	
LEEDS BRADFORD	JET2.COM LTD	S D	22	0	0	0	0.0	22.7	50.0	18.2	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	13	82.6	10	23	
LEEDS BRADFORD	RYANAIR	S A	14	0	0	0	14.3	35.7	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	16	100.0	1	13	
LEEDS BRADFORD	RYANAIR	S D	14	0	0	0	0.0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	6	13	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	14	0	0	0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	14	10	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	14	0	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	3	10	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	8	
GATWICK	BRITISH AIRWAYS PLC	S A	20	0	0	0	50.0	40.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	58.8	30	17	
GATWICK	BRITISH AIRWAYS PLC	S D	21	0	0	0	0.0	33.3	33.3	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	13	58.8	24	17	
GATWICK	EASYJET UK LTD	S A	37	0	1	7.9	21.1	26.3	23.7	13.2	2.6	0.0	2.6	0.0	0.0	2.6	20	59.5	22	37	37		
GATWICK	EASYJET UK LTD	S D	37	0	0	0	0.0	0.0	70.3	18.9	8.1	0.0	0.0	2.7	0.0	0.0	0.0	0.0	18	83.8	9	37	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	40	10	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	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	0.0	0	75.0	15	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	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	0	70.0	25	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	0	57.1	29	21	
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	0	5.6	33.3	38.9	5.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	44.4	29	9	



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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							
GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	11.8	70.6	0.0	5.9	0.0	5.9	5.9	0.0	0.0	0.0	25	77.8	12	9		
LUTON	EASYJET UK LTD	S	A	10	0	0	30.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	4	9		
LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	8	9		
LUTON	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	62.5	11	8		
LUTON	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8		
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	46	62.5	13	8		
LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	57.1	12	7		
STANSTED	JET2.COM LTD	S	A	35	0	0	14.3	54.3	14.3	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	68.8	23	32		
STANSTED	JET2.COM LTD	S	D	35	0	0	0.0	68.6	22.9	0.0	5.7	2.9	0.0	0.0	0.0	0.0	0.0	7	90.6	14	32		
STANSTED	RYANAIR	S	A	23	0	0	26.1	39.1	13.0	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	26	27		
STANSTED	RYANAIR	S	D	23	0	0	0.0	43.5	56.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	59.3	15	27		
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	55.6	31	9		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	14	9		
STANSTED	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	11	75.0	22	4		
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	4		
MANCHESTER	EASYJET UK LTD	S	A	12	0	0	58.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	44	0	0	45.5	34.1	11.4	2.3	2.3	2.3	0.0	0.0	2.3	0.0	0.0	26	84.2	11	38		
MANCHESTER	JET2.COM LTD	S	D	44	0	0	0.0	20.5	52.3	11.4	11.4	4.5	0.0	0.0	0.0	0.0	0.0	14	89.7	6	39		
MANCHESTER	RYANAIR	S	A	26	0	0	15.4	30.8	42.3	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	13	26		
MANCHESTER	RYANAIR	S	D	26	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	5	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	57.1	23	21		
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	78.3	12	23		
MANCHESTER	TUI AIRWAYS LTD	C	A	19	0	0	15.8	21.1	42.1	0.0	10.5	5.3	5.3	0.0	0.0	0.0	0.0	23	66.7	90	18		
MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	15.8	63.2	5.3	5.3	5.3	0.0	5.3	0.0	0.0	0.0	21	83.3	15	18		
MANCHESTER	TYROL AIR AMBULANCE	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	A	17	0	0	76.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	16	15		
NEWCASTLE	JET2.COM LTD	S	D	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	15	14		
NEWCASTLE	RYANAIR	S	A	7	0	0	14.3	57.1	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	9		
NEWCASTLE	RYANAIR	S	D	7	0	0	0.0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	22	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	73.3	18	15		
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	71.4	10	14		
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	5	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	4		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					OCT 2018		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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		1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		SOUTHEND		EASYJET UK LTD		S D		1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1					
<b>TOTAL ARRECIFE</b>								<b>1213</b>	<b>18</b>	<b>1</b>	<b>15.8</b>	<b>33.0</b>	<b>32.8</b>	<b>9.1</b>	<b>5.2</b>	<b>1.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.2</b>	<b>1.5</b>	<b>0.1</b>	<b>10</b>	<b>68.3</b>	<b>19</b>	<b>1261</b>		
ARUBA																											
		GATWICK		TUI AIRWAYS LTD		C A		4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	13	75.0	16	4				
		GATWICK		TUI AIRWAYS LTD		C D		3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	31	33.3	39	3				
<b>TOTAL ARUBA</b>								<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.1</b>	<b>26</b>	<b>7</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	78.3	12	23					
		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	47.8	24	23					
		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	75.0	18	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	54	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</b>	<b>59.3</b>	<b>21</b>	<b>54</b>					
ASTANA																											
		HEATHROW		AIR ASTANA		S A		18	0	0	5.6	22.2	38.9	22.2	11.1	0.0	0.0	0.0	13	94.1	4	17					
		HEATHROW		AIR ASTANA		S D		18	0	0	0.0	27.8	33.3	22.2	16.7	0.0	0.0	0.0	14	88.2	6	17					
<b>TOTAL ASTANA</b>								<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>36.1</b>	<b>22.2</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.2</b>	<b>5</b>	<b>34</b>				
ASTURIAS																											
		GATWICK		VUELING AIRLINES		S A		14	0	0	0.0	21.4	42.9	21.4	0.0	14.3	0.0	0.0	18	66.7	25	12					
		GATWICK		VUELING AIRLINES		S D		13	0	1	0.0	21.4	21.4	21.4	14.3	14.3	0.0	0.0	7.1	26	50.0	37	12				
		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	100.0	0	1					
		HEATHROW		IBERIA		S A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		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	62.5	14	16					
		STANSTED		EASYJET UK LTD		S D		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16					
<b>TOTAL ASTURIAS</b>								<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.4</b>	<b>32.1</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>70.7</b>	<b>18</b>	<b>58</b>			
ATHENS																											
		BRISTOL		EASYJET UK LTD		S A		11	0	0	18.2	45.5	9.1	18.2	9.1	0.0	0.0	0.0	10	0.0	0	0					
		BRISTOL		EASYJET UK LTD		S D		11	0	0	0.0	9.1	63.6	18.2	9.1	0.0	0.0	0.0	10	0.0	0	0					
		EDINBURGH		AEGEAN AIRLINES		S A		9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	14	77.8	6	9					
		EDINBURGH		AEGEAN AIRLINES		S D		9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	14	88.9	6	9					
		EDINBURGH		EASYJET UK LTD		S A		9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	4	60.0	20	9					
		EDINBURGH		EASYJET UK LTD		S D		9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	4	50.0	30	9					
		GATWICK		AEGEAN AIRLINES		C A		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
		GATWICK		AEGEAN AIRLINES		S A		2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		GATWICK		AEGEAN AIRLINES		S D		2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	1					

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	A	50	0	0	8.0	28.0	32.0	16.0	10.0	6.0	0.0	0.0	0.0	0.0	0.0	14	83.3	10	48	
	GATWICK	EASYJET UK LTD	S	D	50	0	0	0.0	10.0	54.0	24.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	15	78.7	15	47	
	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	
	HEATHROW	AEGEAN AIRLINES	S	A	95	0	0	7.4	32.6	35.8	16.8	6.3	1.1	0.0	0.0	0.0	0.0	0.0	9	85.9	7	92	
	HEATHROW	AEGEAN AIRLINES	S	D	95	0	0	0.0	20.0	51.6	21.1	5.3	2.1	0.0	0.0	0.0	0.0	0.0	11	79.3	9	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	129	0	0	9.3	34.9	34.9	14.7	6.2	0.0	0.0	0.0	0.0	0.0	0.0	8	74.0	11	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	0.0	20.9	59.7	13.2	3.9	2.3	0.0	0.0	0.0	0.0	0.0	10	72.4	10	123	
	LUTON	RYANAIR	S	A	29	0	0	3.4	17.2	48.3	13.8	10.3	6.9	0.0	0.0	0.0	0.0	0.0	17	0.0	40	1	
	LUTON	RYANAIR	S	D	29	0	0	0.0	6.9	65.5	17.2	10.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	30	31	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	9	31	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	2	0.0	9.1	33.3	27.3	21.2	3.0	0.0	0.0	0.0	0.0	6.1	22	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	30	0	1	0.0	16.1	45.2	9.7	22.6	3.2	0.0	0.0	0.0	0.0	3.2	18	0.0	0	0	
	STANSTED	RYANAIR	S	A	48	0	0	4.2	45.8	35.4	8.3	4.2	0.0	2.1	0.0	0.0	0.0	0.0	9	77.4	9	53	
	STANSTED	RYANAIR	S	D	48	0	0	0.0	12.5	50.0	29.2	6.3	0.0	2.1	0.0	0.0	0.0	0.0	16	45.3	23	53	
	MANCHESTER	AEGEAN AIRLINES	S	A	10	0	0	10.0	30.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	6	10	
	MANCHESTER	AEGEAN AIRLINES	S	D	10	0	0	0.0	30.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	80.0	10	10	
	MANCHESTER	EASYJET UK LTD	S	A	29	0	0	24.1	20.7	31.0	6.9	13.8	0.0	3.4	0.0	0.0	0.0	0.0	14	70.6	22	17	
	MANCHESTER	EASYJET UK LTD	S	D	29	0	0	0.0	24.1	58.6	3.4	3.4	10.3	0.0	0.0	0.0	0.0	0.0	15	64.7	20	17	
<b>TOTAL ATHENS</b>					<b>904</b>	<b>0</b>	<b>3</b>	<b>4.4</b>	<b>24.7</b>	<b>44.2</b>	<b>16.1</b>	<b>7.9</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>71.4</b>	<b>12</b>	<b>787</b>	
ATLANTA																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	48.4	29.0	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	64.5	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	45.2	22.6	22.6	3.2	0.0	0.0	0.0	0.0	0.0	19	45.2	20	31	
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	22.6	30.6	29.0	11.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	3	60	
	HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	64.5	25.8	6.5	0.0	1.6	0.0	1.6	0.0	0.0	0.0	7	93.3	4	60	
	HEATHROW	VIRGIN ATLANTIC 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	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	22.6	35.5	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	3	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	48.4	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	93.5	5	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	31.0	27.6	10.3	20.7	10.3	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	68	21	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	3.6	60.7	32.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	20	20	
<b>TOTAL ATLANTA</b>					<b>306</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>40.5</b>	<b>30.4</b>	<b>10.1</b>	<b>5.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.2</b>	<b>12</b>	<b>285</b>	

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

		Origin/Destinations: A																	OCT 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	
AUCKLAND INTERNATIONAL		HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	29.0	16.1	32.3	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	83.9	8	31
		HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	16.1	77.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	74.2	14	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>16.1</b>	<b>54.8</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.0</b>	<b>11</b>	<b>62</b>	
AUSTIN (BERGSTROM)		GATWICK	AIR ALSIE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
		GATWICK	NORWEGIAN AIR UK LTD	S	A	12	0	0	25.0	8.3	16.7	25.0	16.7	8.3	0.0	0.0	0.0	0.0	18	66.7	26	12	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	12	0	0	0.0	25.0	41.7	0.0	25.0	8.3	0.0	0.0	0.0	0.0	20	75.0	26	12	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	51.6	29.0	12.9	0.0	3.2	0.0	3.2	0.0	0.0	0.0	7	83.9	10	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	54.8	12.9	6.5	0.0	0.0	3.2	0.0	0.0	15	54.8	20	31	
<b>TOTAL AUSTIN (BERGSTROM)</b>						<b>86</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>23.3</b>	<b>32.6</b>	<b>8.1</b>	<b>9.3</b>	<b>2.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.1</b>	<b>18</b>	<b>87</b>	
AZORES PONTA DELGADA		GATWICK	SATA	S	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	5	50.0	26	2	
		GATWICK	SATA	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	4	50.0	26	2	
		STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	42	0.0	61	4	
		STANSTED	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	34	4	
		MANCHESTER	RYANAIR	S	A	5	0	0	0.0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	53	75.0	15	4	
		MANCHESTER	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	4	
<b>TOTAL AZORES PONTA DELGADA</b>						<b>20</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.5</b>	<b>42.9</b>	<b>9.5</b>	<b>23.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>23</b>	<b>45.0</b>	<b>29</b>	<b>20</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													OCT 2018			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BACAU																								
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	2	8	
		LIVERPOOL (JOHN LENNON)	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	1	100.0	0	8	
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	26	0	0	11.5	53.8	23.1	3.8	0.0	3.8	0.0	3.8	0.0	0.0	0.0	14	92.3	8	26	
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	26	0	0	0.0	11.5	57.7	23.1	3.8	0.0	3.8	0.0	0.0	0.0	0.0	19	69.2	15	26	
<b>TOTAL BACAU</b>						<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>39.7</b>	<b>33.8</b>	<b>10.3</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>0.0</b>	<b>13</b>	<b>83.8</b>	<b>9</b>	<b>68</b>	
BAGHDAD (GECA)																								
		GATWICK	IRAQI AIRWAYS	S	A	1	0	2	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	34	100.0	1	5	
		GATWICK	IRAQI AIRWAYS	S	D	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	50.0	9	4	
		MANCHESTER	IRAQI AIRWAYS	S	A	1	0	4	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	13	100.0	2	4	
		MANCHESTER	IRAQI AIRWAYS	S	D	1	0	4	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0	50.0	23	4	
<b>TOTAL BAGHDAD (GECA)</b>						<b>4</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>12.5</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>75.0</b>	<b>12</b>	<b>76.5</b>	<b>8</b>	<b>17</b>	
BAHRAIN																								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	51.6	38.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	1	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	48.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	71.0	11	30	
		HEATHROW	GULF AIR	S	A	62	0	0	4.8	22.6	32.3	27.4	9.7	1.6	1.6	0.0	0.0	0.0	0.0	16	50.0	16	60	
		HEATHROW	GULF AIR	S	D	62	0	0	0.0	45.2	40.3	12.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	7	60	
<b>TOTAL BAHRAIN</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>37.6</b>	<b>38.7</b>	<b>15.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.6</b>	<b>10</b>	<b>180</b>	
BAKU (HEYDER ALIYEV INT'L)																								
		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	47	1	
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	14	0	0	28.6	14.3	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13	
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	14	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	10	13	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>46.4</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>8</b>	<b>27</b>	
BALE MULHOUSE																								
		BRISTOL	EASYJET UK LTD	S	A	16	0	0	18.8	25.0	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
		BRISTOL	EASYJET UK LTD	S	D	16	0	0	0.0	31.3	37.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		EDINBURGH	EASYJET SWITZERLAND	S	A	36	0	0	13.9	41.7	38.9	0.0	2.8	2.8	0.0	0.0	0.0	0.0	0.0	7	88.2	3	33	
		EDINBURGH	EASYJET SWITZERLAND	S	D	36	0	0	0.0	8.3	44.4	30.6	13.9	0.0	2.8	0.0	0.0	0.0	0.0	18	67.6	17	33	
		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	0.0	28	3	
		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	33.3	16	3	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
	GATWICK	EASYJET UK LTD	S	A	87	0	0	11.5	32.2	25.3	9.2	9.2	12.6	0.0	0.0	0.0	0.0	0.0	20	73.6	17	86								
	GATWICK	EASYJET UK LTD	S	D	87	0	0	0.0	17.2	36.8	20.7	12.6	12.6	0.0	0.0	0.0	0.0	0.0	24	67.0	17	86								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	0	3	7.1	51.3	25.7	5.3	7.1	0.9	0.0	0.0	0.0	0.0	2.7	7	76.1	9	117								
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	1	0.0	31.9	47.8	7.1	8.0	4.4	0.0	0.0	0.0	0.0	0.9	10	78.6	10	117								
	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	0.0	63	1									
	LUTON	EASYJET UK LTD	S	A	29	0	0	6.9	34.5	37.9	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	80.6	12	31								
	LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	34.5	37.9	20.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	10	71.0	16	31								
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	16	27									
	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	55.6	17	27									
	MANCHESTER	EASYJET UK LTD	S	A	31	0	0	3.2	45.2	29.0	16.1	6.5	0.0	0.0	0.0	0.0	0.0	9	56.3	20	31									
	MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	38.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	7	64.5	18	31									
<b>TOTAL BALE MULHOUSE</b>					<b>622</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>34.0</b>	<b>35.6</b>	<b>11.5</b>	<b>8.6</b>	<b>4.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>68.1</b>	<b>14</b>	<b>657</b>								
BALI INTERNATIONAL																														
	HEATHROW	GARUDA INDONESIA	S	A	8	0	0	0.0	0.0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0								
	HEATHROW	GARUDA INDONESIA	S	D	8	0	0	0.0	12.5	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0								
<b>TOTAL BALI INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>								
BALTIMORE																														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	32.3	22.6	9.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	90.3	7	31								
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	61.3	12.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	16	74.2	20	31								
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>19.4</b>	<b>41.9</b>	<b>11.3</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.3</b>	<b>13</b>	<b>62</b>								
BANDAR SERI BEGAWAN																														
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	0.0	6.5	29.0	35.5	22.6	3.2	3.2	0.0	0.0	0.0	0.0	26	46.7	38	30								
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	0.0	53.3	36.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	14	31								
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>32.8</b>	<b>21.3</b>	<b>13.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>26</b>	<b>61</b>								
BANGALORE (BENGALURU)																														
	HEATHROW	AIR INDIA	S	A	13	0	1	21.4	21.4	21.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	9	0.0	0	0								
	HEATHROW	AIR INDIA	S	D	12	0	0	0.0	25.0	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	32.3	35.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	5	31								

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE										OCT 2018							
										NUMBER OF FLIGHTS																			
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		HEATHROW		BRITISH AIRWAYS PLC		S	D			31	0	0	0.0	22.6	38.7	25.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	64.5	17	31
<b>TOTAL BANGALORE (BENGALURU)</b>										<b>87</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>26.1</b>	<b>37.5</b>	<b>17.0</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.2</b>	<b>11</b>	<b>62</b>	
BANGKOK SUVARNABHUMI																													
		GATWICK		NORWEGIAN AIR UK LTD		S	A			0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	0	
		HEATHROW		BRITISH AIRWAYS PLC		S	A			30	0	2	3.1	25.0	28.1	15.6	12.5	0.0	6.3	0.0	3.1	0.0	6.3	59	77.4	12	31		
		HEATHROW		BRITISH AIRWAYS PLC		S	D			31	0	0	0.0	3.2	35.5	19.4	35.5	0.0	3.2	0.0	3.2	0.0	0.0	64	64.5	17	31		
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	A			62	0	0	9.7	9.7	46.8	16.1	17.7	0.0	0.0	0.0	0.0	0.0	0.0	14	37.1	25	62		
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	D			62	0	0	0.0	29.0	54.8	11.3	1.6	1.6	0.0	0.0	1.6	0.0	0.0	13	83.9	11	62		
<b>TOTAL BANGKOK SUVARNABHUMI</b>										<b>185</b>	<b>0</b>	<b>3</b>	<b>3.7</b>	<b>17.6</b>	<b>44.1</b>	<b>14.9</b>	<b>14.4</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>29</b>	<b>64.0</b>	<b>17</b>	<b>186</b>		
BANJUL																													
		GATWICK		ENTER AIR		C	A			5	0	0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	59	0.0	63	4		
		GATWICK		ENTER AIR		C	D			5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	20.0	29	5		
		GATWICK		TITAN AIRWAYS LTD		C	A			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	99	1			
		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	11	50.0	9	2		
<b>TOTAL BANJUL</b>										<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>27.3</b>	<b>27.3</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>39</b>	<b>16.7</b>	<b>43</b>	<b>12</b>		
BARCELONA																													
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	A			7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	D			7	0	0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A			11	0	0	0.0	54.5	18.2	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	16	89.5	16	19		
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D			11	0	0	0.0	36.4	45.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	73.7	25	19		
		BIRMINGHAM		RYANAIR		S	A			39	0	0	12.8	43.6	33.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	11	39		
		BIRMINGHAM		RYANAIR		S	D			39	0	0	0.0	7.7	61.5	25.6	0.0	5.1	0.0	0.0	0.0	0.0	0.0	13	46.2	25	39		
		BIRMINGHAM		VUELING AIRLINES		S	A			29	0	0	0.0	62.1	24.1	3.4	10.3	0.0	0.0	0.0	0.0	0.0	0.0	6	52.0	25	25		
		BIRMINGHAM		VUELING AIRLINES		S	D			29	0	0	0.0	10.3	51.7	17.2	20.7	0.0	0.0	0.0	0.0	0.0	0.0	16	28.0	37	25		
		BRISTOL		EASYJET EUROPE		S	A			19	0	0	21.1	47.4	10.5	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
		BRISTOL		EASYJET EUROPE		S	D			19	0	0	0.0	57.9	21.1	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
		BRISTOL		EASYJET UK LTD		S	A			40	0	0	15.0	52.5	17.5	7.5	5.0	2.5	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
		BRISTOL		EASYJET UK LTD		S	D			40	0	0	0.0	27.5	42.5	27.5	0.0	0.0	0.0	0.0	2.5	0.0	0.0	17	0.0	0	0		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	RYANAIR	S	A	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
CARDIFF WALES	RYANAIR	S	D	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
CARDIFF WALES	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	12		
CARDIFF WALES	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	12		
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	211	1		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	26	0	0	3.8	19.2	38.5	11.5	23.1	0.0	0.0	3.8	0.0	0.0	0.0	28	34.5	28	29		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	26	0	0	0.0	26.9	46.2	7.7	11.5	3.8	0.0	3.8	0.0	0.0	0.0	24	48.3	21	29		
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9		
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8		
EDINBURGH	RYANAIR	S	A	31	0	0	6.5	54.8	16.1	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	63.3	19	30		
EDINBURGH	RYANAIR	S	D	31	0	0	0.0	35.5	61.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	9	30		
EDINBURGH	VUELING AIRLINES	S	A	16	0	0	25.0	12.5	25.0	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	18	64.7	16	17		
EDINBURGH	VUELING AIRLINES	S	D	15	0	2	0.0	17.6	35.3	17.6	17.6	0.0	0.0	0.0	0.0	0.0	11.8	16	33.3	30	17		
GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
GLASGOW	BA CITYFLYER LTD	C	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		
GLASGOW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	23	3		
GLASGOW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	10	12		
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	4	12		
JERSEY	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	52	2		
JERSEY	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	17.6	35.3	29.4	5.9	0.0	0.0	5.9	5.9	0.0	0.0	0.0	22	82.4	20	17		
LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.5	23	17		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	47	0	0	29.8	51.1	6.4	6.4	6.4	0.0	0.0	0.0	0.0	0.0	0.0	5	80.4	12	50		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	47	0	0	2.1	66.0	27.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	5	50		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	30	0	0	13.3	30.0	36.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	12	60.0	20	30		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	30	0	0	0.0	33.3	50.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	73.3	13	30		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m early	31 m to 45 m late	46 m to 60 m late	61 m to 75 m late	76 m to 90 m late	91 m to 105 m late	106 m to 120 m late	121 m to 135 m late	136 m to 150 m late	More than 150 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
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	72.5	16	50					
GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	50					
GATWICK	EASYJET UK LTD	S	A	178	0	0	17.4	34.8	26.4	7.3	12.4	1.7	0.0	0.0	0.0	0.0	0.0	10	61.0	27	179						
GATWICK	EASYJET UK LTD	S	D	178	0	0	0.0	20.8	42.7	12.9	18.5	5.1	0.0	0.0	0.0	0.0	0.0	17	54.1	30	178						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	54	0	0	1.9	35.2	27.8	22.2	11.1	1.9	0.0	0.0	0.0	0.0	0.0	13	68.6	33	35						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	55	0	0	0.0	27.3	32.7	18.2	16.4	3.6	1.8	0.0	0.0	0.0	0.0	19	45.7	29	35						
GATWICK	VUELING AIRLINES	S	A	172	0	5	11.9	27.7	27.7	15.8	6.8	6.2	1.1	0.0	0.0	0.0	2.8	15	60.0	32	184						
GATWICK	VUELING AIRLINES	S	D	171	0	7	0.0	16.9	37.6	12.4	19.7	7.3	1.7	0.6	0.0	0.0	3.9	24	41.4	42	183						
HEATHROW	BRITISH AIRWAYS PLC	S	A	253	0	8	10.3	32.6	28.0	14.2	8.0	3.1	0.4	0.4	0.0	0.0	3.1	13	66.2	15	228						
HEATHROW	BRITISH AIRWAYS PLC	S	D	253	0	10	0.0	38.0	38.8	11.0	6.5	1.9	0.0	0.0	0.0	0.0	3.8	9	82.0	9	228						
HEATHROW	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	36	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	46.7	33	30						
LUTON	EASYJET EUROPE	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 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						
LUTON	EASYJET UK LTD	S	A	93	0	0	9.7	34.4	21.5	15.1	12.9	5.4	1.1	0.0	0.0	0.0	0.0	16	70.2	18	94						
LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	31.2	45.2	15.1	5.4	2.2	1.1	0.0	0.0	0.0	0.0	12	79.8	15	94						
LUTON	RYANAIR	S	A	31	0	0	0.0	29.0	41.9	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
LUTON	RYANAIR	S	D	31	0	0	0.0	29.0	64.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
STANSTED	AIR ONE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1						
STANSTED	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1						
STANSTED	RYANAIR	S	A	130	0	0	19.2	50.8	15.4	4.6	5.4	3.1	0.0	1.5	0.0	0.0	0.0	12	74.4	12	124						
STANSTED	RYANAIR	S	D	129	0	0	0.0	34.9	46.5	8.5	6.2	3.1	0.8	0.0	0.0	0.0	0.0	10	28.8	34	124						
STANSTED	SMARTWINGS	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	31	0.0	0	0						
STANSTED	SMARTWINGS	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						
MANCHESTER	EASYJET UK LTD	S	A	29	0	0	27.6	44.8	24.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
MANCHESTER	EASYJET UK LTD	S	D	29	0	0	0.0	62.1	34.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
MANCHESTER	JET2.COM LTD	S	A	27	0	0	11.1	48.1	25.9	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	81.0	24	21						
MANCHESTER	JET2.COM LTD	S	D	27	0	0	0.0	18.5	63.0	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	90.5	4	21						
MANCHESTER	RYANAIR	S	A	60	0	0	0.0	18.3	43.3	21.7	15.0	0.0	0.0	0.0	1.7	0.0	0.0	29	46.7	26	59						
MANCHESTER	RYANAIR	S	D	60	0	0	0.0	43.3	38.3	1.7	15.0	1.7	0.0	0.0	0.0	0.0	0.0	10	71.7	16	60						
MANCHESTER	SMARTWINGS	C	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0						
MANCHESTER	SMARTWINGS	C	D	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MANCHESTER	VUELING AIRLINES	S	A	43	0	0	16.3	30.2	20.9	11.6	7.0	11.6	2.3	0.0	0.0	0.0	0.0	20	59.4	26	32							
MANCHESTER	VUELING AIRLINES	S	D	42	0	2	2.3	18.2	29.5	13.6	13.6	15.9	0.0	2.3	0.0	0.0	4.5	30	50.0	40	32							
NEWCASTLE	EASYJET UK LTD	S	A	26	0	0	11.5	50.0	15.4	7.7	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	84.0	8	24							
NEWCASTLE	EASYJET UK LTD	S	D	26	0	0	0.0	11.5	65.4	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	80.0	15	25							
SOUTHEND	EASYJET UK LTD	S	A	15	0	0	6.7	53.3	13.3	6.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	17	76.5	11	16							
SOUTHEND	EASYJET UK LTD	S	D	15	0	0	0.0	46.7	20.0	13.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	19	70.6	11	16							
<b>TOTAL BARCELONA</b>				<b>2895</b>	<b>0</b>	<b>34</b>	<b>6.3</b>	<b>33.9</b>	<b>33.6</b>	<b>11.4</b>	<b>9.5</b>	<b>3.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>61.0</b>	<b>22</b>	<b>2740</b>							
BARI (PALESE)																												
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	8							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8							
GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	19.0	28.6	38.1	4.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	26	87.5	4	16							
GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	38.1	57.1	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	16							
GATWICK	EASYJET UK LTD	S	A	19	0	0	0.0	10.5	42.1	36.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	18	50.0	26	16							
GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	15.8	73.7	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	9	56.3	20	16							
LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.3	16	15							
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	6	15							
LUTON	WIZZ AIR UK LTD	S	A	11	0	0	0.0	9.1	45.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	24	100.0	8	1							
LUTON	WIZZ AIR UK LTD	S	D	11	0	0	0.0	9.1	36.4	27.3	18.2	0.0	9.1	0.0	0.0	0.0	0.0	28	100.0	3	1							
STANSTED	RYANAIR	S	A	31	0	0	0.0	32.3	35.5	25.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	12	33.3	27	30							
STANSTED	RYANAIR	S	D	31	0	0	0.0	54.8	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	64.5	22	31							
MANCHESTER	EASYJET UK LTD	S	A	8	0	1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	0.0	0	0							
MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
<b>TOTAL BARI (PALESE)</b>				<b>198</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>29.6</b>	<b>45.2</b>	<b>13.6</b>	<b>4.0</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>66.5</b>	<b>16</b>	<b>173</b>							
BARRA																												
GLASGOW	LOGANAIR LTD	S	A	56	0	2	1.7	37.9	41.4	5.2	5.2	5.2	0.0	0.0	0.0	0.0	3.4	9	62.1	12	50							
GLASGOW	LOGANAIR LTD	S	D	56	0	1	0.0	33.3	49.1	5.3	5.3	5.3	0.0	0.0	0.0	0.0	1.8	10	66.1	14	52							
<b>TOTAL BARRA</b>				<b>112</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>35.7</b>	<b>45.2</b>	<b>5.2</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>64.0</b>	<b>13</b>	<b>102</b>							
BASTIA																												
GATWICK	EASYJET UK 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	7	66.7	10	3							
GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	17	3							
STANSTED	AIR CORSICA	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8							
STANSTED	AIR CORSICA	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	7	8							
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	6	0.0	32	1							
MANCHESTER	EASYJET UK 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	100.0	0	1							
<b>TOTAL BASTIA</b>				<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>56.7</b>	<b>26.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>9</b>	<b>24</b>							

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

		Origin/Destinations: B																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BEIJING																						
	EDINBURGH	HAINAN AIRLINES	S	A	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	88.2	4	17
	EDINBURGH	HAINAN 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	94.1	2	17
	HEATHROW	AIR CHINA	S	A	90	0	0	12.2	8.9	18.9	17.8	31.1	11.1	0.0	0.0	0.0	0.0	0.0	28	57.8	18	64
	HEATHROW	AIR CHINA	S	D	89	0	1	1.1	41.1	38.9	12.2	1.1	3.3	1.1	0.0	0.0	0.0	1.1	9	96.9	3	64
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	16.0	24.0	16.0	36.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	18	74.2	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	4.0	52.0	20.0	16.0	4.0	0.0	4.0	0.0	0.0	0.0	26	71.0	16	31
	MANCHESTER	HAINAN AIRLINES	S	A	17	0	0	0.0	17.6	41.2	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	23	50.0	16	16
	MANCHESTER	HAINAN AIRLINES	S	D	16	0	1	0.0	47.1	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	2	100.0	1	16
<b>TOTAL BEIJING</b>					<b>271</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>24.9</b>	<b>31.5</b>	<b>16.5</b>	<b>13.2</b>	<b>5.9</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>77.7</b>	<b>10</b>	<b>256</b>
BEIJING DAXING INTERNATIONAL AIRPORT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>45.5</b>	<b>18.2</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BEIRUT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	19.4	35.5	12.9	19.4	6.5	3.2	0.0	0.0	0.0	0.0	3.2	10	61.3	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	16.7	63.3	6.7	6.7	3.3	0.0	0.0	0.0	0.0	3.3	13	77.4	14	31
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	14.5	24.2	33.9	12.9	14.5	0.0	0.0	0.0	0.0	0.0	0.0	11	66.1	13	62
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	9.7	43.5	29.0	11.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	79.0	10	62
<b>TOTAL BEIRUT</b>					<b>183</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>31.4</b>	<b>33.5</b>	<b>12.4</b>	<b>9.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>71.5</b>	<b>12</b>	<b>186</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	26	0	0	3.8	42.3	38.5	0.0	3.8	7.7	0.0	3.8	0.0	0.0	0.0	17	100.0	2	25
	ABERDEEN	FLYBE LTD	S	D	26	0	0	0.0	34.6	46.2	7.7	0.0	7.7	0.0	3.8	0.0	0.0	0.0	17	100.0	1	25
	BIRMINGHAM	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	187	0	0	10.2	59.9	25.1	2.1	1.1	1.1	0.0	0.5	0.0	0.0	0.0	4	83.3	10	196
	BIRMINGHAM	FLYBE LTD	S	D	188	0	0	0.0	27.1	51.1	16.0	4.3	1.6	0.0	0.0	0.0	0.0	0.0	9	75.8	16	196
	CARDIFF WALES	FLYBE LTD	S	A	26	1	0	0.0	44.4	51.9	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	3	96.0	2	49
	CARDIFF WALES	FLYBE LTD	S	D	26	1	0	3.7	33.3	59.3	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	2	92.0	2	49
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	1	0.0	35.7	50.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	11	82.4	7	17
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	14	0	0	0.0	21.4	64.3	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	100.0	1	17

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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	FLYBE LTD	S	A	94	0	1	2.1	69.5	18.9	1.1	5.3	2.1	0.0	0.0	0.0	0.0	1.1	5	86.3	6	101
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	94	0	1	0.0	58.9	29.5	2.1	6.3	2.1	0.0	0.0	0.0	0.0	1.1	6	86.3	8	101
	EDINBURGH	FLYBE LTD	S	A	114	0	0	14.9	52.6	24.6	6.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3	84.8	8	112
	EDINBURGH	FLYBE LTD	S	D	114	0	0	0.0	30.7	48.2	12.3	4.4	4.4	0.0	0.0	0.0	0.0	0.0	11	81.7	12	111
	EXETER	FLYBE LTD	S	A	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	95.2	3	21	
	EXETER	FLYBE LTD	S	D	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.4	11	21	
	GLASGOW	FLYBE LTD	S	A	99	0	0	8.1	51.5	26.3	8.1	3.0	2.0	1.0	0.0	0.0	0.0	8	91.7	3	107	
	GLASGOW	FLYBE LTD	S	D	99	0	0	0.0	47.5	45.5	4.0	0.0	3.0	0.0	0.0	0.0	0.0	5	86.1	7	107	
	LEEDS BRADFORD	FLYBE LTD	S	A	108	0	1	4.6	62.4	22.9	5.5	3.7	0.0	0.0	0.0	0.0	0.9	4	85.8	5	107	
	LEEDS BRADFORD	FLYBE LTD	S	D	107	0	2	1.8	47.7	35.8	7.3	4.6	0.9	0.0	0.0	0.0	1.8	6	85.8	5	107	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	95.2	4	21	
	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	95.2	3	21	
	HEATHROW	AER LINGUS	S	A	107	0	1	28.7	33.3	24.1	9.3	2.8	0.9	0.0	0.0	0.0	0.9	6	81.7	8	93	
	HEATHROW	AER LINGUS	S	D	107	0	1	0.9	42.6	34.3	14.8	5.6	0.9	0.0	0.0	0.0	0.9	8	77.4	8	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	3	16.9	40.3	26.6	9.1	3.2	1.9	0.0	0.0	0.0	1.9	7	78.7	8	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	3	0.0	46.8	34.4	9.7	5.2	1.9	0.0	0.0	0.0	1.9	8	80.9	8	136	
	LONDON CITY	FLYBE LTD	S	A	0	156	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.3	7	153	
	LONDON CITY	FLYBE LTD	S	D	0	155	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	1.3	0	78.5	10	153	
	MANCHESTER	FLYBE LTD	S	A	194	0	1	2.1	50.8	33.8	4.1	5.1	3.1	0.5	0.0	0.0	0.5	7	85.6	5	191	
	MANCHESTER	FLYBE LTD	S	D	194	0	1	0.0	26.7	54.9	8.7	4.1	3.6	1.0	0.5	0.0	0.5	11	75.6	12	191	
	SOUTHAMPTON	FLYBE LTD	S	A	78	0	0	11.5	62.8	14.1	5.1	5.1	1.3	0.0	0.0	0.0	0.0	5	84.3	10	88	
	SOUTHAMPTON	FLYBE LTD	S	D	78	0	0	0.0	34.6	52.6	3.8	6.4	2.6	0.0	0.0	0.0	0.0	8	80.9	13	88	
	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	10	100.0	15	1	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2398</b>	<b>349</b>	<b>18</b>	<b>4.6</b>	<b>39.4</b>	<b>31.1</b>	<b>6.3</b>	<b>3.3</b>	<b>1.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>12.6</b>	<b>0.7</b>	<b>7</b>	<b>83.4</b>	<b>8</b>	<b>2834</b>
BELFAST INTERNATIONAL																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	27	2
	BIRMINGHAM	EASYJET UK LTD	S	A	81	0	0	33.3	50.6	12.3	0.0	1.2	2.5	0.0	0.0	0.0	0.0	4	88.9	6	81	
	BIRMINGHAM	EASYJET UK LTD	S	D	81	0	0	2.5	48.1	40.7	4.9	1.2	2.5	0.0	0.0	0.0	0.0	7	72.8	13	81	
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	219	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	83	0	0	1.2	48.2	25.3	9.6	7.2	8.4	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	83	0	0	0.0	42.2	31.3	10.8	9.6	6.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	CARDIFF WALES	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	75	0.0	0	0	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	C	A	0	0	0	0.0	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	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1		
	EDINBURGH	EASYJET UK LTD	S	A	108	0	0	6.5	49.1	24.1	8.3	9.3	0.9	1.9	0.0	0.0	0.0	10	66.4	19	109		
	EDINBURGH	EASYJET UK LTD	S	D	108	0	0	0.9	43.5	31.5	12.0	9.3	0.9	0.9	0.9	0.0	0.0	12	59.1	20	109		
	EDINBURGH	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	17	0.0	0	0		
	GLASGOW	EASYJET UK LTD	S	A	94	0	0	9.6	58.5	21.3	4.3	3.2	3.2	0.0	0.0	0.0	0.0	7	80.9	11	93		
	GLASGOW	EASYJET UK LTD	S	D	94	0	0	2.1	55.3	26.6	9.6	2.1	4.3	0.0	0.0	0.0	0.0	8	77.7	12	93		
	ISLE OF MAN	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	3	9		
	ISLE OF MAN	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	77.8	5	9		
	JERSEY	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	16	87.5	5	8		
	JERSEY	EASYJET UK LTD	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	21	87.5	8	8		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	158	0	0	25.3	49.4	13.9	2.5	5.1	3.2	0.6	0.0	0.0	0.0	8	88.0	6	158		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	158	0	0	1.3	74.7	17.1	1.9	3.8	0.6	0.6	0.0	0.0	0.0	5	88.6	6	158		
	GATWICK	EASYJET UK LTD	S	A	187	0	0	13.4	35.3	16.0	13.4	13.4	7.5	1.1	0.0	0.0	0.0	18	69.4	15	182		
	GATWICK	EASYJET UK LTD	S	D	187	0	0	0.0	29.4	37.4	13.9	13.9	3.7	1.6	0.0	0.0	0.0	17	65.6	18	182		
	LUTON	EASYJET UK LTD	S	A	105	0	1	12.3	35.8	22.6	13.2	7.5	6.6	0.9	0.0	0.0	0.9	15	73.6	10	106		
	LUTON	EASYJET UK LTD	S	D	105	0	1	0.0	37.7	33.0	13.2	6.6	7.5	0.9	0.0	0.0	0.9	15	78.3	10	106		
	STANSTED	EASYJET UK LTD	S	A	126	0	0	11.9	48.4	20.6	8.7	5.6	4.8	0.0	0.0	0.0	0.0	10	78.0	10	123		
	STANSTED	EASYJET UK LTD	S	D	126	0	0	0.0	50.0	31.7	7.1	7.1	3.2	0.8	0.0	0.0	0.0	10	78.0	11	123		
	STANSTED	RYANAIR	S	A	8	0	0	12.5	12.5	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	30	91.4	4	93		
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	23	72.0	15	93		
	MANCHESTER	EASYJET UK LTD	S	A	96	0	0	29.2	39.6	16.7	8.3	4.2	2.1	0.0	0.0	0.0	0.0	6	82.7	11	74		
	MANCHESTER	EASYJET UK LTD	S	D	96	0	0	1.0	54.2	28.1	10.4	4.2	2.1	0.0	0.0	0.0	0.0	7	74.7	13	74		
	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	155	1		
	MANCHESTER	RYANAIR	S	A	42	0	0	16.7	78.6	2.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1	92.2	35	51		
	MANCHESTER	RYANAIR	S	D	42	0	0	0.0	45.2	52.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2	86.3	9	51		
	NEWCASTLE	EASYJET UK LTD	S	A	85	0	0	3.5	50.6	32.9	4.7	4.7	2.4	1.2	0.0	0.0	0.0	8	78.8	11	85		
	NEWCASTLE	EASYJET UK LTD	S	D	85	0	0	1.2	48.2	32.9	8.2	7.1	1.2	1.2	0.0	0.0	0.0	9	75.3	12	85		
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2384</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>47.1</b>	<b>25.5</b>	<b>8.1</b>	<b>7.0</b>	<b>3.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.6</b>	<b>12</b>	<b>2349</b>		
BELGRADE																							
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	996	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AIR SERBIA	C	A	0	0	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		
	LIVERPOOL (JOHN LENNON)	AIR SERBIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
	HEATHROW	AIR SERBIA	S	A	59	0	1	5.0	21.7	36.7	21.7	11.7	1.7	0.0	0.0	0.0	1.7	14	78.9	12	38		

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	AIR SERBIA	S	D	59	0	1	1.7	46.7	30.0	8.3	8.3	3.3	0.0	0.0	0.0	0.0	1.7	9	65.8	16	38	
	LUTON	AIR SERBIA	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	
	LUTON	AIR SERBIA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	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	61.5	18	13	
	LUTON	WIZZ AIR UK LTD	S	A	16	0	0	6.3	31.3	25.0	18.8	0.0	18.8	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	11.8	58.8	5.9	5.9	11.8	5.9	0.0	0.0	0.0	0.0	28	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	
	MANCHESTER	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BELGRADE</b>					<b>156</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>31.0</b>	<b>36.1</b>	<b>13.9</b>	<b>8.2</b>	<b>5.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>70.2</b>	<b>14</b>	<b>104</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	69.2	11	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	69.2	21	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	14	22	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	19	22	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	32	31	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.6	43	31	
<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>66.7</b>	<b>26</b>	<b>132</b>	
BENBECULA																							
	GLASGOW	LOGANAIR LTD	S	A	52	0	1	3.8	45.3	26.4	17.0	3.8	1.9	0.0	0.0	0.0	0.0	1.9	9	78.2	14	53	
	GLASGOW	LOGANAIR LTD	S	D	52	0	0	0.0	25.0	55.8	9.6	7.7	0.0	1.9	0.0	0.0	0.0	0.0	11	76.4	16	55	
<b>TOTAL BENBECULA</b>					<b>104</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>35.2</b>	<b>41.0</b>	<b>13.3</b>	<b>5.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>77.3</b>	<b>15</b>	<b>108</b>	
BERGAMO																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	12	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	9	
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	28.6	14.3	14.3	35.7	7.1	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	14.3	35.7	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	26	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	28.6	35.7	0.0	21.4	7.1	0.0	7.1	0.0	0.0	0.0	33	46.2	19	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	23.1	29	13	
	EDINBURGH	RYANAIR	S	A	21	0	0	0.0	28.6	38.1	23.8	0.0	4.8	4.8	0.0	0.0	0.0	0.0	19	73.9	10	23	
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	9.5	42.9	33.3	4.8	4.8	0.0	4.8	0.0	0.0	0.0	27	65.2	13	23	
	GATWICK	ALBA STAR	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 OCTOBER 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 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	26	0	0	38.5	34.6	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	38.5	38.5	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	RYANAIR	S	A	126	0	1	22.0	50.4	21.3	3.9	0.0	0.8	0.8	0.0	0.0	0.0	0.8	4	91.1	11	124
	STANSTED	RYANAIR	S	D	125	0	1	0.0	38.1	45.2	7.9	5.6	1.6	0.8	0.0	0.0	0.0	0.8	9	52.4	20	124
	MANCHESTER	AIR HORIZONT	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	AIR HORIZONT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	MANCHESTER	AIR ONE	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	AIR ONE	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	0.0	0	0
	MANCHESTER	ENTER AIR	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	MANCHESTER	ENTER AIR	C	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
	MANCHESTER	NEOS SPA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	NEOS SPA	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	80	0.0	0	0
	MANCHESTER	RYANAIR	S	A	39	0	0	2.6	33.3	33.3	10.3	10.3	10.3	0.0	0.0	0.0	0.0	0.0	18	78.9	9	38
	MANCHESTER	RYANAIR	S	D	39	0	0	0.0	25.6	51.3	10.3	5.1	7.7	0.0	0.0	0.0	0.0	0.0	11	78.9	11	38
	MANCHESTER	TRADE AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	TRADE AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	RYANAIR	S	A	15	0	0	0.0	20.0	40.0	26.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	SOUTHEND	RYANAIR	S	D	17	0	0	0.0	82.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL BERGAMO</b>					<b>546</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>37.8</b>	<b>33.4</b>	<b>10.9</b>	<b>5.7</b>	<b>3.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>66.8</b>	<b>14</b>	<b>414</b>
<b>BERGEN</b>																						
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	58	0	0	0.0	53.4	34.5	5.2	1.7	5.2	0.0	0.0	0.0	0.0	0.0	7	82.0	6	47
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	58	0	0	1.7	41.4	43.1	3.4	5.2	5.2	0.0	0.0	0.0	0.0	0.0	8	82.0	5	47
	EDINBURGH	LOGANAIR LTD	S	A	14	0	0	0.0	21.4	57.1	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	21	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	14	0	0	0.0	50.0	35.7	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	16	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	A	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	17	8
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	7	87.5	11	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	58	0	0	10.3	44.8	31.0	3.4	6.9	1.7	1.7	0.0	0.0	0.0	0.0	10	77.6	11	58
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	58	0	0	1.7	41.4	37.9	8.6	5.2	3.4	0.0	1.7	0.0	0.0	0.0	13	72.4	16	58
	GATWICK	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	100.0	0	1
	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	21	1

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	A	16	0	0	12.5	37.5	18.8	6.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	16	0	0	0.0	43.8	25.0	18.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	LOGANAIR 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	92.3	2	13	
	MANCHESTER	LOGANAIR LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	84.6	9	13	
	MANCHESTER	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	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	SAS	S	A	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	10	9	
	MANCHESTER	SAS	S	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	LOGANAIR LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	NEWCASTLE	LOGANAIR 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	
<b>TOTAL BERGEN</b>					<b>333</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>43.0</b>	<b>36.7</b>	<b>6.9</b>	<b>5.4</b>	<b>2.7</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>79.2</b>	<b>10</b>	<b>273</b>	
BERGERAC																							
	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	93.3	6	15	
	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	4	15	
	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	83.3	0	5	
	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	1	7	
	EXETER	FLYBE LTD	S	A	0	2	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0	50.0	20	2	
	EXETER	FLYBE LTD	S	D	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	7	2	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8	
	STANSTED	RYANAIR	S	A	28	0	0	17.9	39.3	25.0	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	71.4	13	28	
	STANSTED	RYANAIR	S	D	28	0	0	0.0	50.0	32.1	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	57.1	19	28	
	SOUTHAMPTON	FLYBE LTD	S	A	20	0	0	20.0	55.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.8	12	29	
	SOUTHAMPTON	FLYBE LTD	S	D	20	0	0	0.0	50.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.2	10	29	
<b>TOTAL BERGERAC</b>					<b>112</b>	<b>4</b>	<b>1</b>	<b>7.7</b>	<b>47.0</b>	<b>30.8</b>	<b>6.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.9</b>	<b>5</b>	<b>81.4</b>	<b>10</b>	<b>176</b>	
BERLIN (SCHONEFELD)																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8	
	BELFAST INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	8	
	BRISTOL	EASYJET UK LTD	S	A	33	0	0	12.1	57.6	21.2	6.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	3.2	48.4	32.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	84.6	6	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							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	13	
	EDINBURGH	RYANAIR	S	A	24	0	0	0.0	4.2	33.3	45.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	20	25.0	20	4	
	EDINBURGH	RYANAIR	S	D	24	0	0	0.0	29.2	58.3	8.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4	
	GLASGOW	EASYJET UK LTD	S	A	25	0	0	20.0	68.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	6	31	
	GLASGOW	EASYJET UK LTD	S	D	25	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	83.9	9	31	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	13	23	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	39.1	24	23	
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	21	0	0	23.8	52.4	14.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	7	22	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	21	0	0	0.0	71.4	19.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	5	68.2	11	22	
	GATWICK	EASYJET UK LTD	S	A	62	0	0	12.9	45.2	22.6	16.1	0.0	1.6	1.6	0.0	0.0	0.0	0.0	9	75.8	10	60	
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	22.6	33.9	22.6	14.5	4.8	1.6	0.0	0.0	0.0	0.0	19	50.8	23	61	
	LUTON	EASYJET UK LTD	S	A	58	0	0	13.8	39.7	22.4	8.6	12.1	3.4	0.0	0.0	0.0	0.0	0.0	11	81.0	8	58	
	LUTON	EASYJET UK LTD	S	D	58	0	0	0.0	34.5	51.7	1.7	8.6	3.4	0.0	0.0	0.0	0.0	0.0	9	75.9	11	58	
	STANSTED	RYANAIR	S	A	109	0	0	22.9	46.8	19.3	5.5	4.6	0.0	0.0	0.9	0.0	0.0	0.0	7	67.5	15	120	
	STANSTED	RYANAIR	S	D	109	0	0	0.0	32.1	47.7	11.9	5.5	2.8	0.0	0.0	0.0	0.0	0.0	10	48.3	24	120	
	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	87.9	7	58	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.6	12	58	
	MANCHESTER	RYANAIR	S	A	32	0	0	15.6	53.1	15.6	9.4	0.0	3.1	3.1	0.0	0.0	0.0	0.0	10	83.9	8	31	
	MANCHESTER	RYANAIR	S	D	32	0	0	3.1	34.4	46.9	3.1	6.3	3.1	0.0	3.1	0.0	0.0	0.0	16	64.5	19	31	
	NEWCASTLE	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	4	13	
	NEWCASTLE	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	13	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>763</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.0</b>	<b>32.6</b>	<b>9.7</b>	<b>5.6</b>	<b>2.2</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.9</b>	<b>13</b>	<b>901</b>	
BERLIN (TEGEL)																							
	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	6	1	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	0.0	19.2	26.9	23.1	26.9	3.8	0.0	0.0	0.0	0.0	0.0	20	75.0	7	31	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	7.7	53.8	15.4	19.2	3.8	0.0	0.0	0.0	0.0	0.0	17	80.6	10	31	
	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	10	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	5	8	
	EDINBURGH	EASYJET UK LTD	S	A	30	0	0	10.0	33.3	23.3	13.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	14	39.3	31	28	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	30	0	0	0.0	23.3	56.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	50.0	22	28	
	GATWICK	EASYJET UK LTD	S	A	88	0	1	3.4	42.7	29.2	7.9	10.1	4.5	1.1	0.0	0.0	0.0	1.1	14	64.0	20	88	
	GATWICK	EASYJET UK LTD	S	D	89	0	0	0.0	28.1	47.2	15.7	5.6	2.2	1.1	0.0	0.0	0.0	0.0	13	75.6	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	210	0	1	4.7	37.0	30.3	13.7	8.1	5.7	0.0	0.0	0.0	0.0	0.5	14	73.8	12	209	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	1	0.0	35.1	42.2	13.3	5.7	2.8	0.5	0.0	0.0	0.0	0.5	11	80.0	9	209	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	49	0	3	3.8	38.5	26.9	13.5	3.8	7.7	0.0	0.0	0.0	0.0	5.8	13	74.0	12	77	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	49	0	3	0.0	17.3	44.2	13.5	7.7	9.6	1.9	0.0	0.0	0.0	5.8	19	63.6	16	77	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	79	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	8	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	79	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	78.1	8	70	
	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	34	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	6	1	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	1	
	STANSTED	BA CITYFLYER LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	4	
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	16	4	
	MANCHESTER	EASYJET UK LTD	S	A	58	0	0	12.1	37.9	29.3	12.1	8.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	58	0	0	0.0	43.1	46.6	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>931</b>	<b>158</b>	<b>9</b>	<b>2.3</b>	<b>29.0</b>	<b>31.9</b>	<b>10.8</b>	<b>7.1</b>	<b>3.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14.4</b>	<b>0.8</b>	<b>12</b>	<b>73.2</b>	<b>13</b>	<b>1037</b>	
BERMUDA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	43.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.7	62	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	56.7	33.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	16	30	
<b>TOTAL BERMUDA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>50.0</b>	<b>23.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.7</b>	<b>39</b>	<b>60</b>	
BEZIERS																							
	BRISTOL	RYANAIR	S	A	10	0	1	18.2	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	9.1	3	0.0	0	0		
	BRISTOL	RYANAIR	S	D	11	0	0	0.0	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	EDINBURGH	RYANAIR	S	A	7	0	0	0.0	28.6	0.0	28.6	14.3	28.6	0.0	0.0	0.0	0.0	38	71.4	29	7		
	EDINBURGH	RYANAIR	S	D	7	0	0	0.0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	20	7		
	LUTON	RYANAIR	S	A	12	0	0	8.3	58.3	8.3	8.3	0.0	0.0	0.0	8.3	8.3	0.0	0.0	76	84.6	13	13	
	LUTON	RYANAIR	S	D	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	13	
	STANSTED	RYANAIR	S	A	10	0	1	9.1	18.2	54.5	0.0	9.1	0.0	0.0	0.0	0.0	9.1	11	36.4	18	11		
	STANSTED	RYANAIR	S	D	11	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	63.6	15	11		
	MANCHESTER	RYANAIR	S	A	8	0	0	25.0	25.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	20	87.5	5	8		
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	10	100.0	5	8		
<b>TOTAL BEZIERS</b>					<b>96</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>41.8</b>	<b>31.6</b>	<b>9.2</b>	<b>3.1</b>	<b>4.1</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>60.0</b>	<b>13</b>	<b>78</b>	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIARRITZ																						
	STANSTED	RYANAIR	S	A	38	0	0	15.8	50.0	10.5	15.8	5.3	0.0	0.0	0.0	2.6	0.0	0.0	28	73.0	10	36
	STANSTED	RYANAIR	S	D	38	0	0	0.0	47.4	44.7	2.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	75.7	14	37
<b>TOTAL BIARRITZ</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>48.7</b>	<b>27.6</b>	<b>9.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.3</b>	<b>12</b>	<b>73</b>
BILBAO																						
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	15.4	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BRISTOL	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	0.0	7	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	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	37.5	40	8
	EDINBURGH	EASYJET UK LTD	S	D	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	15	37.5	46	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	33.3	35.7	7.1	11.9	7.1	2.4	2.4	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	0.0	42.9	42.9	4.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	VUELING AIRLINES	S	A	27	0	0	3.7	51.9	25.9	11.1	0.0	7.4	0.0	0.0	0.0	0.0	0.0	9	67.7	13	31
	GATWICK	VUELING AIRLINES	S	D	27	0	0	0.0	48.1	22.2	18.5	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	71.0	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.4	13	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.9	13	58
	STANSTED	EASYJET UK LTD	S	A	45	0	0	4.4	28.9	31.1	17.8	13.3	4.4	0.0	0.0	0.0	0.0	0.0	15	72.0	13	50
	STANSTED	EASYJET UK LTD	S	D	45	0	0	0.0	31.1	48.9	8.9	6.7	4.4	0.0	0.0	0.0	0.0	0.0	11	78.0	11	50
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	4.8	23.8	33.3	14.3	14.3	4.8	4.8	0.0	0.0	0.0	0.0	22	62.5	15	24
	MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	42.9	4.8	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	70.8	15	24
	SOUTHEND	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	RYANAIR	S	A	17	0	0	0.0	35.3	47.1	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	SOUTHEND	RYANAIR	S	D	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	3	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BILBAO</b>					<b>346</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>36.7</b>	<b>33.2</b>	<b>12.7</b>	<b>8.4</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.2</b>	<b>14</b>	<b>343</b>
BILLUND																						
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	EDINBURGH	RYANAIR	S	A	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EDINBURGH	RYANAIR	S	D	7	0	0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	AIR ALSIE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	2	51.6	22.6	3.2	9.7	3.2	3.2	0.0	0.0	0.0	0.0	6.5	7	73.5	10	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	2	0.0	35.5	38.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	6.5	8	91.8	5	49

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													OCT 2018				
						NUMBER OF FLIGHTS																			
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
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	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	0.0	100.0	0.0	0	0.0	0	0				
LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	48	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	6	45				
LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	0	48	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	2.0	0	91.1	5	45				
STANSTED	RYANAIR	S	A	58	0	0	12.1	32.8	32.8	12.1	6.9	3.4	0.0	0.0	0.0	0.0	0.0	12	53.2	29	62				
STANSTED	RYANAIR	S	D	58	0	0	0.0	46.6	31.0	10.3	10.3	1.7	0.0	0.0	0.0	0.0	0.0	11	45.2	32	62				
STANSTED	SUN AIR OF SCANDINAVIA	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				
STANSTED	SUN AIR OF SCANDINAVIA	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0				
MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	0	6.0	40.0	40.0	10.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	96.0	6	50				
MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	32.0	48.0	8.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	12	92.0	6	50				
MANCHESTER	RYANAIR	S	A	16	0	0	31.3	43.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
MANCHESTER	RYANAIR	S	D	16	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	70	1				
<b>TOTAL BILLUND</b>				<b>322</b>	<b>98</b>	<b>5</b>	<b>7.3</b>	<b>29.4</b>	<b>24.5</b>	<b>7.5</b>	<b>4.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>1.2</b>	<b>10</b>	<b>76.6</b>	<b>14</b>	<b>416</b>				
<b>BIRMINGHAM</b>																									
ABERDEEN	FLYBE LTD	S	A	74	0	0	5.4	48.6	31.1	9.5	2.7	1.4	1.4	0.0	0.0	0.0	0.0	8	88.9	9	81				
ABERDEEN	FLYBE LTD	S	D	74	0	0	0.0	52.7	36.5	4.1	4.1	0.0	2.7	0.0	0.0	0.0	0.0	7	86.4	10	81				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	187	0	0	4.8	56.1	26.2	9.6	2.1	1.1	0.0	0.0	0.0	0.0	0.0	6	80.3	13	196				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	187	0	0	0.0	46.0	47.6	3.2	1.1	1.6	0.0	0.5	0.0	0.0	0.0	5	82.7	10	195				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	81	0	0	4.9	53.1	35.8	1.2	2.5	2.5	0.0	0.0	0.0	0.0	0.0	6	71.3	12	80				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	81	0	0	2.5	76.5	12.3	4.9	1.2	2.5	0.0	0.0	0.0	0.0	0.0	5	81.5	11	81				
BELFAST INTERNATIONAL	FLYBE 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	27	0.0	0	0				
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1				
EAST MIDLANDS INTERNATIONAL	KLM	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
EDINBURGH	FLYBE LTD	S	A	188	0	1	6.9	50.3	28.0	5.8	4.8	3.7	0.0	0.0	0.0	0.0	0.5	8	72.2	13	193				
EDINBURGH	FLYBE LTD	S	D	189	0	0	0.5	37.0	45.0	5.8	5.8	5.3	0.5	0.0	0.0	0.0	0.0	11	74.7	13	193				
GLASGOW	FLYBE LTD	S	A	177	0	0	9.6	57.1	21.5	6.2	0.6	3.4	1.1	0.6	0.0	0.0	0.0	9	76.5	14	182				
GLASGOW	FLYBE LTD	S	D	175	0	2	0.6	42.4	41.8	6.8	1.1	4.5	1.1	0.6	0.0	0.0	1.1	11	74.3	15	182				

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

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ISLE OF MAN	FLYBE LTD	S	A	31	0	0	0.0	58.1	16.1	16.1	0.0	6.5	3.2	0.0	0.0	0.0	0.0	13	54.8	21	31	
	ISLE OF MAN	FLYBE LTD	S	D	31	0	0	0.0	22.6	54.8	9.7	3.2	6.5	3.2	0.0	0.0	0.0	0.0	14	87.1	9	31	
	JERSEY	FLYBE LTD	S	A	44	0	0	2.3	25.0	47.7	11.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	75.9	16	54	
	JERSEY	FLYBE LTD	S	D	59	0	0	8.5	44.1	32.2	6.8	8.5	0.0	0.0	0.0	0.0	0.0	0.0	7	72.9	17	85	
	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	8	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	LUFTHANSA	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	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	NEWCASTLE	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	
	NEWCASTLE	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	4	0.0	0	0	
	DURHAM TEES VALLEY	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	
	DURHAM TEES VALLEY	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	10	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1589</b>	<b>0</b>	<b>3</b>	<b>3.6</b>	<b>48.8</b>	<b>34.2</b>	<b>6.3</b>	<b>3.0</b>	<b>3.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>77.3</b>	<b>13</b>	<b>1668</b>	
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	44.4	11.1	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4	
	BIRMINGHAM	TUI AIRWAYS 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	10	80.0	11	5	
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	0	16.7	33.3	27.8	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	38.5	33	13	
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	5.6	61.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	69.2	27	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	30.8	46.2	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	92.3	5	13	
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	69.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	12	13	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>20.0</b>	<b>43.8</b>	<b>10.0</b>	<b>7.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.9</b>	<b>17</b>	<b>61</b>	
BODRUM (MILAS)																							
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	29	100.0	0	5	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	43	80.0	12	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	12	0	0	0.0	25.0	25.0	25.0	8.3	0.0	8.3	8.3	0.0	0.0	0.0	46	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	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	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS 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	5	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	22.2	29	9		
	EDINBURGH	EASYJET UK 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	12	55.6	29	9		
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	4		
	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	4	4		
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	5	4		
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	13	4		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	66.7	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	22	66.7	13	9		
	LIVERPOOL (JOHN LENNON)	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	88.9	5	9		
	GATWICK	EASYJET UK LTD	S	A	24	0	0	0.0	20.8	41.7	16.7	8.3	8.3	4.2	0.0	0.0	0.0	24	52.0	26	25		
	GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	0.0	68.0	20.0	8.0	4.0	0.0	0.0	0.0	0.0	15	64.0	19	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	77.8	18	9		
	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	77.8	17	9		
	GATWICK	THY TURKISH AIRLINES	S	A	11	0	0	36.4	45.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	GATWICK	THY TURKISH AIRLINES	S	D	11	0	0	9.1	54.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	40.0	22	5		
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	15	4		
	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	12	77.8	7	9		
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	9		
	LUTON	SUNEXPRESS	S	A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	84	0.0	0	0		
	LUTON	SUNEXPRESS	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	A	7	0	0	14.3	28.6	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	15	88.9	8	9		
	STANSTED	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	18	88.9	10	9		
	STANSTED	JET2.COM LTD	S	A	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13		
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	33.3	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4	76.9	10	13		
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	0.0	63.2	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	4	77.8	27	9		
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	66.7	11	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	76.9	24	13		

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	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	61.5	31	13	
	MANCHESTER	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	9	80.0	10	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	12	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	4	
	NEWCASTLE	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	4	100.0	4	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5	
<b>TOTAL BODRUM (MILAS)</b>					<b>317</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>30.3</b>	<b>42.3</b>	<b>10.4</b>	<b>4.1</b>	<b>3.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.1</b>	<b>15</b>	<b>280</b>	
BOGOTA																							
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	54.8	25.8	6.5	0.0	3.2	6.5	0.0	0.0	3.2	0.0	0.0	39	61.3	23	31	
	HEATHROW	AVIANCA COLOMBIA	S	D	30	0	0	0.0	53.3	33.3	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	101	90.3	2	31	
<b>TOTAL BOGOTA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>39.3</b>	<b>19.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>75.8</b>	<b>13</b>	<b>62</b>	
BOLOGNA																							
	BRISTOL	RYANAIR	S	A	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	BRISTOL	RYANAIR	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	10	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	48	9	
	GATWICK	EASYJET UK LTD	S	A	27	0	1	0.0	28.6	39.3	17.9	7.1	3.6	0.0	0.0	0.0	0.0	3.6	14	45.2	26	31	
	GATWICK	EASYJET UK LTD	S	D	27	0	1	0.0	25.0	64.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0	3.6	6	71.0	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	2	13.0	26.0	30.0	15.0	8.0	5.0	0.0	0.0	1.0	0.0	2.0	22	69.1	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	99	0	1	0.0	37.0	41.0	4.0	11.0	6.0	0.0	0.0	0.0	0.0	1.0	13	74.5	11	93	
	LUTON	RYANAIR	S	A	30	0	1	3.2	35.5	35.5	22.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	7	50.0	12	4	
	LUTON	RYANAIR	S	D	30	0	1	0.0	12.9	54.8	19.4	9.7	0.0	0.0	0.0	0.0	0.0	3.2	12	100.0	4	4	
	STANSTED	RYANAIR	S	A	70	0	0	15.7	41.4	22.9	8.6	7.1	2.9	0.0	1.4	0.0	0.0	0.0	15	62.1	18	58	
	STANSTED	RYANAIR	S	D	70	0	0	0.0	40.0	30.0	17.1	10.0	1.4	1.4	0.0	0.0	0.0	0.0	13	32.8	37	58	
	MANCHESTER	RYANAIR	S	A	14	0	1	0.0	13.3	53.3	6.7	13.3	6.7	0.0	0.0	0.0	0.0	6.7	16	71.4	19	21	
	MANCHESTER	RYANAIR	S	D	14	0	1	0.0	26.7	53.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	6.7	6	61.9	17	21	
<b>TOTAL BOLOGNA</b>					<b>509</b>	<b>0</b>	<b>9</b>	<b>5.0</b>	<b>32.8</b>	<b>37.8</b>	<b>11.2</b>	<b>7.5</b>	<b>3.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>61.4</b>	<b>18</b>	<b>432</b>	
BORDEAUX																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	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	2	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	92.9	1	14	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	12	14	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	21	0	0	9.5	57.1	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BRISTOL	EASYJET UK LTD	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	0.0	6	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	58.3	16	12	
	EDINBURGH	RYANAIR	S	D	13	0	0	7.7	30.8	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	18	12	
	LIVERPOOL (JOHN LENNON)	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	100.0	0	3	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	33.3	33.3	17.9	5.1	2.6	5.1	0.0	2.6	0.0	0.0	0.0	11	87.0	9	46	
	GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	48.7	48.7	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	84.8	9	46	
	GATWICK	EASYJET UK LTD	S	A	59	0	0	23.7	45.8	15.3	3.4	8.5	1.7	1.7	0.0	0.0	0.0	0.0	10	79.6	12	53	
	GATWICK	EASYJET UK LTD	S	D	59	0	0	0.0	28.8	47.5	11.9	8.5	1.7	1.7	0.0	0.0	0.0	0.0	13	66.7	21	53	
	LUTON	EASYJET UK LTD	S	A	29	0	0	20.7	24.1	27.6	10.3	6.9	10.3	0.0	0.0	0.0	0.0	0.0	16	67.9	13	28	
	LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	44.8	37.9	0.0	13.8	3.4	0.0	0.0	0.0	0.0	0.0	11	60.7	15	28	
	STANSTED	RYANAIR	S	A	27	0	0	7.4	44.4	29.6	14.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	11	53.8	26	26	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	29.6	37.0	22.2	7.4	0.0	3.7	0.0	0.0	0.0	0.0	17	57.7	22	26	
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	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	7	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	SOUTHEND	EASYJET UK LTD	S	A	7	0	0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8	
	SOUTHEND	EASYJET UK LTD	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	4	100.0	2	8	
<b>TOTAL BORDEAUX</b>					<b>438</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>39.0</b>	<b>32.0</b>	<b>7.8</b>	<b>5.7</b>	<b>2.5</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.6</b>	<b>14</b>	<b>384</b>	
BOSTON																							
	GATWICK	NETJETS AVIATION (USA)	C	A	0	0	0	0.0	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	NORWEGIAN AIR UK LTD	S	A	31	0	0	12.9	51.6	16.1	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	10	90.3	9	31	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	45.2	48.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	2	30.8	34.2	23.9	7.7	0.0	0.9	0.9	0.0	0.0	0.0	1.7	6	87.7	7	121	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	2	0.0	29.1	45.3	13.7	5.1	1.7	1.7	1.7	0.0	0.0	1.7	15	74.6	14	121	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	9.7	38.7	29.0	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	6	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	83.9	12.9	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	96.8	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	1	43.3	23.3	23.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	1.7	4	96.8	2	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	0.0	45.8	40.7	8.5	1.7	1.7	1.7	0.0	0.0	0.0	0.0	8	80.6	10	31	



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

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PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	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
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	100.0	0	2
<b>TOTAL BOSTON</b>					<b>478</b>	<b>0</b>	<b>5</b>	<b>14.9</b>	<b>38.3</b>	<b>31.7</b>	<b>9.5</b>	<b>1.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>85.1</b>	<b>9</b>	<b>434</b>
BOURNEMOUTH																						
	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
	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
<b>TOTAL BOURNEMOUTH</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>0</b>	<b>1</b>
BRATISLAVA																						
	BIRMINGHAM	JOTA AVIATION LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BIRMINGHAM	JOTA AVIATION LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	14	0	0	7.1	50.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	8	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	53.8	21	13
	CARDIFF WALES	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	CARDIFF WALES	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	100.0	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	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	15	8
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8
	GLASGOW	ALK Airlines/Air Lubo	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
	GLASGOW	ALK Airlines/Air Lubo	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1
	GLASGOW	SMALL PLANET AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	GLASGOW	SMALL PLANET AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	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	0.0	44	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	40	1
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	47	66.7	14	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	45	77.8	13	9
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	ABELAG AVIATION	S	D	0	0	0	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		
	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	79.2	10	24		
	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	87.5	8	24		
	LUTON	WIZZ AIR UK LTD	S	A	25	0	0	8.0	20.0	32.0	16.0	16.0	8.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	28.0	48.0	8.0	12.0	4.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	STANSTED	RYANAIR	S	A	46	0	0	6.5	52.2	28.3	6.5	0.0	4.3	2.2	0.0	0.0	0.0	9	80.8	10	52		
	STANSTED	RYANAIR	S	D	46	0	0	0.0	50.0	28.3	17.4	2.2	2.2	0.0	0.0	0.0	0.0	8	69.2	18	52		
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	35.7	50.0	0.0	7.1	0.0	7.1	0.0	0.0	0.0	18	84.6	9	13		
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	21.4	7.1	0.0	7.1	0.0	0.0	0.0	23	61.5	17	13		
<b>TOTAL BRATISLAVA</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.1</b>	<b>38.0</b>	<b>11.6</b>	<b>7.0</b>	<b>2.5</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.1</b>	<b>13</b>	<b>250</b>		
BRAUNSCHWEIG																							
	MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
<b>TOTAL BRAUNSCHWEIG</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>		
BREMEN																							
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	STANSTED	RYANAIR	S	A	53	0	0	5.7	35.8	43.4	15.1	0.0	0.0	0.0	0.0	0.0	0.0	7	55.8	46	52		
	STANSTED	RYANAIR	S	D	53	0	0	0.0	52.8	41.5	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	51.9	22	52		
<b>TOTAL BREMEN</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>43.9</b>	<b>43.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>53.8</b>	<b>34</b>	<b>104</b>		
BREST																							
	SOUTHEND	RYANAIR	S	A	8	0	0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	SOUTHEND	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 BREST</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRIDGETOWN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	1	11.8	64.7	17.6	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	7	65.6	11	32	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	1	0.0	64.7	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2	81.3	9	32	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	45.2	29.0	12.9	6.5	0.0	3.2	3.2	0.0	0.0	0.0	10	80.6	11	31		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	38.7	9.7	6.5	0.0	3.2	3.2	0.0	0.0	19	80.6	19	31		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	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	66.7	11	9		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9		
<b>TOTAL BRIDGETOWN</b>					<b>146</b>	<b>0</b>	<b>2</b>	<b>14.9</b>	<b>52.0</b>	<b>23.0</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>77.8</b>	<b>12</b>	<b>144</b>	
BRINDISI																							
	GATWICK	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12	50.0	21	8		
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	15	8		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	HEATHROW	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	0.0	1	0.0	0	0
	STANSTED	RYANAIR	S	A	21	0	0	9.5	47.6	28.6	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	20
	STANSTED	RYANAIR	S	D	21	0	0	0.0	47.6	47.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	8	20
	MANCHESTER	RYANAIR	S	A	7	0	0	14.3	14.3	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	62.5	10	8
	MANCHESTER	RYANAIR	S	D	7	0	0	0.0	28.6	28.6	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	11	8
<b>TOTAL BRINDISI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>38.2</b>	<b>39.5</b>	<b>9.2</b>	<b>7.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.8</b>	<b>12</b>	<b>72</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	76.9	14	26	
	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	61.5	27	24	
	ABERDEEN	LOGANAIR LTD	S	A	27	0	0	7.4	55.6	22.2	11.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	9	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	27	0	0	0.0	33.3	51.9	7.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	11	0.0	0	0
	BELFAST CITY (GEORGE BEST)	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	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	83	0	0	4.8	42.2	27.7	12.0	6.0	7.2	0.0	0.0	0.0	0.0	0.0	13	62.7	16	74
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	83	0	0	0.0	42.2	31.3	10.8	8.4	7.2	0.0	0.0	0.0	0.0	0.0	15	48.0	23	74
	BIRMINGHAM	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	94	4	
	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	190	1	
	BOURNEMOUTH	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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	70	1	
	EDINBURGH	EASYJET UK LTD	S	A	116	0	0	5.2	47.4	27.6	8.6	6.9	3.4	0.9	0.0	0.0	0.0	0.0	11	65.5	17	111
	EDINBURGH	EASYJET UK LTD	S	D	116	0	0	1.7	32.8	37.1	15.5	8.6	3.4	0.9	0.0	0.0	0.0	0.0	14	43.4	25	112
	EDINBURGH	LOGANAIR 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	
	GLASGOW	EASYJET UK LTD	S	A	98	0	0	8.2	50.0	29.6	5.1	6.1	1.0	0.0	0.0	0.0	0.0	0.0	7	67.3	14	97
	GLASGOW	EASYJET UK LTD	S	D	98	0	0	4.1	41.8	34.7	12.2	6.1	1.0	0.0	0.0	0.0	0.0	0.0	8	61.2	18	97
	ISLE OF MAN	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	9	66.7	12	8
	ISLE OF MAN	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	11	8
	JERSEY	BLUE ISLANDS LIMITED	S	A	27	0	0	7.4	63.0	22.2	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	85.2	9	27
	JERSEY	BLUE ISLANDS LIMITED	S	D	27	0	0	3.7	25.9	51.9	7.4	7.4	0.0	3.7	0.0	0.0	0.0	0.0	13	92.6	8	27
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	1	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
	LUTON	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0
	NEWCASTLE	EASYJET UK LTD	S	A	56	0	0	3.6	55.4	21.4	7.1	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	73.4	12	62
	NEWCASTLE	EASYJET UK LTD	S	D	56	0	0	0.0	46.4	28.6	10.7	7.1	5.4	0.0	1.8	0.0	0.0	0.0	14	71.9	14	63
<b>TOTAL BRISTOL</b>					<b>837</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>43.4</b>	<b>31.6</b>	<b>9.9</b>	<b>7.2</b>	<b>3.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>62.8</b>	<b>18</b>	<b>816</b>

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

		Origin/Destinations: B																	OCT 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
BRIVE-LA-GAILLARDE		STANSTED	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	6	87.5	8	8
		STANSTED	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	6	100.0	4	8
<b>TOTAL BRIVE-LA-GAILLARDE</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>6</b>	<b>16</b>
BRNO (TURANY)		STANSTED	RYANAIR	S	A	31	0	0	6.5	51.6	38.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	5	82.8	15	29
		STANSTED	RYANAIR	S	D	31	0	0	0.0	61.3	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	72.4	12	29
<b>TOTAL BRNO (TURANY)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.6</b>	<b>14</b>	<b>58</b>
BRUSSELS		ABERDEEN	LOGANAIR LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
		ABERDEEN	LOGANAIR LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
		BIRMINGHAM	BRUSSELS AIRLINES	S	A	77	0	0	0.0	39.0	41.6	14.3	3.9	1.3	0.0	0.0	0.0	0.0	9	77.9	11	76
		BIRMINGHAM	BRUSSELS AIRLINES	S	D	77	0	0	1.3	23.4	63.6	7.8	2.6	1.3	0.0	0.0	0.0	0.0	8	74.0	11	76
		BRISTOL	BRUSSELS AIRLINES	S	A	27	0	0	0.0	33.3	63.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
		BRISTOL	BRUSSELS AIRLINES	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	8	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	78.3	4	38
		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	73.9	7	38
		EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	45	0	0	4.4	15.6	40.0	26.7	11.1	2.2	0.0	0.0	0.0	0.0	14	0.0	0	0
		EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	45	0	0	0.0	42.2	31.1	20.0	6.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
		EDINBURGH	BRUSSELS AIRLINES	S	A	58	0	0	0.0	44.8	34.5	12.1	6.9	1.7	0.0	0.0	0.0	0.0	9	81.0	7	58
		EDINBURGH	BRUSSELS AIRLINES	S	D	58	0	0	0.0	24.1	44.8	22.4	6.9	1.7	0.0	0.0	0.0	0.0	12	81.0	9	58
		EDINBURGH	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	4	0.0	0	0
		EDINBURGH	JETAIRFLY	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		GLASGOW	AERO4M	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
		HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	2	6.2	42.2	28.6	12.4	5.6	2.5	1.2	0.0	0.0	1.2	11	57.6	13	140
		HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	2	0.0	49.1	32.3	9.9	3.7	3.1	0.6	0.0	0.0	1.2	9	63.4	12	141
		HEATHROW	BRUSSELS AIRLINES	S	A	89	0	0	1.1	21.3	41.6	20.2	13.5	2.2	0.0	0.0	0.0	0.0	16	67.4	13	89
		HEATHROW	BRUSSELS AIRLINES	S	D	89	0	0	0.0	9.0	55.1	16.9	13.5	4.5	1.1	0.0	0.0	0.0	19	64.0	18	89
		MANCHESTER	BRUSSELS AIRLINES	S	A	85	0	0	0.0	16.5	44.7	23.5	9.4	5.9	0.0	0.0	0.0	0.0	17	74.1	11	85

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B												OCT 2018									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MANCHESTER		BRUSSELS AIRLINES		S	D	84	0	1	0.0	22.4	54.1	10.6	7.1	4.7	0.0	0.0	0.0	0.0	1.2	12	81.2	11	85				
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	65.3	13	41					
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	68.0	14	42					
NEWCASTLE		LOGANAIR LTD		S	A	44	0	1	0.0	37.8	35.6	15.6	8.9	0.0	0.0	0.0	0.0	2.2	10	0.0	0	0					
NEWCASTLE		LOGANAIR LTD		S	D	46	0	1	0.0	23.4	46.8	12.8	14.9	0.0	0.0	0.0	0.0	2.1	12	0.0	0	0					
<b>TOTAL BRUSSELS</b>						<b>1179</b>	<b>0</b>	<b>7</b>	<b>1.2</b>	<b>30.9</b>	<b>42.6</b>	<b>14.6</b>	<b>7.3</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>62.8</b>	<b>12</b>	<b>1056</b>					
BUCHAREST (OTOPENI)		BIRMINGHAM		BLUE AIR TRANSPORT AERIAN	S	A	20	0	0	0.0	30.0	45.0	20.0	5.0	0.0	0.0	0.0	0.0	9	84.6	8	13					
BUCHAREST (OTOPENI)		BIRMINGHAM		BLUE AIR TRANSPORT AERIAN	S	D	20	0	0	0.0	5.0	45.0	40.0	10.0	0.0	0.0	0.0	0.0	16	30.8	18	13					
BUCHAREST (OTOPENI)		BIRMINGHAM		WIZZ AIR	S	A	14	0	0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	17	92.3	4	13					
BUCHAREST (OTOPENI)		BIRMINGHAM		WIZZ AIR	S	D	14	0	0	0.0	0.0	21.4	21.4	42.9	14.3	0.0	0.0	0.0	33	61.5	13	13					
BUCHAREST (OTOPENI)		BRISTOL		RYANAIR	S	A	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0					
BUCHAREST (OTOPENI)		BRISTOL		RYANAIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
BUCHAREST (OTOPENI)		DONCASTER SHEFFIELD		WIZZ AIR	S	A	21	0	0	9.5	19.0	47.6	9.5	9.5	4.8	0.0	0.0	0.0	14	69.2	13	13					
BUCHAREST (OTOPENI)		DONCASTER SHEFFIELD		WIZZ AIR	S	D	21	0	0	0.0	9.5	47.6	19.0	14.3	9.5	0.0	0.0	0.0	20	69.2	15	13					
BUCHAREST (OTOPENI)		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	3	0.0	0	0					
BUCHAREST (OTOPENI)		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	22	0.0	0	0					
BUCHAREST (OTOPENI)		GLASGOW		BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	5.9	47.1	23.5	17.6	0.0	5.9	0.0	0.0	0.0	13	83.3	4	12					
BUCHAREST (OTOPENI)		GLASGOW		BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	17.6	52.9	23.5	0.0	0.0	5.9	0.0	0.0	16	91.7	8	12					
BUCHAREST (OTOPENI)		LIVERPOOL (JOHN LENNON)		BLUE AIR TRANSPORT AERIAN	S	A	16	0	0	0.0	31.3	31.3	25.0	12.5	0.0	0.0	0.0	0.0	12	71.4	8	14					
BUCHAREST (OTOPENI)		LIVERPOOL (JOHN LENNON)		BLUE AIR TRANSPORT AERIAN	S	D	16	0	0	0.0	18.8	62.5	6.3	12.5	0.0	0.0	0.0	0.0	9	78.6	9	14					
BUCHAREST (OTOPENI)		LIVERPOOL (JOHN LENNON)		WIZZ AIR	S	A	14	0	0	0.0	7.1	35.7	28.6	28.6	0.0	0.0	0.0	0.0	21	100.0	5	1					
BUCHAREST (OTOPENI)		LIVERPOOL (JOHN LENNON)		WIZZ AIR	S	D	14	0	0	0.0	0.0	50.0	35.7	14.3	0.0	0.0	0.0	0.0	16	100.0	5	1					
BUCHAREST (OTOPENI)		GATWICK		WIZZ AIR	S	A	31	0	0	6.5	22.6	25.8	16.1	9.7	9.7	3.2	6.5	0.0	0.0	37	93.5	4	31				
BUCHAREST (OTOPENI)		GATWICK		WIZZ AIR	S	D	31	0	0	0.0	12.9	45.2	6.5	16.1	9.7	3.2	6.5	0.0	0.0	40	74.2	13	31				
BUCHAREST (OTOPENI)		HEATHROW		BRITISH AIRWAYS PLC	S	A	62	0	0	4.8	21.0	30.6	19.4	17.7	4.8	1.6	0.0	0.0	20	66.1	16	62					
BUCHAREST (OTOPENI)		HEATHROW		BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	12.9	50.0	21.0	8.1	8.1	0.0	0.0	0.0	16	79.0	14	62					

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	TAROM	S	A	31	0	0	19.4	35.5	32.3	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	71.0	15	31
	HEATHROW	TAROM	S	D	31	0	0	0.0	6.5	64.5	12.9	12.9	0.0	3.2	0.0	0.0	0.0	0.0	17	58.1	20	31
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	42	0	0	0.0	21.4	35.7	23.8	14.3	4.8	0.0	0.0	0.0	0.0	0.0	19	82.6	7	46
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	43	0	0	0.0	0.0	41.9	32.6	20.9	4.7	0.0	0.0	0.0	0.0	0.0	23	71.1	13	45
	LUTON	WIZZ AIR	S	A	112	0	0	8.9	21.4	39.3	13.4	11.6	4.5	0.9	0.0	0.0	0.0	0.0	16	76.1	11	109
	LUTON	WIZZ AIR	S	D	112	0	0	0.0	11.6	47.3	13.4	18.8	8.0	0.9	0.0	0.0	0.0	0.0	22	58.7	21	109
	STANSTED	RYANAIR	S	A	52	0	0	11.5	38.5	36.5	7.7	3.8	0.0	0.0	0.0	1.9	0.0	0.0	33	88.7	5	62
	STANSTED	RYANAIR	S	D	52	0	0	0.0	19.2	46.2	17.3	17.3	0.0	0.0	0.0	0.0	0.0	0.0	14	56.5	18	62
	SOUTHEND	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	SOUTHEND	RYANAIR	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>887</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>18.4</b>	<b>41.8</b>	<b>17.0</b>	<b>13.5</b>	<b>4.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.3</b>	<b>13</b>	<b>813</b>
<b>BUDAPEST</b>																						
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	13
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	25	61.5	14	13
	BRISTOL	RYANAIR	S	A	15	0	0	0.0	26.7	40.0	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BRISTOL	RYANAIR	S	D	15	0	0	0.0	13.3	40.0	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	2	1
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	6	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	50.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	77.8	12	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	88.9	16	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	0	0.0	18.2	63.6	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	76.9	13	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	0	0.0	27.3	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	12	13
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	33.3	11.1	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	21	15
	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	4	73.3	11	15
	EDINBURGH	RYANAIR	S	A	15	0	0	0.0	20.0	66.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	30.8	24	13
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	13.3	40.0	26.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	46.2	23	13
	GLASGOW	WIZZ AIR	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	10	9
	GLASGOW	WIZZ AIR	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	25	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	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	66.7	8	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	10	9

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	WIZZ AIR	S	A	13	0	0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	7	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	30.8	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	92.3	8	13	
	GATWICK	EASYJET UK LTD	S	A	48	0	0	2.1	16.7	31.3	27.1	14.6	4.2	4.2	0.0	0.0	0.0	0.0	24	43.2	33	44	
	GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	16.7	54.2	18.8	8.3	2.1	0.0	0.0	0.0	0.0	0.0	12	63.6	23	44	
	GATWICK	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	12	1	
	GATWICK	WIZZ AIR	S	A	30	0	0	0.0	0.0	30.0	40.0	23.3	6.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	30	0	0	0.0	0.0	40.0	36.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	26	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	1	6.0	30.1	33.1	15.8	12.0	2.3	0.0	0.0	0.0	0.0	0.8	13	72.7	13	121	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	1	0.0	33.8	45.9	9.8	8.3	1.5	0.0	0.0	0.0	0.0	0.8	9	77.7	10	121	
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	54	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	54	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	LUTON	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	WIZZ AIR	S	A	123	0	1	1.6	24.2	40.3	16.1	8.1	8.9	0.0	0.0	0.0	0.0	0.8	17	77.9	11	136	
	LUTON	WIZZ AIR	S	D	124	0	1	0.0	17.6	44.8	11.2	13.6	10.4	0.8	0.0	0.8	0.0	0.8	24	63.7	21	135	
	LUTON	WIZZ AIR 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	0	0	
	STANSTED	RYANAIR	S	A	107	0	0	3.7	33.6	39.3	17.8	2.8	0.9	0.9	0.0	0.9	0.0	0.0	13	56.3	24	112	
	STANSTED	RYANAIR	S	D	107	0	0	0.0	38.3	40.2	15.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	49.1	22	112	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	23.1	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	46.2	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	58.8	23.5	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	82.4	6	17	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	35.3	58.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	5	17	
	MANCHESTER	RYANAIR	S	A	22	0	0	0.0	40.9	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	9	18	
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	18.2	68.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	38.9	25	18	
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13	
	SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12	
<b>TOTAL BUDAPEST</b>					<b>1204</b>	<b>108</b>	<b>4</b>	<b>2.1</b>	<b>24.3</b>	<b>38.4</b>	<b>14.5</b>	<b>8.3</b>	<b>3.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>8.2</b>	<b>0.3</b>	<b>14</b>	<b>65.6</b>	<b>16</b>	<b>1112</b>	
<b>BUENOS AIRES</b>																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	35.5	25.8	19.4	6.5	3.2	0.0	6.5	3.2	0.0	0.0	0.0	23	88.9	4	18	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	61.3	25.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	21	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	29.0	22.6	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	90.3	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	51.6	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	8	31	
<b>TOTAL BUENOS AIRES</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>38.7</b>	<b>29.8</b>	<b>6.5</b>	<b>4.0</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>10</b>	<b>83.7</b>	<b>11</b>	<b>98</b>	

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BURGAS	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	15	1
	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
	CARDIFF WALES	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
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	0.0	0	0
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	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	66.7	14	12
	LUTON	WIZZ AIR UK LTD	S	A	8	0	2	0.0	10.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	20.0	24	100.0	0	1
	LUTON	WIZZ AIR UK LTD	S	D	8	0	2	0.0	10.0	20.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	27	100.0	5	1
	MANCHESTER	BH AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
	MANCHESTER	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	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	5	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	0	1
	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	46	0.0	0	0
	NEWCASTLE	BH AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1
<b>TOTAL BURGAS</b>					<b>20</b>	<b>0</b>	<b>4</b>	<b>8.3</b>	<b>12.5</b>	<b>20.8</b>	<b>12.5</b>	<b>25.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>23</b>	<b>67.6</b>	<b>10</b>	<b>33</b>
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	57.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	100.0	1	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	71.4	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	100.0	5	13
	LUTON	RYANAIR	S	A	13	0	0	15.4	23.1	30.8	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	20	76.5	12	17
	LUTON	RYANAIR	S	D	13	0	0	0.0	38.5	30.8	0.0	23.1	0.0	7.7	0.0	0.0	0.0	0.0	22	82.4	10	17
	STANSTED	RYANAIR	S	A	29	0	1	13.3	43.3	26.7	6.7	3.3	0.0	0.0	3.3	0.0	0.0	3.3	17	80.0	17	30
	STANSTED	RYANAIR	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	0.0	2	90.0	8	30
<b>TOTAL BYDGOSZCZ</b>					<b>113</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>52.6</b>	<b>23.7</b>	<b>4.4</b>	<b>6.1</b>	<b>2.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>86.7</b>	<b>10</b>	<b>120</b>



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

		Origin/Destinations: C																	OCT 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
CAEN		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	100.0	0	1
		SOUTHEND	STOBART AIR	S	A	21	0	0	0.0	42.9	42.9	4.8	4.8	4.8	0.0	0.0	0.0	0.0	9	81.3	9	16
		SOUTHEND	STOBART AIR	S	D	21	0	0	0.0	61.9	28.6	4.8	0.0	4.8	0.0	0.0	0.0	0.0	6	82.4	8	17
<b>TOTAL CAEN</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.4</b>	<b>35.7</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>7</b>	<b>80.0</b>	<b>8</b>	<b>34</b>
CAGLIARI (ELMAS)		GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	50.0	12.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	31	16
		GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	30	16
		STANSTED	EASYJET UK LTD	S	A	20	0	1	0.0	19.0	47.6	4.8	14.3	4.8	4.8	0.0	0.0	4.8	25	69.0	19	29
		STANSTED	EASYJET UK LTD	S	D	20	0	1	0.0	33.3	38.1	4.8	9.5	4.8	4.8	0.0	0.0	0.0	19	79.3	9	29
		STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	24	30.8	50	13
		STANSTED	RYANAIR	S	D	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	16	13
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	10	6
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	7
		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	88.9	12	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	77.8	19	9
<b>TOTAL CAGLIARI (ELMAS)</b>						<b>118</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>30.8</b>	<b>41.7</b>	<b>8.3</b>	<b>6.7</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.3</b>	<b>21</b>	<b>147</b>
CAIRO		BELFAST INTERNATIONAL	ALMASRIA UNIVERSAL AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	32.3	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	9	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	41.9	19.4	25.8	3.2	0.0	0.0	0.0	0.0	21	80.6	11	31
		HEATHROW	EGYPT AIR	S	A	62	0	0	27.4	37.1	22.6	8.1	3.2	1.6	0.0	0.0	0.0	0.0	7	82.3	9	62
		HEATHROW	EGYPT AIR	S	D	61	0	0	1.6	19.7	44.3	23.0	9.8	0.0	1.6	0.0	0.0	0.0	14	61.3	16	62
<b>TOTAL CAIRO</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>25.8</b>	<b>34.9</b>	<b>14.5</b>	<b>8.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.9</b>	<b>12</b>	<b>186</b>
CALGARY		GLASGOW	WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	176	1
		GATWICK	WEST JET AIRLINES	S	A	23	0	0	17.4	34.8	21.7	13.0	0.0	13.0	0.0	0.0	0.0	0.0	15	53.3	37	14
		GATWICK	WEST JET AIRLINES	S	D	23	0	0	0.0	30.4	26.1	30.4	8.7	4.3	0.0	0.0	0.0	0.0	16	71.4	22	14
		HEATHROW	AIR CANADA	S	A	31	0	0	22.6	35.5	29.0	3.2	3.2	6.5	0.0	0.0	0.0	0.0	8	71.0	11	31
		HEATHROW	AIR CANADA	S	D	31	0	0	0.0	64.5	25.8	6.5	0.0	3.2	0.0	0.0	0.0	0.0	5	93.5	4	31
		HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	30.8	30.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	7	75.0	16	28

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: C										OCT 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	25	0	0	0.0	52.0	32.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	17	27					
<b>TOTAL CALGARY</b>						<b>159</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>42.1</b>	<b>25.2</b>	<b>11.9</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.5</b>	<b>16</b>	<b>146</b>					
CALVI																												
		STANSTED	AIR CORSICA	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0					
		STANSTED	AIR CORSICA	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	7	0.0	0	0					
<b>TOTAL CALVI</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
CAMBRIDGE																												
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	13					
<b>TOTAL CAMBRIDGE</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>13</b>					
CAMPBELTOWN																												
		GLASGOW	LOGANAIR LTD	S	A	44	0	2	28.3	28.3	28.3	4.3	0.0	2.2	4.3	0.0	0.0	4.3	10	76.1	8	42						
		GLASGOW	LOGANAIR LTD	S	D	40	0	1	4.9	53.7	26.8	4.9	2.4	0.0	4.9	0.0	0.0	2.4	11	82.6	5	42						
<b>TOTAL CAMPBELTOWN</b>						<b>84</b>	<b>0</b>	<b>3</b>	<b>17.2</b>	<b>40.2</b>	<b>27.6</b>	<b>4.6</b>	<b>1.1</b>	<b>1.1</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>11</b>	<b>79.3</b>	<b>6</b>	<b>84</b>						
CANCUN																												
		BIRMINGHAM	TUI AIRWAYS 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	88.9	6	9						
		BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9						
		BRISTOL	TUI AIRWAYS LTD	S	A	9	0	0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
		BRISTOL	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	4	0.0	0	0						
		EAST MIDLANDS INTERNATIONAL	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	1	4						
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	8	100.0	3	3						
		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	77.8	12	9						
		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	88.9	18	9						
		GLASGOW	TUI AIRWAYS LTD	C	A	10	0	0	20.0	20.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	13	50.0	21	6						
		GLASGOW	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	25	80.0	9	5						
		GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	25.0	40.0	25.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	75	92.3	17	13						
		GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	55.0	35.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	72	78.6	15	14						
		GATWICK	HI FLY MALTA	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	109	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	55.6	39	9						
		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	44	9						
		GATWICK	TUI AIRWAYS LTD	S	A	26	0	0	11.5	26.9	38.5	11.5	3.8	7.7	0.0	0.0	0.0	0.0	16	74.2	13	31						
		GATWICK	TUI AIRWAYS LTD	S	D	26	0	0	0.0	3.8	65.4	19.2	3.8	0.0	7.7	0.0	0.0	0.0	22	75.9	15	29						
		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	80.0	8	5						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK		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	80.0	11	5									
MANCHESTER		HI FLY MALTA		C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	162	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	68.0	65	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	72.0	20	25									
MANCHESTER		TUI AIRWAYS LTD		S	A	26	0	0	46.2	34.6	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	81.5	12	27									
MANCHESTER		TUI AIRWAYS LTD		S	D	27	0	0	0.0	14.8	77.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7	66.7	13	27									
NEWCASTLE		TUI AIRWAYS LTD		S	A	8	0	0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	7									
NEWCASTLE		TUI AIRWAYS LTD		S	D	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4									
<b>TOTAL CANCUN</b>						<b>223</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>24.2</b>	<b>45.7</b>	<b>6.7</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.6</b>	<b>19</b>	<b>284</b>								
CAPE TOWN																															
HEATHROW		BRITISH AIRWAYS PLC		S	A	34	0	0	23.5	41.2	23.5	2.9	0.0	2.9	2.9	2.9	0.0	0.0	0.0	17	93.9	13	33								
HEATHROW		BRITISH AIRWAYS PLC		S	D	36	0	0	0.0	30.6	41.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	15	82.9	32	35									
<b>TOTAL CAPE TOWN</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>35.7</b>	<b>32.9</b>	<b>10.0</b>	<b>2.9</b>	<b>4.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.2</b>	<b>22</b>	<b>68</b>								
CARCASSONNE																															
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	7	0	0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	17	12.5	28	8									
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	17	8									
EDINBURGH		RYANAIR		S	A	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8									
EDINBURGH		RYANAIR		S	D	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	14	87.5	3	8									
EXETER		FLYBE LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
EXETER		FLYBE LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1									
GLASGOW		RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	4									
GLASGOW		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4									
STANSTED		RYANAIR		S	A	29	0	0	17.2	31.0	27.6	10.3	10.3	3.4	0.0	0.0	0.0	0.0	10	64.3	14	28									
STANSTED		RYANAIR		S	D	29	0	0	0.0	24.1	62.1	3.4	10.3	0.0	0.0	0.0	0.0	0.0	7	58.6	16	29									
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	9	55.6	14	9									
MANCHESTER		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	6	77.8	11	9									
<b>TOTAL CARCASSONNE</b>						<b>104</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>27.9</b>	<b>42.3</b>	<b>11.5</b>	<b>10.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.2</b>	<b>13</b>	<b>117</b>									
CARDIFF WALES																															
ABERDEEN		FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	13.6	17	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	20.0	24	8									
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	27	0	0	18.5	37.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	49									
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	27	0	0	0.0	51.9	48.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.0	2	49									
BIRMINGHAM		FLYBE LTD		S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0		
	DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	45	0.0	0	0		
	EDINBURGH	FLYBE LTD	S	A	77	0	0	3.9	50.6	31.2	9.1	3.9	0.0	1.3	0.0	0.0	0.0	8	84.2	9	57		
	EDINBURGH	FLYBE LTD	S	D	77	0	0	0.0	31.2	49.4	11.7	6.5	0.0	1.3	0.0	0.0	0.0	10	77.2	12	57		
	EDINBURGH	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	EDINBURGH	LOGANAIR LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GLASGOW	FLYBE LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	59	85.0	14	20		
	GLASGOW	FLYBE LTD	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	44	80.0	18	20		
	JERSEY	FLYBE LTD	S	A	13	0	0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	5	18		
	JERSEY	FLYBE 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	94.4	4	18		
	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	4	1		
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	NEWCASTLE	FLYBE LTD	S	A	21	0	3	66.7	12.5	4.2	0.0	4.2	0.0	0.0	0.0	0.0	12.5	2	32.6	45	28		
	NEWCASTLE	FLYBE LTD	S	D	21	0	3	0.0	16.7	54.2	8.3	0.0	0.0	4.2	4.2	0.0	12.5	21	47.9	17	31		
<b>TOTAL CARDIFF WALES</b>					<b>286</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>38.7</b>	<b>37.7</b>	<b>7.2</b>	<b>3.8</b>	<b>0.7</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>12</b>	<b>362</b>		
CARLISLE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	17	0	0	11.8	70.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	17	0	0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	A	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	17	0	0	0.0	64.7	29.4	0.0	0.0	5.9	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL CARLISLE</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>67.6</b>	<b>23.5</b>	<b>2.9</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CASABLANCA MOHAMED V																							
	BIRMINGHAM	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	147	0.0	0	0		
	GATWICK	ROYAL AIR MAROC	S	A	24	0	0	8.3	37.5	41.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	10	28		
	GATWICK	ROYAL AIR MAROC	S	D	24	0	0	0.0	25.0	41.7	20.8	12.5	0.0	0.0	0.0	0.0	0.0	12	64.3	15	28		
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	9.7	32.3	25.8	25.8	6.5	0.0	0.0	0.0	0.0	0.0	10	73.3	10	30		
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	0.0	25.8	64.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	6	96.7	2	30		
	MANCHESTER	ROYAL AIR MAROC	S	A	8	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	26	8		

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	ROYAL AIR MAROC	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	10	62.5	28	8
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>27.6</b>	<b>45.7</b>	<b>15.7</b>	<b>4.7</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>9</b>	<b>75.8</b>	<b>11</b>	<b>132</b>
CASTELLON COSTA AZAHAR																						
	STANSTED	RYANAIR	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	39	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	33	8	
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>56.3</b>	<b>36</b>	<b>16</b>	
CASTELLON DE LA PLANA AIRPORT																						
	STANSTED	RYANAIR	S	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	34	5	
	STANSTED	RYANAIR	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	6	80.0	39	5	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>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>9</b>	<b>80.0</b>	<b>37</b>	<b>10</b>	
CATANIA (FONTANAROSSA)																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	4	
	BIRMINGHAM	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	1	100.0	4	3	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	12.5	0.0	25.0	0.0	25.0	12.5	0.0	25.0	0.0	0.0	73	0.0	0	0	
	BRISTOL	EASYJET UK 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	28	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	19.2	30.8	34.6	3.8	7.7	0.0	0.0	3.8	0.0	0.0	17	89.3	8	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	34.6	50.0	0.0	11.5	3.8	0.0	0.0	0.0	0.0	12	89.3	8	28	
	GATWICK	EASYJET UK LTD	S	A	38	0	1	2.6	20.5	35.9	17.9	10.3	7.7	2.6	0.0	0.0	0.0	22	69.2	18	39	
	GATWICK	EASYJET UK LTD	S	D	38	0	1	0.0	15.4	69.2	7.7	2.6	2.6	0.0	0.0	0.0	0.0	10	72.5	14	40	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	21	87.5	8	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
	GATWICK	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	100.0	1	1	
	LUTON	EASYJET UK LTD	S	A	15	0	0	0.0	20.0	13.3	26.7	26.7	0.0	0.0	13.3	0.0	0.0	49	88.2	6	17	
	LUTON	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	8	94.1	4	17	
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	0.0	0.0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	LUTON	WIZZ AIR 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	4	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	23	0	1	12.5	12.5	25.0	12.5	20.8	0.0	8.3	4.2	0.0	0.0	4.2	34	75.0	20	16

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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
	MANCHESTER	EASYJET UK LTD	S	D	23	0	1	4.2	25.0	41.7	8.3	12.5	4.2	0.0	0.0	0.0	0.0	4.2	14	81.3	12	16
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	10	3
	SOUTHEND	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	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	77.8	17	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>274</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>25.9</b>	<b>41.4</b>	<b>10.4</b>	<b>10.1</b>	<b>2.9</b>	<b>1.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>76.6</b>	<b>11</b>	<b>256</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	12	0	0	8.3	0.0	8.3	58.3	16.7	0.0	0.0	0.0	8.3	0.0	0.0	58	78.6	20	14
	HEATHROW	HAINAN AIRLINES	S	D	12	0	0	0.0	41.7	33.3	0.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	21	100.0	2	14
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>20.8</b>	<b>29.2</b>	<b>16.7</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>89.3</b>	<b>11</b>	<b>28</b>
CHANIA																						
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	37	0.0	41	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	37.5	23	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	RYANAIR	S	A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BRISTOL	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	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	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	18	25.0	33	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	14	4
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	25	4
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	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	5	0.0	0	0
	LEEDS BRADFORD	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	9	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	37.5	20	7
	LEEDS BRADFORD	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	6	87.5	9	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	GATWICK	EASYJET UK LTD	S	A	29	0	0	6.9	24.1	24.1	27.6	6.9	6.9	3.4	0.0	0.0	0.0	0.0	20	69.0	15	29
	GATWICK	EASYJET UK LTD	S	D	29	0	0	0.0	10.3	62.1	20.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12	75.9	14	29

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE			OCT 2018		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4									
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	3										
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	6	37.5	55	8										
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	14	87.5	21	8										
	GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	20.0	10.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	13	90.0	1	9										
	GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	12	7										
	HEATHROW	BRITISH AIRWAYS PLC	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	11	50.0	19	4										
	HEATHROW	BRITISH AIRWAYS PLC	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	6	100.0	0	4										
	STANSTED	JET2.COM 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	4	0.0	0	0										
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0										
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	18	100.0	0	15										
	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	5	100.0	4	15										
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0										
	MANCHESTER	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	5	0.0	0	0										
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	35.7	21.4	28.6	7.1	7.1	0.0	0.0	0.0	0.0	17	60.0	21	15										
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	7.1	78.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	93.3	4	15										
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	22	77.8	15	9										
	MANCHESTER	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	5	28.6	36	7										
<b>TOTAL CHANIA</b>					<b>283</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>21.6</b>	<b>48.8</b>	<b>15.2</b>	<b>6.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.9</b>	<b>15</b>	<b>239</b>										
CHARLEROI																															
	EDINBURGH	RYANAIR	S	A	22	0	1	0.0	30.4	13.0	30.4	8.7	13.0	0.0	0.0	0.0	0.0	4.3	27	95.5	6	22									
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	18.2	36.4	22.7	9.1	13.6	0.0	0.0	0.0	0.0	27	90.9	9	22										
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	13	8										
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	18	8										
	MANCHESTER	RYANAIR	S	A	51	0	0	2.0	47.1	43.1	3.9	3.9	0.0	0.0	0.0	0.0	0.0	4	86.5	5	52										
	MANCHESTER	RYANAIR	S	D	51	0	0	0.0	23.5	60.8	11.8	3.9	0.0	0.0	0.0	0.0	0.0	7	78.8	9	52										
<b>TOTAL CHARLEROI</b>					<b>162</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>30.7</b>	<b>44.8</b>	<b>14.7</b>	<b>4.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.1</b>	<b>8</b>	<b>164</b>										
CHARLESTON																															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	14.3	0.0	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	16	0.0	0	0										
<b>TOTAL CHARLESTON</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>57.1</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>										
CHARLOTTE																															
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	2	27.4	29.0	25.8	1.6	3.2	6.5	1.6	1.6	0.0	0.0	3.2	16	87.1	8	62									

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: C											OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
TOTAL CHARLOTTE		CHENGDU		AMERICAN AIRLINES		S	D			60	0	3	0.0	46.0	30.2	7.9	3.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	4.8	12	91.9	6	62
		HEATHROW		VIRGIN ATLANTIC 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	0.0	0	0
		STANSTED		VIRGIN ATLANTIC AIRWAYS LTD		C	D			1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	0
<b>TOTAL CHARLOTTE</b>										<b>122</b>	<b>0</b>	<b>5</b>	<b>14.2</b>	<b>37.0</b>	<b>27.6</b>	<b>4.7</b>	<b>3.9</b>	<b>7.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>15</b>	<b>89.5</b>	<b>7</b>	<b>124</b>		
TOTAL 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	0.0	0	60.0	17	10	10
		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	0.0	0	72.7	6	10	10
		HEATHROW		AIR CHINA		S	A			12	0	2	7.1	0.0	21.4	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	14.3	36	0.0	0	0	0
		HEATHROW		AIR CHINA		S	D			12	0	2	0.0	35.7	21.4	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14.3	17	0.0	0	0	0
<b>TOTAL CHENGDU</b>										<b>24</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>17.9</b>	<b>21.4</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>14.3</b>	<b>26</b>	<b>66.7</b>	<b>12</b>	<b>20</b>		
TOTAL CHENNAI		HEATHROW		BRITISH AIRWAYS PLC		S	A			31	0	0	19.4	25.8	41.9	3.2	0.0	6.5	0.0	3.2	0.0	0.0	0.0	0.0	16	77.4	6	31	31
		HEATHROW		BRITISH AIRWAYS PLC		S	D			31	0	0	0.0	9.7	61.3	3.2	12.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	26	45.2	19	31	31
<b>TOTAL CHENNAI</b>										<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>17.7</b>	<b>51.6</b>	<b>3.2</b>	<b>6.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.3</b>	<b>13</b>	<b>62</b>		
TOTAL CHICAGO (O'HARE)		EDINBURGH		UNITED AIRLINES		S	A			4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	57	27	27
		EDINBURGH		UNITED AIRLINES		S	D			4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	10	27	27
		GATWICK		NORWEGIAN AIR UK LTD		S	A			15	0	0	6.7	6.7	20.0	26.7	13.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	40	90.0	5	30	30
		GATWICK		NORWEGIAN AIR UK LTD		S	D			14	0	0	0.0	42.9	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	90.0	6	30	30
		HEATHROW		AMERICAN AIRLINES		S	A			116	0	3	40.3	31.1	9.2	4.2	4.2	6.7	0.0	1.7	0.0	0.0	0.0	2.5	14	83.3	15	118	118
		HEATHROW		AMERICAN AIRLINES		S	D			116	0	3	0.0	68.1	17.6	4.2	4.2	0.8	0.0	2.5	0.0	0.0	0.0	2.5	10	85.1	7	118	118
		HEATHROW		BRITISH AIRWAYS PLC		S	A			61	0	1	19.4	33.9	21.0	11.3	6.5	3.2	1.6	1.6	0.0	0.0	0.0	1.6	15	82.3	6	61	61
		HEATHROW		BRITISH AIRWAYS PLC		S	D			61	0	1	0.0	12.9	51.6	16.1	6.5	8.1	0.0	3.2	0.0	0.0	0.0	1.6	25	64.5	18	61	61
		HEATHROW		UNITED AIRLINES		S	A			92	0	1	37.6	28.0	15.1	6.5	4.3	5.4	0.0	1.1	1.1	0.0	1.1	17	80.6	31	93	93	
		HEATHROW		UNITED AIRLINES		S	D			93	0	0	0.0	77.4	18.3	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	10	86.0	28	93	93	
		HEATHROW		VIRGIN ATLANTIC 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	0	0	0
		HEATHROW		VIRGIN ATLANTIC 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	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>										<b>578</b>	<b>0</b>	<b>9</b>	<b>16.7</b>	<b>44.0</b>	<b>20.1</b>	<b>6.6</b>	<b>4.4</b>	<b>4.4</b>	<b>0.2</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>81.9</b>	<b>18</b>	<b>658</b>		
TOTAL 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	93.5	4	31	31	
		LUTON		WIZZ AIR		S	D			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	17	31	31	
		LUTON		WIZZ AIR UK LTD		S	A			41	0	0	14.6	29.3	36.6	17.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	0	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C										OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LUTON	WIZZ AIR UK LTD	S	D	41	0	0	2.4	41.5	36.6	7.3	9.8	2.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0							
STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	22	0	0	0.0	0.0	27.3	45.5	22.7	4.5	0.0	0.0	0.0	0.0	0.0	25	76.2	11	21							
STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	22	0	0	0.0	9.1	40.9	31.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18	76.2	12	21							
<b>TOTAL CHISINAU (KISHINEV)</b>				<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>24.6</b>	<b>35.7</b>	<b>21.4</b>	<b>11.1</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>13</b>	<b>79.8</b>	<b>11</b>	<b>104</b>							
CINCINNATI																												
GATWICK	VIRGIN ATLANTIC 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							
HEATHROW	VIRGIN ATLANTIC 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 CINCINNATI</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>							
CITY OF DERRY (EGLINTON)																												
EDINBURGH	RYANAIR	S	A	22	0	0	27.3	50.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	2							
EDINBURGH	RYANAIR	S	D	22	0	0	0.0	50.0	31.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	23	2							
GLASGOW	LOGANAIR LTD	S	A	22	0	1	4.3	52.2	8.7	17.4	4.3	4.3	4.3	0.0	0.0	0.0	4.3	18	100.0	0	2							
GLASGOW	LOGANAIR LTD	S	D	22	0	1	0.0	21.7	43.5	4.3	21.7	0.0	0.0	4.3	0.0	0.0	4.3	21	100.0	0	2							
GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	177	11							
GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	66	11							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	15	0	0	26.7	60.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	5	85.7	6	14							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	15	0	0	0.0	40.0	53.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	5	92.9	4	14							
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	82.8	6	55							
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	74.1	16	55							
STANSTED	LOGANAIR LTD	S	A	48	0	0	8.3	58.3	16.7	6.3	2.1	4.2	4.2	0.0	0.0	0.0	0.0	13	0.0	0	0							
STANSTED	LOGANAIR LTD	S	D	48	0	0	0.0	37.5	37.5	12.5	4.2	4.2	4.2	0.0	0.0	0.0	0.0	17	0.0	0	0							
MANCHESTER	LOGANAIR LTD	S	A	23	0	1	8.3	50.0	25.0	0.0	4.2	0.0	4.2	4.2	0.0	0.0	4.2	23	0.0	0	0							
MANCHESTER	LOGANAIR LTD	S	D	23	0	1	0.0	29.2	50.0	8.3	0.0	0.0	0.0	8.3	0.0	0.0	4.2	23	0.0	0	0							
SOUTHEND	LOGANAIR LTD	S	A	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
SOUTHEND	LOGANAIR LTD	S	D	10	0	0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
<b>TOTAL CITY OF DERRY (EGLINTON)</b>				<b>280</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>45.1</b>	<b>28.9</b>	<b>7.4</b>	<b>4.9</b>	<b>2.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>75.9</b>	<b>24</b>	<b>168</b>							
CLERMONT FERRAND																												
STANSTED	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	19	8							
STANSTED	RYANAIR	S	D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	29	8							
<b>TOTAL CLERMONT FERRAND</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>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>24</b>	<b>16</b>							
CLEVELAND																												
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
<b>TOTAL CLEVELAND</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 OCTOBER 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CLUJ NAPOCA																						
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	BOURNEMOUTH	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	30	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	66.7	7	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	55.6	10	9
	GLASGOW	AIR X CHARTER	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	GLASGOW	AIR X CHARTER	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	75.0	9	8
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	100.0	10	1
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	38	0.0	20	1
	GATWICK	WIZZ AIR	S	A	30	0	0	3.3	13.3	40.0	13.3	23.3	3.3	3.3	0.0	0.0	0.0	0.0	21	0.0	0	0
	GATWICK	WIZZ AIR	S	D	30	0	0	0.0	20.0	46.7	16.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	WIZZ AIR	S	A	70	0	0	14.3	38.6	30.0	11.4	4.3	1.4	0.0	0.0	0.0	0.0	0.0	8	81.7	8	82
	LUTON	WIZZ AIR	S	D	70	0	0	0.0	14.3	58.6	15.7	7.1	4.3	0.0	0.0	0.0	0.0	0.0	14	64.6	17	82
	SOUTHEND	RYANAIR	S	A	11	0	0	0.0	27.3	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	SOUTHEND	RYANAIR	S	D	11	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>					<b>279</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>23.7</b>	<b>41.2</b>	<b>16.5</b>	<b>9.3</b>	<b>3.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.5</b>	<b>12</b>	<b>200</b>
COLOGNE BONN																						
	BRISTOL	RYANAIR	S	A	17	0	0	17.6	29.4	17.6	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	11.8	52.9	5.9	17.6	11.8	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	23	0	0	4.3	43.5	34.8	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	9	61.5	24	25
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	23	0	0	0.0	26.1	52.2	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	11	38.5	36	25
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	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	0.0	0	0
	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

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE							OCT 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)
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	78	0	3	18.5	23.5	30.9	7.4	12.3	2.5	1.2	0.0	0.0	0.0	3.7	13	71.8	19	85		
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	78	0	3	0.0	35.8	37.0	7.4	13.6	1.2	1.2	0.0	0.0	0.0	3.7	13	63.1	21	83		
		STANSTED	EUROWINGS LUFTVERKEHRS	S	A	44	0	1	2.2	26.7	37.8	13.3	13.3	4.4	0.0	0.0	0.0	0.0	2.2	14	62.0	24	71		
		STANSTED	EUROWINGS LUFTVERKEHRS	S	D	44	0	1	0.0	26.7	46.7	11.1	8.9	4.4	0.0	0.0	0.0	0.0	2.2	13	52.1	31	71		
		STANSTED	RYANAIR	S	A	76	0	0	11.8	48.7	21.1	7.9	5.3	1.3	1.3	2.6	0.0	0.0	0.0	15	64.5	16	76		
		STANSTED	RYANAIR	S	D	76	0	1	0.0	35.1	45.5	3.9	10.4	2.6	1.3	0.0	0.0	0.0	1.3	12	53.9	23	76		
		MANCHESTER	RYANAIR	S	A	26	0	0	19.2	57.7	11.5	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	13	80.0	22	30		
		MANCHESTER	RYANAIR	S	D	26	0	0	0.0	50.0	34.6	3.8	11.5	0.0	0.0	0.0	0.0	0.0	7	66.7	22	30			
		SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.0	81	25			
		SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	24			
<b>TOTAL COLOGNE BONN</b>						<b>533</b>	<b>0</b>	<b>9</b>	<b>6.3</b>	<b>35.1</b>	<b>35.1</b>	<b>7.7</b>	<b>10.3</b>	<b>2.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>58.5</b>	<b>25</b>	<b>623</b>		
COLOMBO																									
		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	100.0	5	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	100.0	2	1			
		HEATHROW	SRILANKAN AIRLINES	S	A	32	0	0	3.1	46.9	37.5	9.4	0.0	3.1	0.0	0.0	0.0	0.0	6	87.5	5	32			
		HEATHROW	SRILANKAN AIRLINES	S	D	32	0	0	0.0	31.3	43.8	15.6	6.3	3.1	0.0	0.0	0.0	0.0	9	81.3	6	32			
		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	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	43	1			
<b>TOTAL COLOMBO</b>						<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>39.1</b>	<b>40.6</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.8</b>	<b>6</b>	<b>68</b>			
COLUMBUS																									
		STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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>100.0</b>	<b>0.0</b>	<b>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>			
COMISO																									
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5			
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5			
		STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	18	10			
		STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10			
<b>TOTAL COMISO</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.3</b>	<b>12</b>	<b>30</b>			
CONSTANTA																									
		LUTON	ABELAG AVIATION	S	A	0	0	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			
		LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2			
		LUTON	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	93.3	2	15			

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	12	15
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	0.0	69.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	25	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	12	0	0	0.0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL CONSTANTIA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>64.0</b>	<b>12.0</b>	<b>8.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.5</b>	<b>8</b>	<b>33</b>
COPENHAGEN																					
	ABERDEEN	SAS	S	A	31	0	0	0.0	32.3	48.4	6.5	6.5	6.5	0.0	0.0	0.0	0.0	12	57.7	16	25
	ABERDEEN	SAS	S	D	31	0	0	0.0	48.4	25.8	16.1	6.5	3.2	0.0	0.0	0.0	0.0	11	61.5	13	25
	BIRMINGHAM	SAS	S	A	53	0	0	0.0	24.5	58.5	11.3	3.8	1.9	0.0	0.0	0.0	0.0	9	82.0	7	47
	BIRMINGHAM	SAS	S	D	53	0	0	0.0	32.1	43.4	17.0	5.7	1.9	0.0	0.0	0.0	0.0	9	86.0	7	47
	BRISTOL	EASYJET UK LTD	S	A	16	0	0	6.3	37.5	37.5	6.3	6.3	0.0	6.3	0.0	0.0	0.0	14	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	16	0	0	0.0	25.0	56.3	6.3	6.3	0.0	6.3	0.0	0.0	0.0	17	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	17	0	0	0.0	11.8	29.4	23.5	11.8	23.5	0.0	0.0	0.0	0.0	33	35.3	51	17
	EDINBURGH	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	23.5	5.9	23.5	17.6	0.0	0.0	0.0	0.0	26	52.9	42	17
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	0	0.0	21.7	60.9	8.7	4.3	4.3	0.0	0.0	0.0	0.0	11	68.0	13	25
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	23	0	0	0.0	52.2	30.4	8.7	4.3	4.3	0.0	0.0	0.0	0.0	10	4.0	30	25
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	11.1	38.9	5.6	27.8	16.7	0.0	0.0	0.0	0.0	32	22.7	34	22
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	24	40.9	27	22
	EDINBURGH	SAS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	15	8
	EDINBURGH	SAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	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	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	85	0	0	7.1	37.6	25.9	15.3	9.4	4.7	0.0	0.0	0.0	0.0	13	72.7	17	87
	GATWICK	EASYJET UK LTD	S	D	85	0	0	0.0	30.6	48.2	12.9	5.9	2.4	0.0	0.0	0.0	0.0	11	69.7	16	87
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	141	0	0	4.3	24.1	33.3	16.3	16.3	5.7	0.0	0.0	0.0	0.0	17	75.5	18	147
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	142	0	0	0.0	37.3	32.4	15.5	10.6	4.2	0.0	0.0	0.0	0.0	14	78.1	13	146
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	1	16.2	39.9	23.7	10.4	5.8	2.9	0.0	0.0	0.6	0.0	11	82.7	7	201
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	0.0	39.9	45.1	6.9	5.2	2.3	0.6	0.0	0.0	0.0	9	82.6	8	201
	HEATHROW	SAS	S	A	94	0	0	3.2	8.5	45.7	21.3	16.0	4.3	0.0	1.1	0.0	0.0	22	61.4	16	129
	HEATHROW	SAS	S	D	93	0	0	0.0	31.2	47.3	7.5	9.7	3.2	0.0	1.1	0.0	0.0	13	77.1	10	129
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	45	0	0	0.0	11.1	37.8	26.7	20.0	4.4	0.0	0.0	0.0	0.0	20	52.4	20	42
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	46	0	0	0.0	34.8	43.5	17.4	4.3	0.0	0.0	0.0	0.0	0.0	9	71.4	12	42

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
LUTON	RYANAIR	S A	26	0	0	3.8	23.1	38.5	11.5	11.5	7.7	3.8	0.0	0.0	0.0	0.0	24	74.2	16	31		
LUTON	RYANAIR	S D	26	0	0	0.0	34.6	34.6	11.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	21	74.2	15	31		
STANSTED	RYANAIR	S A	91	0	0	15.4	40.7	25.3	8.8	7.7	2.2	0.0	0.0	0.0	0.0	8	68.9	15	90			
STANSTED	RYANAIR	S D	91	0	0	0.0	44.0	36.3	13.2	4.4	2.2	0.0	0.0	0.0	0.0	8	54.4	21	90			
STANSTED	SAS	S A	23	0	0	0.0	39.1	47.8	0.0	13.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
STANSTED	SAS	S D	23	0	0	0.0	43.5	43.5	4.3	8.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	48	0	1	20.4	32.7	20.4	10.2	6.1	6.1	2.0	0.0	0.0	2.0	16	89.6	6	48			
MANCHESTER	EASYJET UK LTD	S D	48	0	1	0.0	49.0	26.5	14.3	4.1	2.0	2.0	0.0	0.0	2.0	11	89.6	7	48			
MANCHESTER	SAS	S A	77	0	0	3.9	24.7	37.7	20.8	10.4	2.6	0.0	0.0	0.0	0.0	13	75.3	12	74			
MANCHESTER	SAS	S D	77	0	0	1.3	42.9	40.3	6.5	7.8	1.3	0.0	0.0	0.0	0.0	8	81.8	9	74			
SOUTHEND	RYANAIR	S A	12	0	0	8.3	33.3	41.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	9	0.0	0	0			
SOUTHEND	RYANAIR	S D	12	0	0	8.3	66.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
<b>TOTAL COPENHAGEN</b>			<b>1962</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>33.4</b>	<b>37.0</b>	<b>12.4</b>	<b>9.0</b>	<b>3.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>71.4</b>	<b>14</b>	<b>1985</b>		
CORFU																						
ABERDEEN	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	23	75.0	11	4			
ABERDEEN	TUI AIRWAYS LTD	C D	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	93	33.3	28	3			
BELFAST 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	26	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	19	1			
BIRMINGHAM	JET2.COM LTD	S A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
BIRMINGHAM	RYANAIR	S A	10	0	0	0.0	40.0	30.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	28	100.0	1	8			
BIRMINGHAM	RYANAIR	S D	10	0	0	0.0	40.0	50.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	29	75.0	9	8			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8			
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	75.0	9	8			
BIRMINGHAM	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BIRMINGHAM	TUI AIRWAYS LTD	C A	8	0	0	25.0	37.5	0.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	31	75.0	12	4			
BIRMINGHAM	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	83.3	0.0	0.0	0.0	0.0	16.7	0.0	0.0	42	50.0	18	4			
BIRMINGHAM	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	EASYJET UK LTD	S A	14	0	0	21.4	28.6	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
BRISTOL	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	5	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C 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			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	23	100.0	4	4			

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CARDIFF WALES	TUI AIRWAYS LTD	C	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	0.0	33	100.0	0	3	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	8	100.0	0	3		
EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EAST MIDLANDS 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	4	60.0	38	5		
EAST MIDLANDS 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	0	75.0	15	4		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	0.0	70.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	12	7		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	7		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
EAST MIDLANDS INTERNATIONAL	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	9	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	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	21	100.0	0	3		
EDINBURGH	JET2.COM LTD	S	A	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	123	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	29	100.0	2	4		
EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4		
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	5	4		
EDINBURGH	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	6	3		
EXETER	TUI AIRWAYS LTD	C	A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	4		
EXETER	TUI AIRWAYS LTD	C	D	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	3	3		
GLASGOW	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	12	100.0	0	2		
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2		
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	33.3	91	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	55	2		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	21	4		
GLASGOW	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	0	20.0	27	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	75.0	0	3		
LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	3		
LEEDS BRADFORD	RYANAIR	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	34	50.0	19	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							
LEEDS BRADFORD	RYANAIR	S D	5	0	0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	31	100.0	0	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	66.7	13	3		
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	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	51	0	0	11.8	23.5	27.5	17.6	13.7	3.9	0.0	2.0	0.0	0.0	0.0	0.0	18	58.6	21	58		
GATWICK	EASYJET UK LTD	S D	51	0	0	0.0	29.4	47.1	15.7	3.9	3.9	0.0	0.0	0.0	0.0	0.0	0.0	11	72.4	15	58		
GATWICK	ENTER AIR	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	0.0	0.0	1	100.0	0	3		
GATWICK	ENTER AIR	C D	2	0	1	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	11	0.0	0	0		
GATWICK	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	0.0	0	100.0	5	2		
GATWICK	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	0.0	50	1		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	21	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	42	75.0	22	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	50.0	0	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	100.0	0	2		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	29	75.0	15	4		
GATWICK	TUI AIRWAYS LTD	C D	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	0.0	11	85.7	10	7		
HEATHROW	BRITISH AIRWAYS PLC	S A	26	0	0	7.7	30.8	26.9	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	10	8		
HEATHROW	BRITISH AIRWAYS PLC	S D	26	0	0	0.0	19.2	57.7	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	13	8		
LUTON	EASYJET UK LTD	S A	26	0	0	3.8	7.7	38.5	30.8	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	21	57.7	15	25		
LUTON	EASYJET UK LTD	S D	25	0	0	0.0	24.0	56.0	8.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	15	76.0	9	25		
LUTON	TUI AIRWAYS LTD	C A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	4		
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	5	3		
STANSTED	JET2.COM LTD	S A	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	3	66.7	9	3		
STANSTED	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	0.0	1	33.3	18	3		
STANSTED	RYANAIR	S A	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	0.0	9	53.8	12	13		
STANSTED	RYANAIR	S D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	12	13		
STANSTED	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	6		
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	53	6		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	38	100.0	10	4		
STANSTED	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	7	3		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
MANCHESTER	EASYJET UK LTD	S A	21	0	0	0.0	19.0	57.1	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	22	21	
MANCHESTER	EASYJET UK LTD	S D	20	0	0	0.0	15.0	55.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	11	76.2	25	21	
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	FLYBE LTD	C A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	100	2	
MANCHESTER	FLYBE LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	1	
MANCHESTER	JET2.COM LTD	S A	11	0	1	16.7	41.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	7	100.0	0	3	
MANCHESTER	JET2.COM LTD	S D	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	3	
MANCHESTER	RYANAIR	S A	7	0	1	12.5	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	15	28.6	22	7	
MANCHESTER	RYANAIR	S D	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	17	7	
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	85.7	5	14	
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	83.3	4	12	
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	24	8	
MANCHESTER	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	9	66.7	28	9	
NEWCASTLE	EASYJET UK LTD	S A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	76	3	
NEWCASTLE	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	9	66.7	6	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	5	50.0	9	2	
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	6	2	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5	
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	70	80.0	3	5	
NEWCASTLE	TUI AIRWAYS 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	14	100.0	2	3	
SOUTHEND	RYANAIR	S A	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
SOUTHEND	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	6	0.0	0	0	
<b>TOTAL CORFU</b>			<b>629</b>	<b>7</b>	<b>3</b>	<b>4.4</b>	<b>28.6</b>	<b>39.9</b>	<b>14.2</b>	<b>6.9</b>	<b>2.0</b>	<b>1.1</b>	<b>1.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.5</b>	<b>15</b>	<b>67.7</b>	<b>14</b>	<b>572</b>	
CORK																					
BIRMINGHAM	STOBART AIR	S A	60	0	0	51.7	36.7	3.3	5.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	94.9	5	59	
BIRMINGHAM	STOBART AIR	S D	59	0	0	3.4	61.0	23.7	3.4	3.4	3.4	0.0	1.7	0.0	0.0	0.0	9	88.1	8	58	
BRISTOL	STOBART AIR	S A	31	0	0	32.3	35.5	19.4	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BRISTOL	STOBART AIR	S D	31	0	0	0.0	32.3	48.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
CARDIFF WALES	FLYBE LTD	S A	9	1	0	0.0	30.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	0.0	15	88.9	4	9	
CARDIFF WALES	FLYBE LTD	S D	9	1	0	0.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	11	77.8	9	9	
EDINBURGH	AER LINGUS	S A	42	0	1	16.3	62.8	14.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2	89.7	13	39	
EDINBURGH	AER LINGUS	S D	42	0	1	4.7	51.2	37.2	2.3	2.3	0.0	0.0	0.0	0.0	0.0	2.3	4	79.5	23	38	
GLASGOW	AER LINGUS	S A	20	0	0	0.0	55.0	35.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.0	7	21	



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AER LINGUS	S	D	20	0	0	0.0	35.0	50.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	9	21	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	11.8	70.6	11.8	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	12	88.9	8	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	52.9	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	7	18	
	GATWICK	ENTER AIR	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	RYANAIR	S	A	31	0	0	12.9	54.8	19.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	67.7	14	31	
	GATWICK	RYANAIR	S	D	31	0	0	0.0	45.2	38.7	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	58.1	20	31	
	HEATHROW	AER LINGUS	S	A	124	0	0	26.6	40.3	25.0	4.8	2.4	0.8	0.0	0.0	0.0	0.0	0.0	4	80.1	7	131	
	HEATHROW	AER LINGUS	S	D	124	0	0	4.8	62.1	26.6	2.4	2.4	1.6	0.0	0.0	0.0	0.0	0.0	5	83.1	8	132	
	LUTON	RYANAIR	S	A	30	0	0	26.7	40.0	20.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	3	
	LUTON	RYANAIR	S	D	30	0	0	0.0	26.7	63.3	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	100.0	0	3	
	STANSTED	RYANAIR	S	A	93	0	0	35.5	54.8	6.5	0.0	2.2	0.0	0.0	1.1	0.0	0.0	0.0	3	89.2	8	93	
	STANSTED	RYANAIR	S	D	93	0	0	0.0	61.3	33.3	3.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	64.5	19	93	
	MANCHESTER	AER LINGUS	S	A	72	0	1	41.1	35.6	9.6	8.2	2.7	1.4	0.0	0.0	0.0	0.0	1.4	5	98.7	1	79	
	MANCHESTER	AER LINGUS	S	D	72	0	1	4.1	37.0	42.5	8.2	5.5	0.0	1.4	0.0	0.0	0.0	1.4	8	93.7	3	79	
	MANCHESTER	STOBART AIR	S	A	6	0	2	12.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	25.0	9	0.0	0	0	
	MANCHESTER	STOBART AIR	S	D	6	0	2	0.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	25.0	9	0.0	0	0	
	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	100.0	1	21	
	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	95.2	3	21	
<b>TOTAL CORK</b>					<b>1069</b>	<b>2</b>	<b>9</b>	<b>15.9</b>	<b>48.2</b>	<b>25.5</b>	<b>4.4</b>	<b>3.4</b>	<b>1.1</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.8</b>	<b>5</b>	<b>79.5</b>	<b>9</b>	<b>1007</b>	
CRAIOVA																							
	LUTON	WIZZ AIR	S	A	37	0	0	2.7	40.5	43.2	2.7	2.7	8.1	0.0	0.0	0.0	0.0	0.0	11	90.0	4	30	
	LUTON	WIZZ AIR	S	D	38	0	0	0.0	10.5	52.6	13.2	13.2	10.5	0.0	0.0	0.0	0.0	0.0	20	70.0	12	30	
<b>TOTAL CRAIOVA</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>25.3</b>	<b>48.0</b>	<b>8.0</b>	<b>8.0</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>16</b>	<b>80.0</b>	<b>8</b>	<b>60</b>	
CUNAGUA (CAYO COCO)																							
	GATWICK	EUROATLANTIC 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	
	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	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	75.0	10	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	2	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	80.0	9	5	
<b>TOTAL CUNAGUA (CAYO COCO)</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>88.9</b>	<b>5</b>	<b>18</b>	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					OCT 2018		
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
DALAMAN	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	37	3			
	ABERDEEN	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2				
	BELFAST INTERNATIONAL	ATLASJET 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				
	BELFAST INTERNATIONAL	FREEBIRD AIRLINES	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	162	0.0	0	0				
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	75.0	10	8				
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	8				
	BIRMINGHAM	ATLASJET INTERNATIONAL	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	11	0.0	0	0				
	BIRMINGHAM	JET2.COM LTD	S	A	28	0	0	32.1	42.9	14.3	3.6	0.0	7.1	0.0	0.0	0.0	0.0	7	94.4	3	18				
	BIRMINGHAM	JET2.COM LTD	S	D	29	0	0	0.0	20.7	48.3	20.7	3.4	6.9	0.0	0.0	0.0	0.0	15	83.3	7	18				
	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	95.7	6	23				
	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	78.3	15	23				
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	23.1	53.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	84.6	12	13				
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	11	0	0	0.0	27.3	63.6	0.0	0.0	9.1	0.0	0.0	0.0	0.0	10	91.7	5	12				
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	46.2	7.7	7.7	0.0	7.7	0.0	0.0	0.0	21	0.0	0	0				
	BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	50.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	16	0.0	0	0				
	BRISTOL	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0				
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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	77.8	11	9				
	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	66.7	10	9				
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	91	9				
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	6	7				
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	5				
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4				
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	15	0	0	33.3	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	11	9				
	EAST MIDLANDS INTERNATIONAL	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	3	77.8	16	9				

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
EAST MIDLANDS INTERNATIONAL	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	80	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	55.6	36	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	21	5
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	29	4
EDINBURGH	EASYJET UK LTD	S A	9	0	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	22	9
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	18	9
EDINBURGH	JET2.COM LTD	S A	15	0	0	0	6.7	40.0	40.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	18	7
EDINBURGH	JET2.COM LTD	S D	13	0	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	85.7	10	7
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	11	4
EDINBURGH	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	2	66.7	10	3
GLASGOW	JET2.COM LTD	S A	29	0	0	0	6.9	51.7	24.1	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	5	11
GLASGOW	JET2.COM LTD	S D	28	0	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	10	10
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	60.9	19	23
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	66.7	21	21
GLASGOW	TUI AIRWAYS LTD	C A	8	0	0	0	12.5	12.5	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	9	8
GLASGOW	TUI AIRWAYS LTD	C D	6	0	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	14	7
LEEDS BRADFORD	JET2.COM LTD	S A	22	0	0	0	0.0	50.0	27.3	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	76.5	9	17
LEEDS BRADFORD	JET2.COM LTD	S D	22	0	0	0	0.0	40.9	50.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	76.5	11	17
LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9
LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	9
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	8	0	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	10	9
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	7	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	19	9
GATWICK	ATLASJET INTERNATIONAL	C A	3	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	23	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S A	26	0	0	0	23.1	42.3	19.2	11.5	0.0	0.0	0.0	0.0	3.8	0.0	0.0	24	87.5	10	8
GATWICK	BRITISH AIRWAYS PLC	S D	26	0	0	0	0.0	15.4	69.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	26	8
GATWICK	EASYJET UK LTD	S A	30	0	0	0	0.0	23.3	23.3	23.3	20.0	6.7	3.3	0.0	0.0	0.0	0.0	28	42.3	21	26
GATWICK	EASYJET UK LTD	S D	30	0	0	0	0.0	0.0	43.3	40.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	24	65.4	17	26

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	HI FLY	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	45	0.0	0	0		
GATWICK	PEGASUS AIRLINES	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	5		
GATWICK	PEGASUS AIRLINES	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	0.0	12	50.0	8	3		
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	75.0	9	64		
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	69.8	15	63		
GATWICK	TUI AIRWAYS LTD	C A	26	0	0	19.2	34.6	26.9	3.8	7.7	3.8	3.8	0.0	0.0	0.0	0.0	15	72.2	14	18			
GATWICK	TUI AIRWAYS LTD	C D	22	0	0	0.0	13.6	63.6	4.5	4.5	9.1	4.5	0.0	0.0	0.0	0.0	23	66.7	18	15			
LUTON	EASYJET UK LTD	S A	9	0	0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9			
LUTON	EASYJET UK LTD	S D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	9			
LUTON	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9			
LUTON	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9			
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1			
STANSTED	EASYJET UK LTD	S A	16	0	1	0.0	29.4	35.3	11.8	11.8	5.9	0.0	0.0	0.0	0.0	5.9	16	66.7	9	18			
STANSTED	EASYJET UK LTD	S D	16	0	0	0.0	18.8	56.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	15	88.9	5	18			
STANSTED	JET2.COM LTD	S A	44	0	0	6.8	43.2	40.9	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	6	19			
STANSTED	JET2.COM LTD	S D	45	0	0	0.0	40.0	57.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.5	5	19			
STANSTED	RYANAIR	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	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	59.1	32	22			
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	35	23			
STANSTED	TUI AIRWAYS LTD	C 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	3	100.0	4	5			
STANSTED	TUI AIRWAYS LTD	C 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	4	100.0	4	5			
MANCHESTER	EASYJET UK LTD	S A	28	0	0	25.0	32.1	25.0	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	81.0	12	20			
MANCHESTER	EASYJET UK LTD	S D	28	0	0	0.0	21.4	67.9	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	90.5	12	21			
MANCHESTER	JET2.COM LTD	S A	50	0	0	56.0	22.0	16.0	4.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	5	83.3	5	23			
MANCHESTER	JET2.COM LTD	S D	50	0	0	0.0	20.0	60.0	10.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	10	86.4	7	22			
MANCHESTER	PEGASUS AIRLINES	S A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	5			
MANCHESTER	PEGASUS AIRLINES	S D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	6	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	81.4	10	70			
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	84.5	12	71			
MANCHESTER	TUI AIRWAYS LTD	C A	23	0	0	26.1	30.4	21.7	0.0	4.3	17.4	0.0	0.0	0.0	0.0	0.0	20	83.3	8	18			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	16.7	50.0	5.6	0.0	22.2	5.6	0.0	0.0	0.0	0.0	33	80.0	13	15										
NEWCASTLE	JET2.COM LTD	S	A	34	0	0	23.5	44.1	26.5	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	13										
NEWCASTLE	JET2.COM LTD	S	D	34	0	0	0.0	23.5	67.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	5	12										
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	83.9	36	31										
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	86.7	8	29										
NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	80.0	8	5										
NEWCASTLE	TUI AIRWAYS LTD	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	4										
<b>TOTAL DALAMAN</b>				<b>993</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>30.6</b>	<b>42.0</b>	<b>9.5</b>	<b>3.5</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>73.4</b>	<b>14</b>	<b>1182</b>										
DALLAS/FORT WORTH																															
HEATHROW	AMERICAN AIRLINES	S	A	120	0	0	40.0	31.7	15.0	7.5	3.3	2.5	0.0	0.0	0.0	0.0	0.0	6	79.8	14	94										
HEATHROW	AMERICAN AIRLINES	S	D	120	0	0	0.0	58.3	29.2	7.5	0.8	3.3	0.8	0.0	0.0	0.0	0.0	7	81.9	7	94										
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	29.0	16.1	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	83.3	4	28										
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	48.4	19.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	50.0	18	28										
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	75.0	36	4										
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	75.0	16	4										
<b>TOTAL DALLAS/FORT WORTH</b>				<b>302</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>40.7</b>	<b>24.2</b>	<b>8.6</b>	<b>3.6</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>8</b>	<b>77.3</b>	<b>11</b>	<b>252</b>										
DEBRECEN																															
DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	44.4	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0										
DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	24	0.0	0	0										
LUTON	WIZZ AIR	S	A	43	0	0	16.3	20.9	23.3	9.3	25.6	4.7	0.0	0.0	0.0	0.0	0.0	18	94.9	3	39										
LUTON	WIZZ AIR	S	D	43	0	0	0.0	20.9	30.2	9.3	25.6	14.0	0.0	0.0	0.0	0.0	0.0	27	82.1	8	39										
<b>TOTAL DEBRECEN</b>				<b>104</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>30.8</b>	<b>7.7</b>	<b>21.2</b>	<b>7.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.5</b>	<b>5</b>	<b>78</b>										
DELHI																															
BIRMINGHAM	AIR INDIA	S	A	13	0	0	15.4	15.4	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	93.8	7	16										
BIRMINGHAM	AIR INDIA	S	D	13	0	0	0.0	7.7	30.8	7.7	23.1	30.8	0.0	0.0	0.0	0.0	0.0	42	46.2	19	13										
HEATHROW	AIR INDIA	S	A	62	0	0	16.1	30.6	24.2	14.5	8.1	6.5	0.0	0.0	0.0	0.0	0.0	13	95.2	2	62										
HEATHROW	AIR INDIA	S	D	62	0	0	1.6	35.5	53.2	1.6	3.2	3.2	1.6	0.0	0.0	0.0	0.0	9	95.2	6	62										
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	8.1	33.9	33.9	16.1	6.5	1.6	0.0	0.0	0.0	0.0	0.0	11	71.0	12	62										
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	27.4	61.3	9.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	7	77.4	16	62										
HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	31										
HEATHROW	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.8	2	31										
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	2	9.1	27.3	39.4	9.1	6.1	3.0	0.0	0.0	0.0	0.0	6.1	11	96.8	2	31										

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	22.6	54.8	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	87.1	6	31					
<b>TOTAL DELHI</b>						<b>336</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>29.0</b>	<b>43.5</b>	<b>10.7</b>	<b>5.9</b>	<b>3.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.0</b>	<b>7</b>	<b>401</b>					
DENVER INTERNATIONAL																												
		GATWICK	NORWEGIAN AIR UK LTD	S	A	12	0	0	16.7	16.7	33.3	8.3	0.0	8.3	16.7	0.0	0.0	0.0	0.0	35	69.2	20	13					
		GATWICK	NORWEGIAN AIR UK LTD	S	D	12	0	0	0.0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	33	13					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	32.3	9.7	12.9	3.2	9.7	0.0	3.2	0.0	0.0	0.0	22	76.7	16	30					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	38.7	25.8	19.4	6.5	0.0	0.0	0.0	0.0	0.0	23	63.3	24	30					
		HEATHROW	UNITED AIRLINES	S	A	26	0	0	38.5	34.6	11.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	27					
		HEATHROW	UNITED AIRLINES	S	D	26	0	0	0.0	46.2	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	92.6	3	27					
<b>TOTAL DENVER INTERNATIONAL</b>						<b>138</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>29.7</b>	<b>27.5</b>	<b>12.3</b>	<b>8.0</b>	<b>5.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.4</b>	<b>15</b>	<b>140</b>					
DETROIT																												
		HEATHROW	DELTA AIRLINES	S	A	62	0	0	22.6	29.0	32.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	84.4	11	45					
		HEATHROW	DELTA AIRLINES	S	D	62	0	1	0.0	77.8	12.7	3.2	1.6	1.6	0.0	1.6	0.0	0.0	1.6	7	95.5	4	44					
<b>TOTAL DETROIT</b>						<b>124</b>	<b>0</b>	<b>1</b>	<b>11.2</b>	<b>53.6</b>	<b>22.4</b>	<b>6.4</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>89.9</b>	<b>8</b>	<b>89</b>					
DHAKHA																												
		HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	17	0	1	11.1	11.1	33.3	22.2	5.6	5.6	5.6	0.0	0.0	0.0	5.6	23	41.2	27	17					
		HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	17	0	1	0.0	0.0	44.4	33.3	11.1	0.0	5.6	0.0	0.0	0.0	5.6	26	70.6	18	17					
<b>TOTAL DHAKHA</b>						<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>25</b>	<b>55.9</b>	<b>23</b>	<b>34</b>					
DINARD																												
		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	83.3	9	12					
		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	75.0	12	12					
		STANSTED	RYANAIR	S	A	20	0	0	15.0	65.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.1	15	21					
		STANSTED	RYANAIR	S	D	21	0	0	0.0	66.7	28.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	61.9	17	21					
<b>TOTAL DINARD</b>						<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>65.9</b>	<b>22.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>14</b>	<b>66</b>					
DOHA HAMAD																												
		BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	12.9	51.6	25.8	3.2	3.2	0.0	0.0	3.2	0.0	0.0	0.0	11	83.9	4	31					
		BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	41.9	41.9	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	11	80.6	5	31					
		CARDIFF WALES	QATAR AIRWAYS	S	A	26	3	0	24.1	34.5	20.7	6.9	3.4	0.0	0.0	0.0	0.0	10.3	0.0	5	96.2	1	26					
		CARDIFF WALES	QATAR AIRWAYS	S	D	26	3	0	0.0	58.6	31.0	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	2	88.5	9	26					
		EDINBURGH	QATAR AIRWAYS	S	A	42	0	0	0.0	9.5	57.1	14.3	9.5	4.8	4.8	0.0	0.0	0.0	0.0	22	74.2	14	31					
		EDINBURGH	QATAR AIRWAYS	S	D	42	0	0	7.1	50.0	21.4	9.5	4.8	7.1	0.0	0.0	0.0	0.0	0.0	11	77.4	19	31					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE											OCT 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
GATWICK	QATAR AIRWAYS	S	A	77	0	0	1.3	32.5	35.1	13.0	16.9	1.3	0.0	0.0	0.0	0.0	0.0	13	64.5	15	62		
GATWICK	QATAR AIRWAYS	S	D	77	0	0	0.0	15.6	53.2	16.9	10.4	2.6	0.0	1.3	0.0	0.0	0.0	18	72.6	12	62		
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	29.0	19.4	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	45.2	6.5	6.5	3.2	6.5	0.0	0.0	0.0	0.0	20	0.0	0	0		
HEATHROW	QATAR AIRWAYS	S	A	186	0	0	2.7	25.3	47.8	14.5	7.0	2.7	0.0	0.0	0.0	0.0	0.0	12	75.5	12	184		
HEATHROW	QATAR AIRWAYS	S	D	185	0	1	0.0	34.9	52.7	5.4	5.9	0.5	0.0	0.0	0.0	0.0	0.5	7	82.1	9	184		
MANCHESTER	QATAR AIRWAYS	S	A	93	0	0	5.4	34.4	35.5	11.8	9.7	2.2	1.1	0.0	0.0	0.0	0.0	12	77.5	8	80		
MANCHESTER	QATAR AIRWAYS	S	D	93	0	0	2.2	30.1	46.2	9.7	9.7	2.2	0.0	0.0	0.0	0.0	0.0	11	85.0	8	80		
<b>TOTAL DOHA HAMAD</b>				<b>971</b>	<b>6</b>	<b>1</b>	<b>4.1</b>	<b>31.6</b>	<b>42.9</b>	<b>10.1</b>	<b>7.6</b>	<b>2.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.1</b>	<b>11</b>	<b>78.6</b>	<b>10</b>	<b>828</b>		
DONCASTER SHEFFIELD																							
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	14	0	0	0.0	42.9	35.7	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	16	100.0	2	17		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	13	0	1	0.0	42.9	42.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	9	100.0	3	17		
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		
JERSEY	FLYBE LTD	S	A	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	9		
JERSEY	FLYBE 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	88.9	12	9		
<b>TOTAL DONCASTER SHEFFIELD</b>				<b>43</b>	<b>2</b>	<b>1</b>	<b>0.0</b>	<b>32.6</b>	<b>50.0</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2.2</b>	<b>10</b>	<b>96.2</b>	<b>5</b>	<b>52</b>		
DONEGAL																							
GLASGOW	LOGANAIR LTD	S	A	21	0	0	42.9	19.0	14.3	19.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	12	94.1	3	16		
GLASGOW	LOGANAIR LTD	S	D	21	0	0	0.0	38.1	33.3	14.3	9.5	0.0	4.8	0.0	0.0	0.0	0.0	16	94.4	2	17		
<b>TOTAL DONEGAL</b>				<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>23.8</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>94.3</b>	<b>2</b>	<b>33</b>		
DORTMUND																							
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	14	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	33	0	0	3.0	33.3	27.3	21.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	15	32		
LUTON	EASYJET UK LTD	S	D	33	0	0	0.0	33.3	36.4	15.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	11	81.3	10	32		
STANSTED	RYANAIR	S	A	30	0	0	0.0	46.7	36.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	64.5	21	31		
STANSTED	RYANAIR	S	D	30	0	0	0.0	23.3	53.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	67.7	20	31		
<b>TOTAL DORTMUND</b>				<b>127</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>33.9</b>	<b>38.6</b>	<b>15.7</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>17</b>	<b>126</b>		
DRESDEN																							
LUTON	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
LUTON	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	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		
STANSTED	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		
<b>TOTAL DRESDEN</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DUBAI	BIRMINGHAM	EMIRATES	S	A	62	0	0	16.1	40.3	29.0	6.5	6.5	0.0	0.0	1.6	0.0	0.0	0.0	10	86.9	4	61
	BIRMINGHAM	EMIRATES	S	D	62	0	0	1.6	27.4	48.4	12.9	8.1	0.0	0.0	1.6	0.0	0.0	0.0	13	82.3	9	62
	EDINBURGH	EMIRATES	S	A	31	0	0	0.0	19.4	32.3	22.6	25.8	0.0	0.0	0.0	0.0	0.0	0.0	18	79.3	10	29
	EDINBURGH	EMIRATES	S	D	31	0	0	3.2	67.7	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	89.7	6	29
	GLASGOW	EMIRATES	S	A	62	0	0	8.1	40.3	37.1	9.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.7	4	62
	GLASGOW	EMIRATES	S	D	62	0	0	0.0	46.8	38.7	11.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	7	62
	GATWICK	EMIRATES	S	A	93	0	0	10.8	38.7	32.3	8.6	7.5	2.2	0.0	0.0	0.0	0.0	0.0	9	89.2	6	93
	GATWICK	EMIRATES	S	D	93	0	0	0.0	23.7	60.2	9.7	5.4	1.1	0.0	0.0	0.0	0.0	0.0	9	82.8	9	92
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	22.4	38.8	27.1	8.2	1.2	2.4	0.0	0.0	0.0	0.0	0.0	6	94.1	4	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	1.2	24.7	50.6	11.8	10.6	0.0	1.2	0.0	0.0	0.0	0.0	11	87.1	8	85
	HEATHROW	EMIRATES	S	A	186	0	0	5.4	22.6	43.0	22.6	5.9	0.5	0.0	0.0	0.0	0.0	0.0	11	75.8	10	186
	HEATHROW	EMIRATES	S	D	186	0	0	0.0	36.6	50.0	7.0	5.4	1.1	0.0	0.0	0.0	0.0	0.0	7	84.4	10	186
	HEATHROW	ROYAL BRUNEI 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	1
	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	80.0	7	29
	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	90.0	2	29
	STANSTED	EMIRATES	S	A	58	0	0	13.8	31.0	36.2	15.5	1.7	1.7	0.0	0.0	0.0	0.0	0.0	8	93.5	4	31
	STANSTED	EMIRATES	S	D	58	0	0	0.0	43.1	25.9	13.8	15.5	1.7	0.0	0.0	0.0	0.0	0.0	12	93.5	3	31
	MANCHESTER	EMIRATES	S	A	93	0	0	1.1	37.6	43.0	15.1	1.1	1.1	0.0	0.0	1.1	0.0	0.0	12	80.6	21	93
	MANCHESTER	EMIRATES	S	D	93	0	0	0.0	18.3	57.0	14.0	7.5	2.2	0.0	0.0	1.1	0.0	0.0	15	76.3	10	93
	NEWCASTLE	EMIRATES	S	A	31	0	0	12.9	61.3	19.4	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	90.3	4	31
NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	6.5	71.0	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	14	80.6	9	31	
<b>TOTAL DUBAI</b>					<b>1402</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>32.9</b>	<b>42.4</b>	<b>12.3</b>	<b>6.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.2</b>	<b>9</b>	<b>1401</b>
DUBLIN	ABERDEEN	AER LINGUS	S	A	42	0	0	19.0	31.0	35.7	7.1	0.0	4.8	2.4	0.0	0.0	0.0	11	84.1	6	44	
	ABERDEEN	AER LINGUS	S	D	42	0	0	0.0	47.6	35.7	9.5	0.0	4.8	2.4	0.0	0.0	0.0	11	88.6	5	44	
	BIRMINGHAM	AER LINGUS	S	A	93	0	0	12.9	40.9	32.3	9.7	2.2	2.2	0.0	0.0	0.0	0.0	7	72.7	11	87	
	BIRMINGHAM	AER LINGUS	S	D	93	0	0	0.0	33.3	41.9	14.0	6.5	3.2	1.1	0.0	0.0	0.0	0.0	13	60.2	16	87
	BIRMINGHAM	RYANAIR	S	A	163	0	0	22.7	34.4	22.7	10.4	6.7	1.8	0.6	0.0	0.6	0.0	0.0	11	76.8	11	164
	BIRMINGHAM	RYANAIR	S	D	163	0	0	0.0	30.1	31.3	22.7	11.0	3.7	0.6	0.0	0.6	0.0	0.0	18	61.0	20	164
	BIRMINGHAM	STOBART AIR	S	A	61	0	0	9.8	47.5	31.1	3.3	4.9	1.6	1.6	0.0	0.0	0.0	0.0	9	85.7	5	63
	BIRMINGHAM	STOBART AIR	S	D	61	0	0	0.0	32.8	47.5	6.6	6.6	4.9	0.0	1.6	0.0	0.0	0.0	15	82.5	10	63
	BOURNEMOUTH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	BOURNEMOUTH	RYANAIR	S	A	18	0	0	5.6	5.6	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	5.6	33.3	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	RYANAIR	S A	85	0	0	0	5.9	37.6	37.6	10.6	4.7	3.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
BRISTOL	RYANAIR	S D	85	0	0	0	0.0	30.6	44.7	14.1	5.9	4.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
BRISTOL	STOBART AIR	S A	90	0	0	0	4.4	17.8	50.0	16.7	6.7	2.2	2.2	0.0	0.0	0.0	0.0	15	0.0	0	0		
BRISTOL	STOBART AIR	S D	90	0	0	0	0.0	15.6	57.8	15.6	6.7	2.2	1.1	1.1	0.0	0.0	0.0	16	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S A	69	2	0	0	12.7	46.5	21.1	7.0	5.6	1.4	1.4	1.4	0.0	2.8	0.0	12	80.3	13	65		
CARDIFF WALES	FLYBE LTD	S D	70	1	0	0	0.0	38.0	50.7	1.4	5.6	0.0	1.4	1.4	0.0	1.4	0.0	9	92.4	8	66		
CARDIFF WALES	MALETH AERO	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
CARDIFF WALES	MALETH AERO	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
DONCASTER SHEFFIELD	FLYBE LTD	S A	14	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	88.2	9	17		
DONCASTER SHEFFIELD	FLYBE LTD	S D	14	0	0	0	0.0	28.6	64.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	46	0	1	8.5	46.8	25.5	4.3	6.4	6.4	0.0	0.0	0.0	0.0	2.1	9	70.9	14	55			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	47	0	0	0.0	55.3	29.8	6.4	0.0	8.5	0.0	0.0	0.0	0.0	0.0	9	70.9	25	55			
EDINBURGH	AER LINGUS	S A	175	0	0	7.4	40.6	30.3	13.7	4.6	3.4	0.0	0.0	0.0	0.0	0.0	10	74.4	11	176			
EDINBURGH	AER LINGUS	S D	175	0	0	0.6	36.0	36.0	17.1	4.6	5.7	0.0	0.0	0.0	0.0	0.0	13	66.5	14	176			
EDINBURGH	HAINAN AIRLINES	S D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	RYANAIR	S A	102	0	0	11.8	44.1	21.6	15.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	8	73.8	12	103			
EDINBURGH	RYANAIR	S D	102	0	0	2.0	41.2	28.4	12.7	12.7	2.9	0.0	0.0	0.0	0.0	0.0	12	70.9	16	103			
EXETER	FLYBE LTD	S A	0	21	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	84.0	10	25			
EXETER	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	100.0	0.0	0	80.0	15	25			
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	50.0	8	2			
GLASGOW	AER LINGUS	S A	129	0	0	7.0	38.0	38.0	7.0	5.4	4.7	0.0	0.0	0.0	0.0	0.0	10	84.8	8	132			
GLASGOW	AER LINGUS	S D	129	0	0	1.6	40.3	32.6	12.4	7.0	6.2	0.0	0.0	0.0	0.0	0.0	13	75.2	13	133			
GLASGOW	RYANAIR	S A	88	0	0	5.7	48.9	30.7	9.1	3.4	2.3	0.0	0.0	0.0	0.0	0.0	7	85.2	7	88			
GLASGOW	RYANAIR	S D	88	0	0	0.0	35.2	43.2	11.4	6.8	3.4	0.0	0.0	0.0	0.0	0.0	10	78.4	11	88			
ISLE OF MAN	AER LINGUS	S A	51	0	0	37.3	54.9	3.9	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	4	98.1	1	52			
ISLE OF MAN	AER LINGUS	S D	51	0	0	9.8	74.5	11.8	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	4	96.2	1	52			
JERSEY	STOBART AIR	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	4	100.0	2	4			
JERSEY	STOBART AIR	S D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	7	4			
LEEDS BRADFORD	AER LINGUS	S A	57	0	1	17.2	56.9	19.0	3.4	0.0	0.0	0.0	0.0	1.7	0.0	1.7	14	94.8	3	58			
LEEDS BRADFORD	AER LINGUS	S D	56	0	2	5.2	53.4	31.0	5.2	1.7	0.0	0.0	0.0	0.0	0.0	3.4	4	93.1	3	58			
LEEDS BRADFORD	RYANAIR	S A	61	0	0	3.3	44.3	37.7	11.5	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	67.2	16	61			
LEEDS BRADFORD	RYANAIR	S D	61	0	0	0.0	39.3	52.5	4.9	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	82.0	11	61			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	110	0	0	2.7	50.9	30.0	7.3	5.5	1.8	1.8	0.0	0.0	0.0	0.0	10	76.0	12	104			

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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	D	109	0	0	0.9	38.5	49.5	5.5	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	8	79.8	12	104	
GATWICK	AER LINGUS	S	A	150	0	2	13.2	36.2	28.9	11.2	5.9	3.3	0.0	0.0	0.0	0.0	1.3	10	63.3	18	147		
GATWICK	AER LINGUS	S	D	149	0	3	0.7	40.1	32.2	11.8	7.9	5.3	0.0	0.0	0.0	0.0	2.0	13	64.7	20	146		
GATWICK	RYANAIR	S	A	218	0	0	14.2	37.6	25.7	9.6	10.1	2.3	0.5	0.0	0.0	0.0	0.0	11	70.0	15	217		
GATWICK	RYANAIR	S	D	218	0	0	0.0	33.9	31.7	13.8	13.8	6.4	0.5	0.0	0.0	0.0	0.0	16	59.4	23	217		
HEATHROW	AER LINGUS	S	A	386	0	3	11.8	31.1	30.6	13.4	8.7	3.3	0.3	0.0	0.0	0.0	0.8	12	69.3	13	391		
HEATHROW	AER LINGUS	S	D	386	0	3	1.3	47.6	29.6	9.5	7.5	3.1	0.8	0.0	0.0	0.0	0.8	11	75.8	11	390		
HEATHROW	BRITISH AIRWAYS PLC	S	A	222	0	3	16.9	36.4	27.1	9.3	5.3	3.6	0.0	0.0	0.0	0.0	1.3	9	69.8	17	232		
HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	2	0.0	40.0	39.6	11.1	4.9	3.1	0.4	0.0	0.0	0.0	0.9	10	80.2	10	232		
HEATHROW	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
LONDON CITY	AER LINGUS	S	A	0	161	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	81.8	8	22		
LONDON CITY	AER LINGUS	S	D	0	160	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	1.2	0	77.3	9	22		
LONDON CITY	BA CITYFLYER LTD	S	A	0	162	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.2	1.8	0	79.3	10	162		
LONDON CITY	BA CITYFLYER LTD	S	D	0	167	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	83.4	6	162		
LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.6	14	134		
LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.1	15	134		
LUTON	RYANAIR	S	A	100	0	0	22.0	32.0	24.0	7.0	8.0	6.0	1.0	0.0	0.0	0.0	0.0	13	86.0	7	93		
LUTON	RYANAIR	S	D	100	0	0	0.0	51.0	34.0	5.0	6.0	2.0	0.0	1.0	1.0	0.0	0.0	13	91.4	5	93		
STANSTED	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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		
STANSTED	RYANAIR	S	A	238	0	0	8.0	42.0	31.9	11.3	3.8	2.1	0.8	0.0	0.0	0.0	0.0	9	62.8	19	239		
STANSTED	RYANAIR	S	D	238	0	0	0.4	47.1	40.3	8.4	2.5	0.8	0.4	0.0	0.0	0.0	0.0	7	61.1	22	239		
MANCHESTER	AER LINGUS	S	A	154	0	1	11.0	49.0	27.1	7.7	2.6	1.9	0.0	0.0	0.0	0.0	0.6	6	81.5	7	156		
MANCHESTER	AER LINGUS	S	D	154	0	1	0.0	34.2	44.5	11.0	7.1	2.6	0.0	0.0	0.0	0.0	0.6	9	79.6	10	156		
MANCHESTER	RYANAIR	S	A	164	0	0	15.9	47.0	26.2	4.3	6.1	0.6	0.0	0.0	0.0	0.0	0.0	6	77.0	13	165		
MANCHESTER	RYANAIR	S	D	164	0	0	1.8	41.5	41.5	7.9	6.1	1.2	0.0	0.0	0.0	0.0	0.0	8	64.5	22	166		
MANCHESTER	STOBART AIR	S	A	2	0	1	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	0.0	0	0		
MANCHESTER	STOBART AIR	S	D	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	0.0	0	0		
NEWCASTLE	AER LINGUS	S	A	31	0	0	9.7	64.5	16.1	6.5	0.0	0.0	0.0	3.2	0.0	0.0	0.0	13	87.1	5	31		
NEWCASTLE	AER LINGUS	S	D	31	0	0	0.0	41.9	41.9	12.9	0.0	0.0	0.0	0.0	3.2	0.0	0.0	17	83.9	6	31		
NEWCASTLE	RYANAIR	S	A	47	0	0	19.1	42.6	23.4	10.6	2.1	2.1	0.0	0.0	0.0	0.0	0.0	6	89.3	6	56		
NEWCASTLE	RYANAIR	S	D	47	0	0	0.0	36.2	44.7	12.8	4.3	2.1	0.0	0.0	0.0	0.0	0.0	9	85.5	9	55		
SOUTHAMPTON	FLYBE LTD	S	A	90	0	1	25.3	40.7	22.0	3.3	6.6	1.1	0.0	0.0	0.0	0.0	1.1	6	69.7	15	108		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

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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							
	SOUTHAMPTON	FLYBE LTD	S	D	90	0	1	0.0	20.9	68.1	2.2	6.6	1.1	0.0	0.0	0.0	0.0	1.1	6	76.4	12	109	
	SOUTHEND	BA CITYFLYER LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	RYANAIR	S	A	57	0	0	8.8	33.3	29.8	12.3	14.0	1.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	57	0	0	1.8	56.1	24.6	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	48	75	
	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	94.7	4	76	
<b>TOTAL DUBLIN</b>					<b>6638</b>	<b>695</b>	<b>33</b>	<b>6.0</b>	<b>35.9</b>	<b>30.3</b>	<b>9.3</b>	<b>5.6</b>	<b>2.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>9.4</b>	<b>0.4</b>	<b>10</b>	<b>71.3</b>	<b>13</b>	<b>7060</b>	
DUBROVNIK	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	7	0	0	28.6	28.6	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	85.7	6	7	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	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	71.4	6	7	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	6	8	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	7	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	23.1	30.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	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	0.0	3	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	22	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	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	1	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	55	75.0	32	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	7	66.7	7	3	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	8	8	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET UK LTD	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	8		
EDINBURGH	JET2.COM LTD	S A	6	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	6		
EDINBURGH	JET2.COM 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	0.0	0.0	5	100.0	2	6		
GLASGOW	JET2.COM LTD	S A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	3		
GLASGOW	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	2	100.0	2	3		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	40.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	10	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	6	4		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	22.2	33.3	11.1	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	40	100.0	1	8		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	8		
GATWICK	BRITISH AIRWAYS PLC	S A	45	0	0	15.6	35.6	31.1	6.7	6.7	2.2	0.0	2.2	0.0	0.0	0.0	0.0	12	83.8	11	37		
GATWICK	BRITISH AIRWAYS PLC	S D	45	0	0	0.0	35.6	53.3	2.2	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	9	83.8	8	37		
GATWICK	EASYJET UK LTD	S A	39	0	0	0.0	33.3	20.5	23.1	15.4	5.1	2.6	0.0	0.0	0.0	0.0	0.0	20	58.6	22	29		
GATWICK	EASYJET UK LTD	S D	39	0	0	0.0	17.9	61.5	15.4	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	9	65.5	17	29		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	12	0	0	0.0	41.7	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	13	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	5	4		
GATWICK	TUI AIRWAYS LTD	S A	9	0	0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	17	8		
GATWICK	TUI AIRWAYS LTD	S D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	18	7		
LUTON	EASYJET UK LTD	S A	12	0	0	41.7	33.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	12	3		
LUTON	EASYJET UK LTD	S D	12	0	0	0.0	50.0	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	15	3		
STANSTED	EASYJET UK LTD	S A	26	0	0	0.0	34.6	42.3	15.4	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	16	79.2	9	24		
STANSTED	EASYJET UK LTD	S D	26	0	0	0.0	53.8	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	3	24		
STANSTED	JET2.COM LTD	S A	17	0	0	5.9	35.3	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	17	12		
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	11	12		
MANCHESTER	EASYJET UK LTD	S A	13	0	1	28.6	42.9	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	11	77.8	12	9		
MANCHESTER	EASYJET UK LTD	S D	12	0	0	0.0	41.7	33.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	17	9		
MANCHESTER	JET2.COM LTD	S A	13	0	0	7.7	46.2	38.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	22	100.0	0	12		
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	6	12		
MANCHESTER	MALETH AERO	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	MALETH AERO	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	0.0	0	50.0	16	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	0.0	0	100.0	3	2		
MANCHESTER	TUI AIRWAYS LTD	S A	9	0	0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	87.5	6	8		
MANCHESTER	TUI AIRWAYS LTD	S D	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	6	7		

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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	JET2.COM LTD	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8		
	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	50.0	15	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3		
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8		
	SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	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	100.0	0	2		
	SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL DUBROVNIK</b>					<b>623</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>36.1</b>	<b>37.7</b>	<b>9.0</b>	<b>6.1</b>	<b>1.8</b>	<b>0.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>77.7</b>	<b>9</b>	<b>476</b>	
DUNDEE																							
	STANSTED	LOGANAIR LTD	S	A	48	0	1	6.1	59.2	24.5	4.1	2.0	0.0	2.0	0.0	0.0	2.0	6	76.0	9	49		
	STANSTED	LOGANAIR LTD	S	D	49	0	1	4.0	60.0	24.0	2.0	4.0	0.0	4.0	0.0	0.0	2.0	9	78.0	9	49		
<b>TOTAL DUNDEE</b>					<b>97</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>59.6</b>	<b>24.2</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>77.0</b>	<b>9</b>	<b>98</b>		
DURBAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46.2	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	38.5	7.7	23.1	7.7	0.0	0.0	0.0	0.0	20	100.0	9	1		
<b>TOTAL DURBAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>23.1</b>	<b>3.8</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
DURHAM TEES VALLEY																							
	ABERDEEN	FLYBE LTD	S	A	55	0	8	17.5	42.9	17.5	1.6	1.6	4.8	0.0	1.6	0.0	0.0	12.7	10	60.3	20	49	
	ABERDEEN	FLYBE LTD	S	D	53	0	6	0.0	45.8	28.8	6.8	5.1	3.4	0.0	0.0	0.0	10.2	9	43.9	31	52		
	GATWICK	SENATOR AVIATION CHARTER GMBH	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	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	NEWCASTLE	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL DURHAM TEES VALLEY</b>					<b>110</b>	<b>0</b>	<b>14</b>	<b>8.9</b>	<b>44.4</b>	<b>23.4</b>	<b>4.0</b>	<b>3.2</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>9</b>	<b>52.0</b>	<b>26</b>	<b>102</b>	
DUSSELDORF																							
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	77	0	0	0.0	28.6	40.3	18.2	9.1	2.6	1.3	0.0	0.0	0.0	14	72.0	13	81		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	77	0	0	0.0	14.3	36.4	33.8	9.1	5.2	1.3	0.0	0.0	0.0	20	59.8	18	80		
	BIRMINGHAM	FLYBE LTD	S	A	76	0	0	3.9	35.5	39.5	10.5	7.9	1.3	1.3	0.0	0.0	0.0	10	85.4	9	102		
	BIRMINGHAM	FLYBE LTD	S	D	76	0	0	0.0	10.5	55.3	10.5	18.4	5.3	0.0	0.0	0.0	0.0	18	74.5	13	102		
	BIRMINGHAM	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	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	75.0	38	4		
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	42	4		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	11	0	0	0.0	36.4	45.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	9	58.3	17	12		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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	
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	11	0	0	0.0	27.3	36.4	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	21	41.7	28	12									
EXETER	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	27										
GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	30	27										
GLASGOW	LOGANAIR LTD	S	A	26	0	0	0.0	15.4	50.0	11.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	23	0.0	0	0										
GLASGOW	LOGANAIR LTD	S	D	26	0	0	0.0	53.8	23.1	7.7	7.7	3.8	3.8	0.0	0.0	0.0	0.0	16	0.0	0	0										
LEEDS BRADFORD	FLYBE LTD	S	A	22	0	0	4.5	27.3	45.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	4	26										
LEEDS BRADFORD	FLYBE LTD	S	D	22	0	0	0.0	31.8	63.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	6	26										
GATWICK	EASYJET UK LTD	S	A	57	0	1	8.6	24.1	19.0	27.6	15.5	1.7	0.0	1.7	0.0	0.0	1.7	19	0.0	0	0										
GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	24.1	50.0	19.0	3.4	1.7	0.0	1.7	0.0	0.0	0.0	15	0.0	0	0										
HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	2	4.9	31.1	36.0	15.2	8.5	2.4	0.6	0.0	0.0	0.0	1.2	12	78.5	11	171										
HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	2	0.0	27.4	50.0	10.4	9.1	1.2	0.6	0.0	0.0	0.0	1.2	11	76.2	10	171										
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	124	0	0	6.5	33.1	40.3	11.3	4.8	3.2	0.8	0.0	0.0	0.0	0.0	11	74.2	13	124										
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	124	0	0	0.0	23.4	53.2	11.3	5.6	6.5	0.0	0.0	0.0	0.0	0.0	13	70.2	15	124										
LONDON CITY	BA CITYFLYER LTD	S	A	0	100	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	79.2	9	96										
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	0.0	100.0	0.0	0	80.8	8	96										
LONDON CITY	FLYBE LTD	S	A	0	51	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	93.9	3	66										
LONDON CITY	FLYBE LTD	S	D	0	51	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	76.1	8	67										
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	84	0	0	2.4	39.3	45.2	6.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	67.5	13	81										
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	84	0	0	1.2	22.6	48.8	16.7	9.5	1.2	0.0	0.0	0.0	0.0	0.0	11	60.2	17	81										
MANCHESTER	FLYBE LTD	S	A	93	0	0	4.3	36.6	41.9	9.7	2.2	3.2	1.1	1.1	0.0	0.0	0.0	12	89.9	21	79										
MANCHESTER	FLYBE LTD	S	D	93	0	0	0.0	23.7	63.4	4.3	1.1	6.5	1.1	0.0	0.0	0.0	0.0	12	84.8	8	79										
NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	0.0	29.6	51.9	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	51.9	26	27										
NEWCASTLE	EUROWINGS LUFTVERKEHRS	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	66.7	24	27										
SOUTHAMPTON	FLYBE LTD	S	A	21	0	1	0.0	27.3	63.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5	5	95.7	2	23										
SOUTHAMPTON	FLYBE LTD	S	D	22	0	0	0.0	45.5	50.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	6	22										
SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	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	6	3										

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	78	1	
<b>TOTAL DUSSELDORF</b>					<b>1562</b>	<b>302</b>	<b>9</b>	<b>1.7</b>	<b>23.5</b>	<b>38.0</b>	<b>10.8</b>	<b>6.2</b>	<b>2.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>16.1</b>	<b>0.5</b>	<b>12</b>	<b>73.7</b>	<b>12</b>	<b>1844</b>	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	94	0	1	8.4	64.2	17.9	1.1	4.2	3.2	0.0	0.0	0.0	0.0	1.1	6	86.1	7	100	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	95	0	0	0.0	38.9	51.6	3.2	4.2	2.1	0.0	0.0	0.0	0.0	0.0	7	85.3	7	101	
	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	0.0	40	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	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	4	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BIRMINGHAM	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	6	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	121	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	2	
	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	24	1	
	BRISTOL	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	
	BRISTOL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	48	0	0	18.8	37.5	25.0	4.2	6.3	2.1	0.0	6.3	0.0	0.0	0.0	21	77.8	12	81	
	EDINBURGH	FLYBE LTD	S	D	48	0	0	0.0	50.0	35.4	8.3	4.2	0.0	0.0	2.1	0.0	0.0	0.0	10	85.2	10	80	
	EDINBURGH	LOGANAIR LTD	S	A	18	0	0	16.7	33.3	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	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	0.0	0	0	
	GLASGOW	FLYBE LTD	S	A	41	0	0	4.9	68.3	17.1	0.0	4.9	2.4	2.4	0.0	0.0	0.0	0.0	9	76.8	14	67	
	GLASGOW	FLYBE LTD	S	D	41	0	0	0.0	46.3	39.0	4.9	4.9	2.4	2.4	0.0	0.0	0.0	0.0	10	82.6	14	68	
	GLASGOW	LOGANAIR LTD	S	A	8	0	1	0.0	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	6	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	8	0	1	0.0	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	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	
	JERSEY	BLUE ISLANDS LIMITED	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	0.0	0	0	
	JERSEY	FLYBE LTD	S	A	17	0	0	5.9	52.9	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	82.8	9	29	
	JERSEY	FLYBE LTD	S	D	18	0	0	5.6	38.9	38.9	5.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	19	89.7	5	29	
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	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	6	1	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: E		PERCENTAGE OF FLIGHTS LATE													OCT 2018			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
SOUTHAMPTON		2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2		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	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>						<b>467</b>	<b>0</b>	<b>3</b>	<b>5.1</b>	<b>48.9</b>	<b>32.3</b>	<b>4.7</b>	<b>4.9</b>	<b>1.9</b>	<b>0.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>82.0</b>	<b>10</b>	<b>566</b>	
EDINBURGH		ABERDEEN		LOGANAIR 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	122	0.0	0	0	
		BELFAST CITY (GEORGE BEST)		FLYBE LTD	S	A	114	0	0	7.9	41.2	33.3	12.3	1.8	3.5	0.0	0.0	0.0	0.0	9	86.4	8	110	
		BELFAST CITY (GEORGE BEST)		FLYBE LTD	S	D	114	0	0	0.9	49.1	43.0	4.4	2.6	0.0	0.0	0.0	0.0	0.0	3	88.4	7	112	
		BELFAST INTERNATIONAL		EASYJET UK LTD	S	A	108	0	0	6.5	40.7	27.8	12.0	10.2	0.9	0.9	0.9	0.0	0.0	0.0	12	56.4	20	109
		BELFAST INTERNATIONAL		EASYJET UK LTD	S	D	108	0	0	2.8	51.9	25.9	6.5	11.1	0.0	1.9	0.0	0.0	0.0	0.0	11	62.7	21	109
		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	37	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	100.0	2	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	0	1	
		BIRMINGHAM		FLYBE LTD	S	A	189	0	0	13.8	47.6	23.3	5.3	5.3	3.7	1.1	0.0	0.0	0.0	9	77.4	12	194	
		BIRMINGHAM		FLYBE LTD	S	D	188	0	1	0.0	20.1	55.6	12.2	7.9	3.2	0.5	0.0	0.0	0.5	13	67.0	17	193	
		BRISTOL		EASYJET UK LTD	S	A	116	0	0	6.0	37.9	30.2	13.8	7.8	3.4	0.9	0.0	0.0	0.0	12	0.0	0	0	
		BRISTOL		EASYJET UK LTD	S	D	116	0	0	0.9	45.7	31.0	12.1	6.9	2.6	0.9	0.0	0.0	0.0	11	0.0	0	0	
		BRISTOL		LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
		CARDIFF WALES		FLYBE LTD	S	A	77	0	0	2.6	39.0	44.2	7.8	5.2	0.0	1.3	0.0	0.0	0.0	8	80.7	12	57	
		CARDIFF WALES		FLYBE LTD	S	D	77	0	0	0.0	41.6	44.2	10.4	2.6	0.0	0.0	1.3	0.0	0.0	7	86.0	8	57	
		CARDIFF WALES		LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		CARDIFF WALES		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	10	0.0	0	0	
		EAST MIDLANDS INTERNATIONAL		FLYBE LTD	S	A	48	0	0	12.5	62.5	18.8	2.1	2.1	0.0	0.0	2.1	0.0	0.0	7	86.4	9	80	
		EAST MIDLANDS INTERNATIONAL		FLYBE LTD	S	D	48	0	0	4.2	33.3	39.6	8.3	4.2	4.2	0.0	6.3	0.0	0.0	24	77.8	13	81	
		EAST MIDLANDS INTERNATIONAL		LOGANAIR LTD	S	A	18	0	0	22.2	44.4	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
		EAST MIDLANDS INTERNATIONAL		LOGANAIR LTD	S	D	18	0	0	0.0	38.9	22.2	27.8	5.6	5.6	0.0	0.0	0.0	0.0	12	0.0	0	0	
		EXETER		FLYBE LTD	S	A	0	44	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	96.7	3	30	
		EXETER		FLYBE LTD	S	D	0	43	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.1	7	31	
		GLASGOW		AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	LOGANAIR LTD	S A	17	0	0	0	17.6	35.3	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	10		
ISLE OF MAN	LOGANAIR LTD	S D	17	0	0	0	0.0	41.2	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	10		
JERSEY	EASYJET UK LTD	S A	9	0	0	0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	44	8		
JERSEY	EASYJET UK LTD	S D	9	0	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	73	8		
GATWICK	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	100.0	13	1		
GATWICK	BRITISH AIRWAYS PLC	S A	112	0	1	23.9	39.8	20.4	5.3	6.2	3.5	0.0	0.0	0.0	0.0	0.0	0.9	8	74.3	14	109		
GATWICK	BRITISH AIRWAYS PLC	S D	108	0	1	0.0	56.0	27.5	5.5	6.4	3.7	0.0	0.0	0.0	0.0	0.0	0.9	8	79.8	11	109		
GATWICK	EASYJET UK LTD	S A	125	0	0	19.2	28.8	25.6	8.8	9.6	6.4	0.8	0.8	0.0	0.0	0.0	16	61.7	25	127			
GATWICK	EASYJET UK LTD	S D	125	0	0	0.0	26.4	38.4	10.4	17.6	5.6	0.8	0.8	0.0	0.0	0.0	20	51.2	29	127			
HEATHROW	BRITISH AIRWAYS PLC	S A	316	0	4	19.1	37.2	22.8	10.6	5.6	3.1	0.3	0.0	0.0	0.0	1.3	9	70.5	14	321			
HEATHROW	BRITISH AIRWAYS PLC	S D	315	0	4	0.0	35.1	41.4	11.3	7.2	3.8	0.0	0.0	0.0	0.0	1.3	11	75.1	11	320			
HEATHROW	FLYBE LTD	S A	181	0	1	13.7	36.8	30.8	9.9	4.9	2.7	0.5	0.0	0.0	0.0	0.5	10	69.2	13	119			
HEATHROW	FLYBE LTD	S D	181	0	1	0.0	37.4	44.5	8.2	5.5	2.7	0.5	0.0	0.5	0.0	0.5	12	76.7	12	119			
LONDON CITY	BA CITYFLYER LTD	S A	0	254	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	77.4	15	230			
LONDON CITY	BA CITYFLYER LTD	S D	0	253	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.7	2.3	0	79.1	12	232			
LONDON CITY	FLYBE LTD	S A	0	105	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	74.8	18	107			
LONDON CITY	FLYBE LTD	S D	0	105	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	70.4	20	107			
LUTON	EASYJET UK LTD	S A	96	0	1	17.5	25.8	20.6	14.4	14.4	4.1	2.1	0.0	0.0	0.0	1.0	18	62.2	17	98			
LUTON	EASYJET UK LTD	S D	96	0	0	0.0	37.5	27.1	14.6	14.6	5.2	1.0	0.0	0.0	0.0	0.0	17	67.3	14	98			
STANSTED	BA CITYFLYER LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
STANSTED	EASYJET UK LTD	S A	110	0	0	10.9	32.7	20.9	15.5	12.7	5.5	1.8	0.0	0.0	0.0	0.0	17	58.4	26	112			
STANSTED	EASYJET UK LTD	S D	110	0	0	0.0	34.5	26.4	14.5	11.8	9.1	3.6	0.0	0.0	0.0	0.0	21	54.9	29	112			
STANSTED	RYANAIR	S A	15	0	0	13.3	40.0	6.7	26.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	18	55.0	21	120			
STANSTED	RYANAIR	S D	15	0	0	0.0	53.3	0.0	13.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	25	32.8	33	119			
MANCHESTER	FLYBE LTD	S A	101	0	0	6.9	30.7	51.5	5.9	4.0	0.0	0.0	1.0	0.0	0.0	0.0	8	79.4	13	102			
MANCHESTER	FLYBE LTD	S D	101	0	0	0.0	26.7	64.4	3.0	0.0	3.0	1.0	2.0	0.0	0.0	0.0	12	78.4	13	102			
MANCHESTER	LOGANAIR LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	SMARTWINGS	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S A	119	0	0	5.0	52.1	32.8	5.9	3.4	0.8	0.0	0.0	0.0	0.0	0.0	5	82.3	10	124			
SOUTHAMPTON	FLYBE LTD	S D	119	0	0	0.0	27.7	53.8	9.2	5.9	2.5	0.0	0.8	0.0	0.0	0.0	11	77.2	14	123			
<b>TOTAL EDINBURGH</b>			<b>3744</b>	<b>804</b>	<b>24</b>	<b>5.6</b>	<b>30.9</b>	<b>28.2</b>	<b>8.0</b>	<b>5.8</b>	<b>2.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>17.6</b>	<b>0.5</b>	<b>11</b>	<b>68.0</b>	<b>16</b>	<b>4341</b>			
EINDHOVEN	EDINBURGH	RYANAIR	S A	11	0	0	0.0	9.1	45.5	18.2	9.1	9.1	0.0	9.1	0.0	0.0	0.0	34	76.9	10	13		

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

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PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	11	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	12	13	
	GLASGOW	CORENDON DUTCH 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	
	GLASGOW	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	50	100.0	4	1	
	STANSTED	RYANAIR	S	A	90	0	0	13.3	51.1	17.8	6.7	7.8	3.3	0.0	0.0	0.0	0.0	0.0	10	58.7	43	62	
	STANSTED	RYANAIR	S	D	90	0	0	0.0	52.2	36.7	4.4	3.3	2.2	1.1	0.0	0.0	0.0	0.0	8	34.9	38	63	
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	5.9	35.3	41.2	5.9	11.8	0.0	0.0	0.0	0.0	0.0	27	55.6	27	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	29.4	58.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	13	18	
<b>TOTAL EINDHOVEN</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>45.0</b>	<b>30.7</b>	<b>9.2</b>	<b>5.5</b>	<b>3.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>56.1</b>	<b>32</b>	<b>188</b>	
ENFIDHA - HAMMAMET INTL																							
	BELFAST INTERNATIONAL	NOUVELAIR TUNISIE	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	
	BIRMINGHAM	NOUVELAIR TUNISIE	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	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	68	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	CARDIFF WALES	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	0	0.0	0	0	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	DONCASTER SHEFFIELD	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	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	3	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	100.0	3	5	
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GLASGOW	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	3	0.0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	A	2	0	1	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	22	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	78.9	8	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	82.4	8	17	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	12.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	32	75.0	18	4	
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	29	100.0	2	4	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
		LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0					
		LUTON	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0					
		STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	57	5						
		STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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	84.6	10	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	64.3	17	14						
		MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	30	60.0	10	5						
		MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	5						
		MANCHESTER	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1						
		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	80.0	3	5						
		NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5						
		NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
		NEWCASTLE	TUI AIRWAYS 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	13	0.0	0	0						
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>						<b>80</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>23.5</b>	<b>42.0</b>	<b>19.8</b>	<b>7.4</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>74.1</b>	<b>13</b>	<b>130</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	60.9	18	22						
		ABERDEEN	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.9	22	22						
		ABERDEEN	DANISH AIR TRANSPORT	S	A	14	0	0	0.0	0.0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
		ABERDEEN	DANISH AIR TRANSPORT	S	D	18	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
		ABERDEEN	LOGANAIR LTD	S	A	27	0	1	0.0	28.6	50.0	17.9	0.0	0.0	0.0	0.0	0.0	3.6	8	0.0	0	0						
		ABERDEEN	LOGANAIR LTD	S	D	27	0	1	3.6	32.1	46.4	7.1	7.1	0.0	0.0	0.0	0.0	3.6	6	0.0	0	0						
<b>TOTAL ESBJERG</b>						<b>86</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>23.9</b>	<b>54.5</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>8</b>	<b>60.9</b>	<b>20</b>	<b>44</b>					
ESSAOUIRA																												
		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	100.0	0	8						
		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	100.0	5	8						
		STANSTED	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	18	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	8	0.0	0	0						
<b>TOTAL ESSAOUIRA</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>13</b>	<b>100.0</b>	<b>2</b>	<b>16</b>						
EXETER																												
		ABERDEEN	EUROPE AIRPOST	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	34	0.0	0	0						
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	18	0	0	11.1	72.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	1	73.9	7	21						
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	0	21						

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	10	0	0	20.0	10.0	0.0	10.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	69	100.0	2	1			
BIRMINGHAM	FLYBE LTD	S D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	9	1			
EDINBURGH	FLYBE LTD	S A	43	0	0	11.6	46.5	23.3	4.7	11.6	0.0	0.0	0.0	2.3	0.0	0.0	16	84.4	6	31			
EDINBURGH	FLYBE LTD	S D	43	0	0	0.0	30.2	39.5	11.6	11.6	4.7	0.0	0.0	2.3	0.0	0.0	23	90.3	6	30			
GLASGOW	FLYBE LTD	S A	17	0	0	0.0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	64.0	21	24			
GLASGOW	FLYBE 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	84.0	11	24			
JERSEY	FLYBE LTD	S A	31	0	1	0.0	68.8	15.6	3.1	0.0	3.1	3.1	3.1	0.0	0.0	3.1	15	83.9	6	30			
JERSEY	FLYBE LTD	S D	50	0	1	2.0	51.0	31.4	2.0	5.9	2.0	2.0	2.0	0.0	0.0	2.0	13	83.3	6	52			
LONDON CITY	FLYBE LTD	S A	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	15	29			
LONDON CITY	FLYBE LTD	S D	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.4	12	31			
MANCHESTER	FLYBE LTD	S A	96	0	0	9.4	59.4	22.9	2.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	87.8	19	96			
MANCHESTER	FLYBE LTD	S D	96	0	0	0.0	28.1	60.4	5.2	2.1	2.1	2.1	0.0	0.0	0.0	0.0	10	84.7	9	96			
NEWCASTLE	FLYBE LTD	S A	27	0	0	0.0	77.8	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.4	7	32			
NEWCASTLE	FLYBE LTD	S D	26	0	1	0.0	37.0	48.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3.7	6	75.0	10	32			
<b>TOTAL EXETER</b>			<b>501</b>	<b>52</b>	<b>3</b>	<b>3.4</b>	<b>43.5</b>	<b>30.4</b>	<b>4.7</b>	<b>4.7</b>	<b>1.6</b>	<b>0.9</b>	<b>0.5</b>	<b>0.4</b>	<b>9.4</b>	<b>0.5</b>	<b>11</b>	<b>83.2</b>	<b>11</b>	<b>551</b>			

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

		Origin/Destinations: F																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FARNBOROUGH		BELFAST CITY (GEORGE BEST)	NETJETS	C	A	0	0	0	0.0	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)	TRANSPORTES AEREOS	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	16	100.0	0	1
		LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
		LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
		DURHAM TEES VALLEY	EASTERN AIRWAYS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL FARNBOROUGH</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>8</b>	<b>75.0</b>	<b>6</b>	<b>4</b>
FARO		ABERDEEN	RYANAIR	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	12	
		ABERDEEN	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	5	75.0	10	12	
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7	
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	47	0	0	6.4	38.3	40.4	8.5	6.4	0.0	0.0	0.0	0.0	6	61.7	22	47	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	47	0	0	0.0	40.4	42.6	12.8	4.3	0.0	0.0	0.0	0.0	7	66.0	20	47	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	64.7	17.6	5.9	5.9	0.0	0.0	5.9	0.0	0.0	20	100.0	0	13	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	82.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	13	
		BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
		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	100.0	2	1	
		BIRMINGHAM	JET2.COM LTD	S	A	47	0	0	44.7	40.4	6.4	2.1	6.4	0.0	0.0	0.0	0.0	6	93.0	4	43	
		BIRMINGHAM	JET2.COM LTD	S	D	47	0	0	0.0	27.7	55.3	10.6	4.3	2.1	0.0	0.0	0.0	12	90.7	5	43	
		BIRMINGHAM	RYANAIR	S	A	39	0	0	12.8	33.3	38.5	12.8	2.6	0.0	0.0	0.0	0.0	6	86.2	5	29	
		BIRMINGHAM	RYANAIR	S	D	39	0	0	0.0	23.1	56.4	7.7	12.8	0.0	0.0	0.0	0.0	10	72.4	11	29	
		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	100.0	3	4	
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4	
		BIRMINGHAM	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	7	55.6	16	9	
		BIRMINGHAM	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	1	66.7	17	6	
		BOURNEMOUTH	RYANAIR	S	A	16	0	0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	4	81.3	6	16	
		BOURNEMOUTH	RYANAIR	S	D	16	0	0	0.0	31.3	50.0	6.3	12.5	0.0	0.0	0.0	0.0	11	75.0	10	16	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S A	65	0	0	0	7.7	32.3	35.4	7.7	12.3	4.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	65	0	0	0	0.0	35.4	40.0	10.8	9.2	3.1	1.5	0.0	0.0	0.0	0.0	13	0.0	0	0		
BRISTOL	RYANAIR	S A	29	0	0	0	13.8	51.7	20.7	6.9	3.4	0.0	3.4	0.0	0.0	0.0	0.0	9	0.0	0	0		
BRISTOL	RYANAIR	S D	29	0	0	0	0.0	48.3	41.4	3.4	3.4	0.0	3.4	0.0	0.0	0.0	0.0	8	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	FLYBE LTD	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	0.0	6	75.0	19	20		
CARDIFF WALES	FLYBE LTD	S D	8	0	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	65.0	22	20		
CARDIFF WALES	RYANAIR	S A	8	0	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	8		
CARDIFF WALES	RYANAIR	S D	8	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	9	8		
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	7	1		
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	9	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	6		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	35	0	0	0	40.0	40.0	14.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	2	35		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	35	0	0	0	0.0	65.7	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.4	3	35		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	45	0	0	0	0.0	24.4	55.6	17.8	0.0	0.0	2.2	0.0	0.0	0.0	0.0	11	71.7	12	60		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	45	0	0	0	0.0	60.0	37.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	8	60		
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	0.0	75	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	3	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	JET2.COM LTD	S A	22	0	0	0	36.4	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18		
EDINBURGH	JET2.COM LTD	S D	22	0	0	0	0.0	40.9	59.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	18		
EDINBURGH	RYANAIR	S A	16	0	0	0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	5	20		
EDINBURGH	RYANAIR	S D	16	0	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	8	20		
EXETER	FLYBE LTD	S A	0	8	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	9		
EXETER	FLYBE LTD	S D	0	8	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	1	9		
EXETER	TUI AIRWAYS LTD	C A	0	5	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.0	4	4		
EXETER	TUI AIRWAYS LTD	C D	0	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	3		
GLASGOW	BRITISH AIRWAYS PLC	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
GLASGOW	BRITISH AIRWAYS PLC	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
GLASGOW	EASYJET UK LTD	S A	10	0	0	0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	15	9		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	12	9		
GLASGOW	JET2.COM LTD	S	A	25	0	0	64.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	5	22		
GLASGOW	JET2.COM LTD	S	D	25	0	0	0.0	68.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	5	22		
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	9	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	39	0	0	64.1	30.8	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.3	2	35		
LEEDS BRADFORD	JET2.COM LTD	S	D	39	0	0	0.0	51.3	46.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	97.1	1	35		
LEEDS BRADFORD	RYANAIR	S	A	26	0	0	7.7	50.0	38.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.8	17	24		
LEEDS BRADFORD	RYANAIR	S	D	26	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	24		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	40	0	0	10.0	47.5	30.0	5.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	8	74.4	18	39		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	40	0	0	0.0	62.5	27.5	2.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	13	39		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	30	0	0	10.0	73.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	7	31		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	30	0	0	0.0	56.7	43.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	3	31		
GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	0	31.4	39.5	14.0	7.0	2.3	2.3	3.5	0.0	0.0	0.0	0.0	10	85.7	8	70		
GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	0.0	28.2	48.2	8.2	8.2	5.9	1.2	0.0	0.0	0.0	0.0	16	80.0	12	70		
GATWICK	EASYJET UK LTD	S	A	127	0	0	9.4	29.9	28.3	16.5	11.8	3.9	0.0	0.0	0.0	0.0	0.0	14	67.7	16	133		
GATWICK	EASYJET UK LTD	S	D	127	0	0	0.0	22.8	45.7	18.1	7.9	4.7	0.8	0.0	0.0	0.0	0.0	15	75.2	15	133		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	13	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	12	0	0	0.0	25.0	50.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	42	12		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	12	0	0	0.0	16.7	58.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	25	12		
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	6	8		
GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	6		
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	33.3	36.7	13.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	15	68.8	9	16		
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	43.3	33.3	3.3	13.3	3.3	3.3	0.0	0.0	0.0	0.0	15	68.8	10	16		
LUTON	EASYJET UK LTD	S	A	75	0	0	12.0	26.7	33.3	13.3	12.0	2.7	0.0	0.0	0.0	0.0	0.0	12	76.3	11	76		
LUTON	EASYJET UK LTD	S	D	75	0	0	0.0	17.3	46.7	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	16	69.7	14	76		
LUTON	RYANAIR	S	A	22	0	0	13.6	50.0	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.5	10	27		
LUTON	RYANAIR	S	D	22	0	0	0.0	22.7	50.0	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	11	59.3	24	27		



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	19	4		
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	33.3	21	3		
LUTON	WIZZ AIR 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	151	0.0	0	0		
STANSTED	BA CITYFLYER LTD	S A	4	0	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	4		
STANSTED	BA CITYFLYER LTD	S D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
STANSTED	JET2.COM LTD	S A	44	0	0	0	27.3	47.7	20.5	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	78.8	7	33		
STANSTED	JET2.COM LTD	S D	44	0	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.9	8	33		
STANSTED	RYANAIR	S A	67	0	0	0	10.4	26.9	34.3	13.4	10.4	3.0	0.0	1.5	0.0	0.0	0.0	15	58.1	17	74		
STANSTED	RYANAIR	S D	67	0	0	0	0.0	46.3	37.3	6.0	7.5	1.5	1.5	0.0	0.0	0.0	0.0	10	79.7	12	74		
STANSTED	TUI AIRWAYS LTD	C A	6	0	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	20	8		
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	9	6		
MANCHESTER	BRITISH AIRWAYS PLC	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	BRITISH AIRWAYS PLC	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1		
MANCHESTER	EASYJET UK LTD	S A	32	0	0	0	71.9	25.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S D	32	0	0	0	0.0	43.8	40.6	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
MANCHESTER	JET2.COM LTD	S A	47	0	0	0	23.4	48.9	21.3	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	79.1	9	43		
MANCHESTER	JET2.COM LTD	S D	47	0	0	0	0.0	31.9	61.7	2.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	90.7	7	43		
MANCHESTER	RYANAIR	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
MANCHESTER	RYANAIR	S A	69	0	0	0	13.0	58.0	23.2	1.4	1.4	0.0	1.4	1.4	0.0	0.0	0.0	8	87.7	12	81		
MANCHESTER	RYANAIR	S D	69	0	0	0	0.0	24.6	58.0	10.1	4.3	0.0	1.4	1.4	0.0	0.0	0.0	12	49.4	21	81		
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	75.0	5	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	100.0	4	4		
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9		
MANCHESTER	TUI AIRWAYS LTD	C D	3	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	71.4	8	7		
NEWCASTLE	EASYJET UK LTD	S A	25	0	0	0	8.0	24.0	44.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	11	88.0	14	25		
NEWCASTLE	EASYJET UK LTD	S D	25	0	0	0	0.0	12.0	60.0	12.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	13	84.0	17	25		
NEWCASTLE	JET2.COM LTD	S A	22	0	0	0	54.5	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	7	26		
NEWCASTLE	JET2.COM LTD	S D	22	0	0	0	0.0	27.3	59.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	7	26		
NEWCASTLE	RYANAIR	S A	17	0	0	0	23.5	41.2	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	6	15		
NEWCASTLE	RYANAIR	S D	17	0	0	0	0.0	29.4	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	8	15		
SOUTHAMPTON	FLYBE 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	90.9	6	11		
SOUTHAMPTON	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	0	90.9	11	11		
SOUTHEND	EASYJET UK LTD	S A	42	0	0	0	31.0	38.1	9.5	11.9	2.4	4.8	0.0	2.4	0.0	0.0	0.0	13	92.9	2	42		
SOUTHEND	EASYJET UK LTD	S D	42	0	0	0	0.0	38.1	42.9	7.1	4.8	4.8	0.0	2.4	0.0	0.0	0.0	15	95.1	3	41		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018															
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat													
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat													
SOUTHEND		RYANAIR		S A		21		0		0		0		9.5		28.6		47.6		9.5		4.8		0.0		0.0		0.0		0.0		0.0		7		0.0		0		0	
SOUTHEND		RYANAIR		S D		21		0		0		0		4.8		47.6		42.9		0.0		4.8		0.0		0.0		0.0		0.0		0.0		5		0.0		0		0	
SOUTHEND		STOBART AIR		S D		0		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		0.0		60		1			
<b>TOTAL FARO</b>						<b>2720</b>		<b>25</b>		<b>0</b>		<b>10.8</b>		<b>37.9</b>		<b>34.9</b>		<b>8.3</b>		<b>4.8</b>		<b>1.7</b>		<b>0.6</b>		<b>0.2</b>		<b>0.0</b>		<b>0.9</b>		<b>0.0</b>		<b>9</b>		<b>73.2</b>		<b>11</b>		<b>2500</b>	
FEZ		GATWICK		AIR ARABIA MAROC		S A		9		0		0		33.3		33.3		22.2		11.1		0.0		0.0		0.0		0.0		0.0		0.0		3		77.8		45		9	
GATWICK		AIR ARABIA MAROC		S D		9		0		0		0		0.0		77.8		22.2		0.0		0.0		0.0		0.0		0.0		0.0		0.0		1		55.6		50		9	
STANSTED		RYANAIR		S A		8		0		0		0		12.5		37.5		25.0		0.0		0.0		12.5		0.0		12.5		0.0		0.0		77		88.9		4		9	
STANSTED		RYANAIR		S D		8		0		0		0		0.0		25.0		12.5		25.0		25.0		12.5		0.0		0.0		0.0		0.0		31		33.3		27		9	
<b>TOTAL FEZ</b>						<b>34</b>		<b>0</b>		<b>0</b>		<b>11.8</b>		<b>44.1</b>		<b>20.6</b>		<b>8.8</b>		<b>5.9</b>		<b>5.9</b>		<b>0.0</b>		<b>0.0</b>		<b>2.9</b>		<b>0.0</b>		<b>0.0</b>		<b>26</b>		<b>63.9</b>		<b>31</b>		<b>36</b>	
FIGARI		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		100.0		0		1			
HEATHROW		BRITISH AIRWAYS PLC		S D		0		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0		4		1			
STANSTED		AIR CORSICA		S A		4		0		0		0		0.0		0.0		75.0		0.0		25.0		0.0		0.0		0.0		0.0		0.0		13		33.3		19		5	
STANSTED		AIR CORSICA		S D		4		0		0		0		0.0		25.0		50.0		25.0		0.0		0.0		0.0		0.0		0.0		0.0		12		50.0		11		5	
<b>TOTAL FIGARI</b>						<b>8</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>12.5</b>		<b>62.5</b>		<b>12.5</b>		<b>12.5</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>13</b>		<b>50.0</b>		<b>13</b>		<b>12</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		75.0		7		4			
BIRMINGHAM		BRITISH AIRWAYS PLC		S D		0		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		75.0		6		4			
EDINBURGH		BA CITYFLYER LTD		S A		7		0		0		0		57.1		28.6		14.3		0.0		0.0		0.0		0.0		0.0		0.0		0		75.0		12		4			
EDINBURGH		BA CITYFLYER LTD		S D		7		0		0		0		0.0		57.1		28.6		0.0		14.3		0.0		0.0		0.0		0.0		0.0		6		75.0		15		4	
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		100.0		13		1			
GATWICK		VUELING AIRLINES		S A		47		0		2		16.3		44.9		20.4		8.2		6.1		0.0		0.0		0.0		0.0		0.0		4.1		6		54.5		29		32	
GATWICK		VUELING AIRLINES		S D		47		0		2		0.0		40.8		34.7		12.2		2.0		6.1		0.0		0.0		0.0		0.0		4.1		10		48.6		40		33	
LONDON CITY		BA CITYFLYER LTD		S A		0		34		1		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		97.1		2.9		0		53.1		37		32			
LONDON CITY		BA CITYFLYER LTD		S D		0		35		1		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		97.2		2.8		0		68.8		17		32			
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		28.6		50		7			
LUTON		VUELING AIRLINES		S A		9		0		0		0.0		33.3		22.2		11.1		22.2		11.1		0.0		0.0		0.0		0.0		0.0		24		66.7		27		11	
LUTON		VUELING AIRLINES		S D		9		0		0		0.0		22.2		33.3		11.1		22.2		11.1		0.0		0.0		0.0		0.0		0.0		25		20.0		33		4	
STANSTED		BA CITYFLYER LTD		S A		4		0		0		25.0		50.0		25.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		2		75.0		17		8			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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		
FLORENCE		STANSTED		BA CITYFLYER LTD		S D				4 0		0 0		0 0		0.0 75.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		75.0 17		8
FLORENCE		MANCHESTER		BRITISH AIRWAYS PLC		S A				0 0		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0 0		4				
FLORENCE		MANCHESTER		BRITISH AIRWAYS PLC		S D				0 0		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0 0		4				
<b>TOTAL FLORENCE</b>										<b>134 69</b>		<b>6 6.2</b>		<b>27.8 17.7</b>		<b>5.7 4.3</b>		<b>2.4 0.0</b>		<b>0.0 0.0</b>		<b>33.0 2.9</b>		<b>9 56.5</b>		<b>27 192</b>						
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		92.3 9		13						
FORT LAUDERDALE		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		61.5 19		13						
FORT LAUDERDALE		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		80.0 10		15						
FORT LAUDERDALE		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		68.8 16		16						
<b>TOTAL FORT LAUDERDALE</b>										<b>0 0</b>		<b>0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 0</b>		<b>75.4 14</b>		<b>57</b>						
FRANKFURT MAIN		BIRMINGHAM		LUFTHANSA		S A		122		0 0		0 0.0		31.1 50.8		9.8 7.4		0.8 0.0		0.0 0.0		0.0 0.0		9 82.9		8	122					
FRANKFURT MAIN		BIRMINGHAM		LUFTHANSA		S D		123		0 0		0 0.0		24.4 48.8		13.0 12.2		1.6 0.0		0.0 0.0		0.0 0.0		13 82.1		9	122					
FRANKFURT MAIN		EDINBURGH		LUFTHANSA		S A		61		0 0		0 0.0		24.6 34.4		26.2 11.5		1.6 1.6		0.0 0.0		0.0 0.0		17 77.0		10	61					
FRANKFURT MAIN		EDINBURGH		LUFTHANSA		S D		61		0 0		0 0.0		26.2 37.7		23.0 9.8		1.6 1.6		0.0 0.0		0.0 0.0		14 70.5		11	61					
FRANKFURT MAIN		GLASGOW		LUFTHANSA		S A		30		0 0		0 0.0		6.7 33.3		40.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		20 51.6		19	31					
FRANKFURT MAIN		GLASGOW		LUFTHANSA		S D		30		0 0		0 0.0		53.3 40.0		3.3 3.3		0.0 0.0		0.0 0.0		0.0 0.0		4 80.6		10	31					
FRANKFURT MAIN		JERSEY		BLUE ISLANDS LIMITED		C D		1		0 0		0 0.0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		35 0.0		0	0					
FRANKFURT MAIN		HEATHROW		BRITISH AIRWAYS PLC		S A		168		0 2		5.3 33.5		32.9 14.1		8.8 4.1		0.0 0.0		0.0 0.0		0.0 1.2		12 70.7		13	204					
FRANKFURT MAIN		HEATHROW		BRITISH AIRWAYS PLC		S D		168		0 2		0.0 35.3		45.3 11.2		5.3 1.8		0.0 0.0		0.0 0.0		0.0 1.2		9 78.5		10	205					
FRANKFURT MAIN		HEATHROW		LUFTHANSA		S A		361		0 1		1.7 21.0		43.6 19.9		10.2 3.3		0.0 0.0		0.0 0.0		0.3 0.3		14 63.9		16	368					
FRANKFURT MAIN		HEATHROW		LUFTHANSA		S D		360		0 2		0.0 21.5		56.1 10.2		8.3 3.0		0.3 0.0		0.0 0.0		0.6 0.6		12 71.2		14	368					
FRANKFURT MAIN		LONDON CITY		BA CITYFLYER LTD		S A		0		116 2		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		98.3 1.7		0 83.2		9	116							
FRANKFURT MAIN		LONDON CITY		BA CITYFLYER LTD		S D		0		116 3		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		97.5 2.5		0 81.5		10	116							
FRANKFURT MAIN		LONDON CITY		LUFTHANSA		S A		0		92 3		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		96.8 3.2		0 72.3		12	77							
FRANKFURT MAIN		LONDON CITY		LUFTHANSA		S D		0		90 5		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		94.7 5.3		0 66.3		14	76							
FRANKFURT MAIN		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							
FRANKFURT MAIN		STANSTED		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		52 0.0		0	0							
FRANKFURT MAIN		STANSTED		RYANAIR		S A		64		0 0		0.0 15.6		37.5 23.4		17.2 4.7		1.6 0.0		0.0 0.0		0.0 0.0		20 68.9		12	61					
FRANKFURT MAIN		STANSTED		RYANAIR		S D		64		0 0		0.0 4.7		31.3 25.0		31.3 6.3		1.6 0.0		0.0 0.0		0.0 0.0		30 37.7		26	61					
FRANKFURT MAIN		MANCHESTER		LUFTHANSA		S A		151		0 0		0.0 14.6		64.9 13.9		6.0 0.7		0.0 0.0		0.0 0.0		11 85.3		7	150							

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	LUFTHANSA	S	D	149	0	1	0.0	23.3	53.3	13.3	8.0	1.3	0.0	0.0	0.0	0.0	0.7	10	84.0	7	150	
	MANCHESTER	RYANAIR	S	A	19	0	0	0.0	42.1	36.8	15.8	5.3	0.0	0.0	0.0	0.0	0.0	10	70.8	21	24		
	MANCHESTER	RYANAIR	S	D	19	0	0	0.0	0.0	52.6	26.3	21.1	0.0	0.0	0.0	0.0	0.0	18	25.0	39	24		
	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	100.0	2	1		
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	SOUTHEND	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
<b>TOTAL FRANKFURT MAIN</b>					<b>1953</b>	<b>414</b>	<b>21</b>	<b>0.6</b>	<b>19.6</b>	<b>38.6</b>	<b>12.7</b>	<b>8.1</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>17.3</b>	<b>0.9</b>	<b>13</b>	<b>68.8</b>	<b>12</b>	<b>2432</b>	
<b>FUERTEVENTURA</b>																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	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	7	0.0	16	1		
	BELFAST INTERNATIONAL	EASYJET UK 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	100.0	1	1		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11	100.0	0	9		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	31.6	47.4	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	5	80.0	4	10		
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	36.8	36.8	15.8	5.3	5.3	0.0	0.0	0.0	0.0	12	77.8	8	9		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	9	9		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	9	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	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	83.3	8	12		
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	66.7	12	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	13	9		
	BRISTOL	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	6	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	2	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	5	77.8	34	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	12	10		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	5	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	5		
EDINBURGH	JET2.COM LTD	S A	9	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	1	100.0	2	9		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9		
EDINBURGH	RYANAIR	S A	8	0	0	0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	62.5	28	8		
EDINBURGH	RYANAIR	S D	8	0	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8		
GLASGOW	JET2.COM LTD	S A	10	0	0	0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	5	10		
GLASGOW	JET2.COM LTD	S D	10	0	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	70.0	10	10		
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	71.4	26	7		
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	57.1	61	7		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	19	9		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	27	9		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0	33.3	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	10		
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	6	0	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	11	5		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	6	0	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	3	5		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	3	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	50.0	43	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	3	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	28	7		
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	75.0	9	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	75.0	17	4		
GATWICK	EASYJET UK LTD	S A	24	0	0	0	12.5	37.5	29.2	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	11	51.7	23	29		
GATWICK	EASYJET UK LTD	S D	24	0	0	0	0.0	20.8	66.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	93.1	9	29		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	8	14		
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	75.0	9	12		

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

		Origin/Destinations: F																	OCT 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
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	61.5	13	12
GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	14.3	35.7	14.3	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	35.7	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
LUTON	RYANAIR	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	9
LUTON	RYANAIR	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	9
LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	60	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	25.0	66	4
STANSTED	JET2.COM LTD	S	A	17	0	0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	9	15
STANSTED	JET2.COM 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	3	86.7	7	15
STANSTED	RYANAIR	S	A	19	0	0	52.6	26.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	6	22
STANSTED	RYANAIR	S	D	19	0	0	0.0	63.2	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	9	22
STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	34	3
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	4
STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	0.0	0	100.0	6	5
MANCHESTER	JET2.COM LTD	S	A	17	0	0	47.1	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	20
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	95.2	6	21
MANCHESTER	RYANAIR	S	A	14	0	0	35.7	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	11	13
MANCHESTER	RYANAIR	S	D	14	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	14	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	0.0	0	42.1	38	19
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	78.9	20	19
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	28.6	35.7	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	19	14
MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	42.9	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	22	57.1	23	14
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	77.8	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	7	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	0.0	0.0	7	90.0	12	10
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	0.0	0	88.9	7	9
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	9
<b>TOTAL FUERTEVENTURA</b>				<b>548</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>36.3</b>	<b>35.4</b>	<b>6.8</b>	<b>3.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.6</b>	<b>14</b>	<b>688</b>
FUNCHAL																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	100.0	1	5
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	8	5

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD	S A	4	0	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	100.0	5	5		
BIRMINGHAM	JET2.COM LTD	S D	4	0	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	80.0	11	5		
BIRMINGHAM	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	70	5		
BIRMINGHAM	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	30	5		
BOURNEMOUTH	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	100.0	0	1		
BOURNEMOUTH	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	100.0	9	1		
BRISTOL	EASYJET UK LTD	S A	9	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	4	0.0	0	0		
BRISTOL	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	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	5	5		
EDINBURGH	JET2.COM LTD	S A	4	0	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	24	5		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	15	5		
GLASGOW	JET2.COM LTD	S A	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5		
GLASGOW	JET2.COM LTD	S D	4	0	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	5		
JERSEY	EUROPE AIRPOST	C A	3	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		
JERSEY	EUROPE AIRPOST	C D	3	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
JERSEY	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
LEEDS BRADFORD	JET2.COM LTD	S A	4	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	80.0	13	5		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	18	5		
GATWICK	BRITISH AIRWAYS PLC	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	BRITISH AIRWAYS PLC	S A	30	0	0	0	70.0	20.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	73.1	11	25		
GATWICK	BRITISH AIRWAYS PLC	S D	30	0	0	0	0.0	30.0	43.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	63.0	22	26		
GATWICK	EASYJET UK LTD	S A	32	0	0	0	18.8	28.1	31.3	12.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	10	61.1	19	36		
GATWICK	EASYJET UK LTD	S D	32	0	0	0	0.0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	14	67.6	22	36		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	55.6	14	9		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	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	60.0	11	5		
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
STANSTED	JET2.COM LTD	S A	17	0	0	0	11.8	47.1	29.4	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	61.5	35	13		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	JET2.COM LTD	S	D	17	0	0	0.0	76.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13		
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	88.9	9	9		
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	16	55.6	22	9		
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	9		
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	7	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	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	77.8	23	9		
	MANCHESTER	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	77.8	21	9		
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	9		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	22	5		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	12	5		
<b>TOTAL FUNCHAL</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>39.4</b>	<b>29.8</b>	<b>8.6</b>	<b>3.6</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>69.2</b>	<b>16</b>	<b>341</b>		



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	ABERDEEN	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	11	55
	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	60.7	21	55	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	187	0	0	9.6	32.1	27.3	13.9	11.2	4.8	1.1	0.0	0.0	0.0	0.0	15	69.0	15	182
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	187	0	0	0.5	36.4	22.5	16.6	14.4	7.5	2.1	0.0	0.0	0.0	0.0	20	58.8	20	182
	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	54	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	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
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	263	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	8	0.0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	108	0	1	11.9	48.6	19.3	10.1	4.6	4.6	0.0	0.0	0.0	0.0	0.9	8	83.5	10	109
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	108	0	1	3.7	55.0	25.7	7.3	4.6	2.8	0.0	0.0	0.0	0.0	0.9	7	79.8	12	109
	EDINBURGH	EASYJET UK LTD	S	A	125	0	0	12.0	22.4	33.6	12.8	12.0	5.6	0.8	0.8	0.0	0.0	0.0	17	60.5	24	127
	EDINBURGH	EASYJET UK LTD	S	D	125	0	0	0.8	32.8	38.4	11.2	10.4	4.8	0.8	0.8	0.0	0.0	0.0	16	52.7	29	127
	GLASGOW	BRITISH AIRWAYS PLC	S	A	109	0	0	8.3	50.5	28.4	7.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	6	84.3	10	108
	GLASGOW	BRITISH AIRWAYS PLC	S	D	109	0	0	0.9	62.4	25.7	5.5	4.6	0.9	0.0	0.0	0.0	0.0	0.0	6	78.7	15	108
	GLASGOW	EASYJET UK LTD	S	A	100	0	0	10.0	29.0	26.0	14.0	15.0	5.0	1.0	0.0	0.0	0.0	0.0	16	74.0	17	98
	GLASGOW	EASYJET UK LTD	S	D	100	0	0	0.0	36.0	33.0	11.0	11.0	8.0	1.0	0.0	0.0	0.0	0.0	16	69.0	21	98
	GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	381	0.0	0	0
	GLASGOW	WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	ISLE OF MAN	EASYJET UK LTD	S	A	62	0	0	12.9	43.5	21.0	8.1	11.3	3.2	0.0	0.0	0.0	0.0	0.0	11	77.6	14	58
	ISLE OF MAN	EASYJET UK LTD	S	D	62	0	0	6.5	37.1	22.6	17.7	11.3	3.2	0.0	1.6	0.0	0.0	0.0	17	67.2	20	58
	JERSEY	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	JERSEY	BRITISH AIRWAYS PLC	S	A	152	0	0	11.2	42.8	29.6	12.5	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	78.8	12	146
JERSEY	BRITISH AIRWAYS PLC	S	D	152	0	0	5.3	60.5	23.0	4.6	3.3	2.6	0.0	0.0	0.7	0.0	0.0	9	78.8	12	146	
JERSEY	EASYJET UK LTD	S	A	97	0	0	10.3	43.3	28.9	6.2	5.2	5.2	1.0	0.0	0.0	0.0	0.0	11	77.3	12	96	
JERSEY	EASYJET UK LTD	S	D	97	0	0	11.3	36.1	37.1	3.1	5.2	6.2	1.0	0.0	0.0	0.0	0.0	13	71.1	17	96	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 SWITZERLAND	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	14	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	3	0.0	121	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	50.0	13	2	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	DURHAM TEES VALLEY	AERO4M	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	DURHAM TEES VALLEY	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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 GATWICK</b>					<b>1891</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>41.4</b>	<b>27.8</b>	<b>10.4</b>	<b>8.1</b>	<b>4.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>71.3</b>	<b>17</b>	<b>1968</b>	
GAZIANTEP																							
	LUTON	SUNEXPRESS	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	
	LUTON	SUNEXPRESS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL GAZIANTEP</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GDANSK																							
	ABERDEEN	WIZZ AIR	S	A	13	0	0	15.4	30.8	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	11	9	
	ABERDEEN	WIZZ AIR	S	D	13	0	0	0.0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	17	9	
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	21	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	30	9	
	BIRMINGHAM	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	81.8	37	11	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	70.0	53	10	
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	130	0.0	0	0		
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	21	0	0	33.3	38.1	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	15	18	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	21	0	0	4.8	52.4	38.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	17	18	
	EDINBURGH	RYANAIR	S	A	15	0	0	0.0	40.0	46.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	6	13	
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	20.0	53.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	15	13	
	LEEDS BRADFORD	RYANAIR	S	A	19	0	0	5.3	36.8	47.4	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	14	17	
	LEEDS BRADFORD	RYANAIR	S	D	19	0	0	0.0	15.8	57.9	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	10	83.3	11	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	20	0	0	20.0	40.0	35.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	6	92.3	4	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	20	0	0	0.0	25.0	65.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	84.6	10	13	
	GATWICK	WIZZ AIR	S	A	30	0	0	13.3	40.0	20.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	30	0	0	0.0	26.7	60.0	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	WIZZ AIR	S	A	71	0	0	2.8	32.4	33.8	16.9	8.5	2.8	2.8	0.0	0.0	0.0	0.0	16	94.8	5	77	

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR	S	D	70	0	0	0.0	21.4	44.3	14.3	11.4	5.7	2.9	0.0	0.0	0.0	0.0	20	81.8	9	77	
	STANSTED	RYANAIR	S	A	50	0	0	2.0	48.0	38.0	8.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	74.1	19	54	
	STANSTED	RYANAIR	S	D	50	0	0	0.0	36.0	46.0	10.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	9	51.9	21	54	
	MANCHESTER	RYANAIR	S	A	13	0	0	15.4	46.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	11	13	
	MANCHESTER	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	5	76.9	9	13	
	NEWCASTLE	RYANAIR	S	A	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	75.0	8	8	
	NEWCASTLE	RYANAIR	S	D	7	0	0	0.0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	13	8	
<b>TOTAL GDANSK</b>					<b>567</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>34.2</b>	<b>41.8</b>	<b>10.8</b>	<b>5.8</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.1</b>	<b>14</b>	<b>483</b>	
GENEVA	BIRMINGHAM	EASYJET SWITZERLAND	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	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
	BIRMINGHAM	EASYJET UK LTD	S	A	11	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	7	12	
	BIRMINGHAM	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	13	91.7	9	12	
	BIRMINGHAM	SWISS 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	22	1	
	BIRMINGHAM	SWISS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	BRISTOL	EASYJET UK LTD	S	A	41	0	0	4.9	29.3	31.7	24.4	9.8	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	41	0	0	0.0	34.1	46.3	14.6	4.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	43	0	0	7.0	34.9	30.2	9.3	9.3	9.3	0.0	0.0	0.0	0.0	0.0	14	59.5	25	42	
	EDINBURGH	EASYJET UK LTD	S	D	43	0	0	0.0	32.6	44.2	4.7	11.6	7.0	0.0	0.0	0.0	0.0	0.0	13	66.7	25	42	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	0.0	61.5	15.4	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	12	70.0	16	20	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	69.2	7.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	80.0	8	20	
	GATWICK	EASYJET UK LTD	S	A	168	0	0	6.0	33.9	33.3	11.3	8.9	6.5	0.0	0.0	0.0	0.0	0.0	14	64.2	17	176	
	GATWICK	EASYJET UK LTD	S	D	167	0	0	0.0	15.6	46.7	20.4	9.6	7.8	0.0	0.0	0.0	0.0	0.0	18	58.9	18	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	249	0	2	7.6	38.6	33.1	13.9	4.8	0.8	0.0	0.4	0.0	0.0	0.8	9	75.5	11	254	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	249	0	2	0.0	39.0	42.2	13.5	3.2	0.4	0.4	0.4	0.0	0.0	0.8	8	80.9	8	254	
	HEATHROW	SWISS AIRLINES	S	A	140	0	8	4.7	25.7	39.9	12.2	6.8	5.4	0.0	0.0	0.0	0.0	5.4	13	67.1	15	146	
	HEATHROW	SWISS AIRLINES	S	D	139	0	9	0.0	32.4	39.2	10.8	6.8	4.7	0.0	0.0	0.0	0.0	6.1	12	58.8	19	144	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	45	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.0	3	51	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	45	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	4	52	
	LONDON CITY	SWISS AIRLINES	S	A	0	64	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.8	7.2	0	80.3	8	61	
	LONDON CITY	SWISS AIRLINES	S	D	0	64	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.8	7.2	0	74.6	10	61	
	LUTON	EASYJET UK LTD	S	A	54	0	0	9.3	27.8	31.5	13.0	14.8	3.7	0.0	0.0	0.0	0.0	0.0	14	75.0	15	60	
	LUTON	EASYJET UK LTD	S	D	54	0	0	0.0	27.8	53.7	9.3	7.4	1.9	0.0	0.0	0.0	0.0	0.0	11	71.7	16	60	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA		MANCHESTER	EASYJET UK LTD	S	A	56	0	0	5.4	32.1	30.4	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	14	69.4	14	62				
		MANCHESTER	EASYJET UK LTD	S	D	56	0	0	0.0	39.3	37.5	12.5	8.9	1.8	0.0	0.0	0.0	0.0	0.0	11	59.7	16	62				
		NEWCASTLE	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	30	8				
		NEWCASTLE	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	33	8				
<b>TOTAL GENEVA</b>						<b>1568</b>	<b>218</b>	<b>31</b>	<b>2.8</b>	<b>28.5</b>	<b>33.5</b>	<b>11.9</b>	<b>6.3</b>	<b>3.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>12.0</b>	<b>1.7</b>	<b>12</b>	<b>67.5</b>	<b>14</b>	<b>1787</b>				
GENOA		BELFAST INTERNATIONAL	SIRIO	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				
		BRISTOL	EASYJET UK 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				
		BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
		GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0				
		GLASGOW	BA CITYFLYER LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
		GLASGOW	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	66.7	9	3				
		GLASGOW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3				
		GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	8.3	41.7	25.0	12.5	0.0	8.3	0.0	0.0	4.2	0.0	0.0	28	72.4	70	29				
		GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	29.2	62.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.2	10	29				
		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	91.7	4	12				
		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	1	83.3	6	12				
		STANSTED	RYANAIR	S	A	25	0	0	0.0	24.0	36.0	24.0	8.0	0.0	4.0	0.0	4.0	0.0	0.0	33	36.0	30	24				
		STANSTED	RYANAIR	S	D	25	0	0	0.0	28.0	44.0	20.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	14	32.0	23	25				
		MANCHESTER	EASYJET UK LTD	S	A	11	0	0	54.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	20	11				
		MANCHESTER	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	16	11				
<b>TOTAL GENOA</b>						<b>137</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>33.6</b>	<b>36.5</b>	<b>14.6</b>	<b>2.2</b>	<b>2.2</b>	<b>1.5</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>26</b>	<b>159</b>				
GIBRALTAR		BRISTOL	EASYJET UK LTD	S	A	14	0	0	14.3	21.4	28.6	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0				
		BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	50.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
		GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	15.8	42.1	26.3	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
		GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	26.3	57.9	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0				
		GATWICK	EASYJET UK LTD	S	A	46	0	1	12.8	23.4	29.8	10.6	14.9	6.4	0.0	0.0	0.0	0.0	2.1	17	55.1	27	48				
		GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	21.3	51.1	14.9	10.6	2.1	0.0	0.0	0.0	0.0	0.0	12	77.6	13	49				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	29.8	33.3	17.5	8.8	7.0	3.5	0.0	0.0	0.0	0.0	0.0	9	71.4	18	49				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	36.8	49.1	7.0	1.8	5.3	0.0	0.0	0.0	0.0	0.0	9	64.0	15	50				
		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	0.0	3	0.0	0	0				

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	16	0	0	37.5	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	11	12		
	MANCHESTER	EASYJET UK LTD	S	D	16	0	0	0.0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	13		
<b>TOTAL GIBRALTAR</b>					<b>323</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>31.5</b>	<b>37.3</b>	<b>8.6</b>	<b>6.8</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>62.1</b>	<b>17</b>	<b>221</b>	
GIRONA																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8		
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	17	37.5	22	8		
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	55	100.0	0	8		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	75.0	9	8		
	BIRMINGHAM	RYANAIR	S	A	11	0	0	0.0	54.5	9.1	9.1	27.3	0.0	0.0	0.0	0.0	0.0	13	81.3	8	16		
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	45.5	27.3	0.0	18.2	9.1	0.0	0.0	0.0	0.0	15	68.8	13	16		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	75.0	5	4		
	BOURNEMOUTH	RYANAIR	S	A	17	0	0	29.4	52.9	5.9	5.9	0.0	0.0	0.0	5.9	0.0	0.0	15	81.3	6	16		
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	41.2	52.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	14	81.3	7	16		
	BRISTOL	RYANAIR	S	A	22	0	0	9.1	36.4	31.8	9.1	9.1	4.5	0.0	0.0	0.0	0.0	11	0.0	0	0		
	BRISTOL	RYANAIR	S	D	22	0	0	0.0	9.1	59.1	13.6	13.6	4.5	0.0	0.0	0.0	0.0	13	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	6	9		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	0	0.0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	32	42.9	24	7		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	43	14.3	40	7		
	EDINBURGH	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	85.7	9	7		
	EDINBURGH	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	85.7	7	7		
	EDINBURGH	RYANAIR	S	A	7	0	0	14.3	28.6	28.6	0.0	14.3	14.3	0.0	0.0	0.0	0.0	20	100.0	1	7		
	EDINBURGH	RYANAIR	S	D	7	0	0	0.0	0.0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	33	42.9	18	7		
	GLASGOW	JET2.COM LTD	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	7	100.0	0	6		
	GLASGOW	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	4	100.0	0	6		
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8		
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8		
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	31	8		
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19	50.0	40	8		

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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	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	10	85.7	7	7	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	7	
	LUTON	RYANAIR	S	A	11	0	0	36.4	18.2	18.2	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	91.7	8	12	
	LUTON	RYANAIR	S	D	11	0	0	0.0	27.3	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	16	12	
	STANSTED	JET2.COM LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	16	6	
	STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	19	6	
	STANSTED	RYANAIR	S	A	19	0	0	15.8	52.6	15.8	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	7	81.0	6	21	
	STANSTED	RYANAIR	S	D	19	0	0	0.0	26.3	42.1	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	22.7	24	22	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	66.7	8.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	12	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	66.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	12	
	MANCHESTER	RYANAIR	S	A	15	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	4	12	
	MANCHESTER	RYANAIR	S	D	15	0	0	0.0	40.0	46.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	18	12	
	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	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	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	8	
	NEWCASTLE	RYANAIR	S	A	10	0	0	20.0	50.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	8	
	NEWCASTLE	RYANAIR	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	21	87.5	7	8	
<b>TOTAL GIRONA</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>35.0</b>	<b>30.0</b>	<b>9.3</b>	<b>8.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.5</b>	<b>11</b>	<b>383</b>	
GLASGOW																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	99	0	0	1.0	61.6	29.3	5.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	4	91.7	5	108	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	99	0	0	1.0	44.4	42.4	7.1	2.0	3.0	0.0	0.0	0.0	0.0	0.0	6	90.7	3	107	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	94	0	0	11.7	50.0	26.6	5.3	2.1	4.3	0.0	0.0	0.0	0.0	0.0	7	78.7	12	93	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	94	0	0	1.1	62.8	22.3	7.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	73.4	15	93	
	BIRMINGHAM	FLYBE LTD	S	A	177	0	2	29.6	49.7	11.7	1.1	1.1	3.9	1.1	0.6	0.0	0.0	1.1	7	74.2	15	185	
	BIRMINGHAM	FLYBE LTD	S	D	179	0	0	0.0	35.8	47.5	9.5	1.7	3.9	0.6	1.1	0.0	0.0	0.0	12	64.5	18	185	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	5	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	14	6	
	BRISTOL	EASYJET UK LTD	S	A	98	0	0	4.1	43.9	30.6	13.3	7.1	1.0	0.0	0.0	0.0	0.0	0.0	8	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							
BRISTOL	EASYJET UK LTD	S	D	98	0	0	0.0	53.1	31.6	8.2	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S	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	53	76.2	17	20		
CARDIFF WALES	FLYBE LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	85.7	7	20		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	41	0	0	0.0	73.2	17.1	2.4	4.9	0.0	2.4	0.0	0.0	0.0	0.0	8	82.6	12	68		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	41	0	0	0.0	39.0	51.2	2.4	0.0	4.9	2.4	0.0	0.0	0.0	0.0	11	75.0	15	66		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
EDINBURGH	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EXETER	FLYBE LTD	S	A	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	10	24		
EXETER	FLYBE LTD	S	D	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	70.8	21	24		
JERSEY	EASYJET UK LTD	S	A	16	0	0	6.3	43.8	31.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	58.8	20	17		
JERSEY	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	50.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	52.9	22	17		
GATWICK	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	25	1		
GATWICK	BRITISH AIRWAYS PLC	S	A	105	0	0	16.2	47.6	26.7	3.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	6	80.6	14	108		
GATWICK	BRITISH AIRWAYS PLC	S	D	109	0	0	0.0	52.3	33.9	8.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	7	82.4	10	108		
GATWICK	EASYJET UK LTD	S	A	100	0	0	13.0	34.0	26.0	11.0	8.0	7.0	1.0	0.0	0.0	0.0	0.0	14	70.7	19	98		
GATWICK	EASYJET UK LTD	S	D	100	0	0	0.0	25.0	35.0	19.0	14.0	6.0	0.0	1.0	0.0	0.0	0.0	19	61.0	22	98		
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	369	0.0	0	0		
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	107	1		
HEATHROW	BRITISH AIRWAYS PLC	S	A	259	0	4	13.3	41.1	24.7	8.4	7.6	3.0	0.4	0.0	0.0	0.0	1.5	10	72.8	12	281		
HEATHROW	BRITISH AIRWAYS PLC	S	D	259	0	4	0.0	33.1	40.7	13.3	8.4	2.7	0.4	0.0	0.0	0.0	1.5	12	78.4	11	282		
LONDON CITY	BA CITYFLYER LTD	S	A	0	180	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	81.1	12	167		
LONDON CITY	BA CITYFLYER LTD	S	D	0	179	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.8	2.2	0	79.2	10	170		
LUTON	EASYJET UK LTD	S	A	73	0	1	14.9	37.8	16.2	13.5	9.5	6.8	0.0	0.0	0.0	0.0	1.4	14	78.4	11	74		
LUTON	EASYJET UK LTD	S	D	73	0	1	0.0	35.1	28.4	18.9	9.5	6.8	0.0	0.0	0.0	0.0	1.4	17	68.9	14	74		
STANSTED	EASYJET UK LTD	S	A	89	0	0	11.2	50.6	27.0	4.5	4.5	1.1	0.0	1.1	0.0	0.0	0.0	8	67.4	22	89		
STANSTED	EASYJET UK LTD	S	D	89	0	0	2.2	57.3	24.7	7.9	5.6	1.1	0.0	1.1	0.0	0.0	0.0	9	62.9	24	89		
STANSTED	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	166	0.0	0	0		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	33.3	0	1		
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	38		
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.4	25	39		
	MANCHESTER	FLYBE LTD	S	A	45	0	3	0.0	45.8	41.7	6.3	0.0	0.0	0.0	0.0	0.0	6.3	4	80.3	8	71		
	MANCHESTER	FLYBE LTD	S	D	45	0	3	0.0	27.1	56.3	6.3	4.2	0.0	0.0	0.0	0.0	6.3	5	77.6	13	71		
	SOUTHAMPTON	FLYBE LTD	S	A	113	0	1	7.0	53.5	27.2	3.5	5.3	0.9	1.8	0.0	0.0	0.9	8	85.7	9	126		
	SOUTHAMPTON	FLYBE LTD	S	D	112	0	1	0.0	46.9	34.5	8.8	5.3	2.7	0.9	0.0	0.0	0.9	10	81.0	14	126		
	SOUTHEND	LOGANAIR LTD	S	A	53	0	1	7.4	46.3	31.5	7.4	1.9	3.7	0.0	0.0	0.0	1.9	7	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	53	0	1	0.0	38.9	44.4	5.6	7.4	1.9	0.0	0.0	0.0	1.9	7	0.0	0	0		
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.1	7	46		
	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	95.7	2	46		
<b>TOTAL GLASGOW</b>					<b>2756</b>	<b>393</b>	<b>30</b>	<b>5.4</b>	<b>38.7</b>	<b>27.5</b>	<b>7.4</b>	<b>4.4</b>	<b>2.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>12.4</b>	<b>0.9</b>	<b>10</b>	<b>72.2</b>	<b>13</b>	<b>3242</b>	
GOTEBORG (LANDVETTER)																							
	EDINBURGH	RYANAIR	S	A	12	0	0	16.7	25.0	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	15	11.1	39	9		
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	16.7	41.7	8.3	16.7	16.7	0.0	0.0	0.0	0.0	23	0.0	61	9		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	7	0	0	0.0	0.0	28.6	14.3	14.3	42.9	0.0	0.0	0.0	0.0	40	75.0	19	8		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	7	0	0	0.0	57.1	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	17	75.0	18	8		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	41	0	0	0.0	19.5	41.5	19.5	12.2	4.9	2.4	0.0	0.0	0.0	19	69.0	15	42		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	41	0	0	0.0	24.4	39.0	17.1	14.6	2.4	2.4	0.0	0.0	0.0	19	57.1	21	42		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	1	10.7	41.7	33.3	3.6	7.1	1.2	0.0	1.2	0.0	1.2	10	77.5	8	89		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	0.0	44.0	42.9	6.0	2.4	3.6	1.2	0.0	0.0	0.0	9	86.5	7	89		
	STANSTED	RYANAIR	S	A	40	0	0	22.5	40.0	17.5	12.5	5.0	2.5	0.0	0.0	0.0	0.0	8	82.5	10	40		
	STANSTED	RYANAIR	S	D	40	0	0	0.0	30.0	35.0	17.5	12.5	5.0	0.0	0.0	0.0	0.0	15	45.0	24	40		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	8	14		
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL GOTEBORG (LANDVETTER)</b>					<b>403</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>35.4</b>	<b>34.9</b>	<b>11.1</b>	<b>8.4</b>	<b>4.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>68.4</b>	<b>14</b>	<b>391</b>	
GRANADA																							
	GATWICK	EASYJET UK LTD	S	A	14	0	0	7.1	35.7	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	10	69.2	20	13		
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	35.7	21.4	14.3	0.0	0.0	0.0	0.0	0.0	11	69.2	23	13		
	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	100.0	0.0	0	45.5	28	11		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
																0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GRANADA		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	45.5	28	11							
		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	54	1							
		MANCHESTER	EASYJET UK LTD	S	A	8	0	0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	18	9							
		MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	1	9							
<b>TOTAL GRANADA</b>						<b>44</b>	<b>20</b>	<b>0</b>	<b>9.4</b>	<b>21.9</b>	<b>17.2</b>	<b>10.9</b>	<b>7.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>0.0</b>	<b>10</b>	<b>65.7</b>	<b>21</b>	<b>67</b>							
GRAND CAYMAN		HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	52.9	17.6	11.8	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	94.4	2	18							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	11.8	64.7	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	70.6	9	17							
<b>TOTAL GRAND CAYMAN</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>14.7</b>	<b>38.2</b>	<b>8.8</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.9</b>	<b>5</b>	<b>35</b>							
GRENADA		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8							
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	10	9							
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	34	9							
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.0	40	5							
<b>TOTAL GRENADA</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>26.7</b>	<b>40.0</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>4</b>	<b>67.7</b>	<b>19</b>	<b>31</b>							
GRENOBLE		STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	12							
		STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	12							
<b>TOTAL GRENOBLE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.8</b>	<b>17</b>	<b>24</b>							
GRONINGEN		SOUTHEND	STOBART AIR	S	A	45	0	0	4.4	48.9	33.3	8.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	6	83.6	7	65							
		SOUTHEND	STOBART AIR	S	D	45	0	0	0.0	66.7	28.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2	82.1	7	65							
<b>TOTAL GRONINGEN</b>						<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>57.8</b>	<b>31.1</b>	<b>5.6</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.8</b>	<b>7</b>	<b>130</b>							
GUANGZHOU BAIYUN INTERNATIONAL		HEATHROW	CHINA SOUTHERN	S	A	33	0	0	18.2	18.2	15.2	24.2	18.2	6.1	0.0	0.0	0.0	0.0	0.0	20	72.2	20	36							
		HEATHROW	CHINA SOUTHERN	S	D	33	0	0	15.2	60.6	21.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	36							
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>39.4</b>	<b>18.2</b>	<b>13.6</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>11</b>	<b>72</b>							
GUERNSEY		BIRMINGHAM	FLYBE 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	2	90.5	2	21							
		BIRMINGHAM	FLYBE LTD	S	D	19	0	0	0.0	26.3	63.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.3	6	23							
		BRISTOL	AURIGNY AIR SERVICES	S	A	21	0	1	0.0	54.5	31.8	4.5	0.0	4.5	0.0	0.0	0.0	4.5	6	0.0	0	0								
		BRISTOL	AURIGNY AIR SERVICES	S	D	21	0	1	0.0	50.0	31.8	4.5	4.5	4.5	0.0	0.0	0.0	0.0	4.5	6	0.0	0	0							
		BRISTOL	FLYBE LTD	S	D	26	0	0	0.0	42.3	42.3	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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				
EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S A	17	0	0	0.0	64.7	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	90.9	6	22	
EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S D	17	0	0	0.0	47.1	29.4	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	77.3	13	22	
EXETER	FLYBE LTD	S A	0	28	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0	92.6	4	27	
EXETER	FLYBE LTD	S D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.9	7	30	
JERSEY	AURIGNY AIR SERVICES	S A	46	0	0	0.0	63.0	34.8	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
JERSEY	AURIGNY AIR SERVICES	S D	47	0	0	0.0	48.9	44.7	2.1	0.0	2.1	0.0	2.1	0.0	0.0	0.0	8	0.0	85	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	2	100.0	0	1	
JERSEY	BLUE ISLANDS LIMITED	S A	145	0	0	6.2	45.5	33.1	6.9	3.4	4.1	0.7	0.0	0.0	0.0	0.0	9	74.8	12	135	
JERSEY	BLUE ISLANDS LIMITED	S D	143	0	0	0.0	60.1	27.3	3.5	3.5	4.9	0.7	0.0	0.0	0.0	0.0	9	75.0	11	133	
JERSEY	FLYBE LTD	S A	71	0	0	5.6	42.3	36.6	8.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.5	11	53	
JERSEY	FLYBE LTD	S D	36	0	0	0.0	30.6	47.2	8.3	11.1	2.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
JERSEY	WEST AIR SWEDEN AB	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
GATWICK	AURIGNY AIR SERVICES	S A	179	0	0	8.9	48.6	21.8	7.8	6.1	4.5	1.7	0.6	0.0	0.0	0.0	14	81.0	10	177	
GATWICK	AURIGNY AIR SERVICES	S D	178	0	1	1.7	50.3	24.6	8.4	7.8	3.9	1.7	1.1	0.0	0.0	0.6	15	75.4	13	177	
HEATHROW	FLYBE LTD	S A	31	0	0	3.2	25.8	35.5	6.5	29.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
HEATHROW	FLYBE LTD	S D	31	0	0	0.0	38.7	41.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
STANSTED	AURIGNY AIR SERVICES	S A	20	0	3	4.3	52.2	17.4	0.0	8.7	4.3	0.0	0.0	0.0	0.0	13.0	8	96.6	4	29	
STANSTED	AURIGNY AIR SERVICES	S D	20	0	3	0.0	52.2	21.7	0.0	8.7	4.3	0.0	0.0	0.0	0.0	13.0	9	86.2	8	29	
MANCHESTER	AURIGNY AIR SERVICES	S A	54	0	2	14.3	57.1	19.6	1.8	1.8	1.8	0.0	0.0	0.0	0.0	3.6	3	88.7	5	62	
MANCHESTER	AURIGNY AIR SERVICES	S D	54	0	2	3.6	51.8	33.9	1.8	1.8	3.6	0.0	0.0	0.0	0.0	3.6	6	85.7	7	62	
SOUTHAMPTON	AURIGNY AIR SERVICES	S A	58	0	0	13.8	62.1	12.1	1.7	6.9	1.7	1.7	0.0	0.0	0.0	0.0	8	0.0	0	0	
SOUTHAMPTON	AURIGNY AIR SERVICES	S D	58	0	1	0.0	42.4	40.7	1.7	10.2	1.7	1.7	0.0	0.0	0.0	1.7	11	0.0	0	0	
SOUTHAMPTON	FLYBE LTD	S A	125	0	0	8.8	46.4	32.8	7.2	2.4	1.6	0.8	0.0	0.0	0.0	0.0	7	86.4	10	124	
SOUTHAMPTON	FLYBE LTD	S D	124	0	1	3.2	42.4	45.6	3.2	2.4	1.6	0.8	0.0	0.0	0.0	0.8	7	84.0	15	125	
SOUTHEND	BLUE ISLANDS LIMITED	S A	30	0	1	16.1	45.2	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	3	0.0	0	0	
SOUTHEND	BLUE ISLANDS LIMITED	S D	30	0	1	9.7	32.3	48.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	4	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>1606</b>	<b>59</b>	<b>18</b>	<b>4.5</b>	<b>46.5</b>	<b>30.5</b>	<b>5.1</b>	<b>5.1</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>3.5</b>	<b>1.1</b>	<b>9</b>	<b>77.7</b>	<b>10</b>	<b>1254</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: H														OCT 2018					
				NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
				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
HAHN		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	15	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	70	1	
		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	72.7	20	11	
		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	63.6	23	11	
		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	96.4	3	28	
		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	86.2	14	29	
		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	100.0	0	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	100.0	15	1	
		MANCHESTER	RAF-AVIA	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL HAHN</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>84.3</b>	<b>13</b>	<b>83</b>	
HALIFAX INT		GLASGOW	WEST JET AIRLINES	S	A	15	0	0	20.0	53.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
		GLASGOW	WEST JET AIRLINES	S	D	15	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
		GATWICK	WEST JET AIRLINES	S	A	18	0	0	33.3	16.7	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	9	81.5	15	27	
		GATWICK	WEST JET AIRLINES	S	D	18	0	0	0.0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	9	64.3	23	28	
		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	89.7	6	29	
		HEATHROW	AIR CANADA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.7	4	29	
<b>TOTAL HALIFAX INT</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>34.8</b>	<b>37.9</b>	<b>6.1</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.7</b>	<b>12</b>	<b>115</b>	
HALMSTAD		LUTON	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	13	0.0	0	0	
<b>TOTAL HALMSTAD</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAMBURG		BIRMINGHAM	FLYBE LTD	S	A	10	0	0	0.0	40.0	20.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	16	69.6	11	23	
		BIRMINGHAM	FLYBE LTD	S	D	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	11	60.9	18	23	
		EDINBURGH	EASYJET UK LTD	S	A	16	0	0	0.0	37.5	18.8	18.8	12.5	12.5	0.0	0.0	0.0	0.0	20	23.5	37	17	
		EDINBURGH	EASYJET UK LTD	S	D	16	0	0	0.0	18.8	50.0	6.3	18.8	6.3	0.0	0.0	0.0	0.0	18	35.3	35	17	
		EDINBURGH	RYANAIR	S	A	19	0	0	5.3	52.6	36.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	4	82.4	8	17	
		EDINBURGH	RYANAIR	S	D	19	0	0	0.0	26.3	68.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	52.9	17	17	
		JERSEY	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
		JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
		GATWICK	EASYJET UK LTD	S	A	57	0	1	1.7	12.1	20.7	25.9	24.1	13.8	0.0	0.0	0.0	0.0	1.7	29	52.6	32	57
		GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	29.3	34.5	17.2	13.8	5.2	0.0	0.0	0.0	0.0	16	56.9	28	57	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	2	7.8	37.6	29.1	15.6	5.0	2.8	0.0	0.0	0.7	0.0	1.4	14	79.6	9	141

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 2018		
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
HEATHROW		BRITISH AIRWAYS PLC		S	D	139	0	2	0.0	29.1	46.8	12.1	9.2	1.4	0.0	0.0	0.0	0.0	1.4	10	82.4	8	142															
HEATHROW		EUROWINGS LUFTVERKEHRS		S	A	84	0	1	2.4	37.6	25.9	17.6	7.1	5.9	2.4	0.0	0.0	0.0	1.2	17	74.1	12	85															
HEATHROW		EUROWINGS LUFTVERKEHRS		S	D	83	0	2	0.0	20.0	42.4	12.9	14.1	7.1	1.2	0.0	0.0	0.0	2.4	20	62.4	18	85															
STANSTED		RYANAIR		S	A	54	0	0	7.4	40.7	29.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	74.6	24	59															
STANSTED		RYANAIR		S	D	54	0	0	0.0	37.0	29.6	14.8	11.1	7.4	0.0	0.0	0.0	0.0	0.0	15	59.3	23	59															
MANCHESTER		EASYJET UK LTD		S	A	27	0	0	3.7	11.1	29.6	22.2	25.9	7.4	0.0	0.0	0.0	0.0	0.0	23	60.0	21	29															
MANCHESTER		EASYJET UK LTD		S	D	27	0	0	0.0	22.2	37.0	25.9	11.1	3.7	0.0	0.0	0.0	0.0	0.0	15	69.0	16	29															
MANCHESTER		RYANAIR		S	A	28	0	0	3.6	28.6	57.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.7	18	30															
MANCHESTER		RYANAIR		S	D	28	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	4	30															
SOUTHAMPTON		CITY AIRLINE		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1																
<b>TOTAL HAMBURG</b>						<b>870</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>30.3</b>	<b>36.6</b>	<b>14.6</b>	<b>10.1</b>	<b>4.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>65.9</b>	<b>17</b>	<b>918</b>															
HANOI																																						
HEATHROW		VIETNAM AIRLINES		S	A	17	0	0	17.6	17.6	17.6	17.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	23	82.4	15	17															
HEATHROW		VIETNAM AIRLINES		S	D	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	18	17															
<b>TOTAL HANOI</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.4</b>	<b>17</b>	<b>34</b>															
HANOVER																																						
BIRMINGHAM		FLYBE LTD		S	A	11	0	0	9.1	45.5	18.2	9.1	0.0	9.1	9.1	0.0	0.0	0.0	0.0	19	60.9	17	23															
BIRMINGHAM		FLYBE LTD		S	D	11	0	0	0.0	18.2	54.5	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	23	30.4	25	23															
JERSEY		BLUE ISLANDS LIMITED		C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0															
JERSEY		BLUE ISLANDS LIMITED		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	20	0.0	0	0															
HEATHROW		BRITISH AIRWAYS PLC		S	A	57	0	0	7.0	35.1	28.1	12.3	10.5	3.5	1.8	1.8	0.0	0.0	0.0	17	84.1	7	87															
HEATHROW		BRITISH AIRWAYS PLC		S	D	57	0	0	0.0	29.8	54.4	7.0	5.3	1.8	1.8	0.0	0.0	0.0	0.0	9	78.4	9	88															
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	55.6	12	27															
STANSTED		EUROWINGS LUFTVERKEHRS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	22	27															
MANCHESTER		EASTERN AIRWAYS		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1															
MANCHESTER		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1															
MANCHESTER		FLYBE LTD		S	A	13	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	22	26															
MANCHESTER		FLYBE LTD		S	D	13	0	1	0.0	0.0	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	57.7	32	26															
<b>TOTAL HANOVER</b>						<b>165</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>28.9</b>	<b>42.2</b>	<b>12.0</b>	<b>7.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>67.3</b>	<b>14</b>	<b>329</b>															
HAVANA																																						
GATWICK		VIRGIN ATLANTIC AIRWAYS 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	3	77.8	30	9															

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 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	VIRGIN ATLANTIC AIRWAYS LTD	S	D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	26	9
<b>TOTAL HAVANA</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>36.4</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>7</b>	<b>72.2</b>	<b>28</b>	<b>18</b>
HAWARDEN																						
	BRISTOL	LOGANAIR LTD	C	A	28	0	0	10.7	60.7	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	LOGANAIR LTD	C	D	27	0	0	18.5	55.6	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL HAWARDEN</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>58.2</b>	<b>23.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW																						
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	188	0	1	9.0	43.4	24.9	10.1	6.9	3.2	1.1	1.1	0.0	0.0	0.5	13	77.4	9	207
	ABERDEEN	BRITISH AIRWAYS PLC	S	D	188	0	1	4.2	44.4	25.4	11.6	7.9	3.7	1.1	1.1	0.0	0.0	0.5	14	77.9	9	207
	ABERDEEN	FLYBE LTD	S	A	85	0	0	16.5	44.7	22.4	11.8	2.4	1.2	1.2	0.0	0.0	0.0	8	90.6	5	85	
	ABERDEEN	FLYBE LTD	S	D	85	0	0	1.2	29.4	50.6	11.8	4.7	1.2	1.2	0.0	0.0	0.0	10	77.6	10	85	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	107	0	1	20.4	33.3	29.6	7.4	6.5	1.9	0.0	0.0	0.0	0.0	0.9	7	82.8	7	93
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	107	0	1	1.9	46.3	33.3	10.2	6.5	0.9	0.0	0.0	0.0	0.0	0.9	7	73.1	11	93
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	151	0	3	3.9	40.3	36.4	8.4	7.1	1.9	0.0	0.0	0.0	0.0	1.9	9	80.9	8	136
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	151	0	3	2.6	46.1	32.5	11.0	3.9	1.9	0.0	0.0	0.0	0.0	1.9	7	74.3	9	136
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	315	0	4	8.2	33.2	35.7	11.6	6.3	3.8	0.0	0.0	0.0	0.0	1.3	11	70.1	12	320
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	316	0	4	2.5	52.5	26.6	8.8	5.0	3.1	0.3	0.0	0.0	0.0	1.3	9	73.3	12	321
	EDINBURGH	FLYBE LTD	S	A	181	0	1	14.3	44.5	24.2	8.2	3.8	3.3	0.5	0.0	0.5	0.0	0.5	11	82.5	8	119
	EDINBURGH	FLYBE LTD	S	D	181	0	1	0.0	26.4	53.8	11.0	5.5	1.6	1.1	0.0	0.0	0.0	0.5	11	68.3	14	119
	GLASGOW	BRITISH AIRWAYS PLC	S	A	259	0	4	4.2	37.3	31.9	10.6	11.0	3.0	0.4	0.0	0.0	0.0	1.5	12	76.3	11	282
	GLASGOW	BRITISH AIRWAYS PLC	S	D	259	0	4	0.0	46.8	33.1	6.8	8.4	3.0	0.4	0.0	0.0	0.0	1.5	10	72.1	12	281
	ISLE OF MAN	FLYBE LTD	S	A	24	0	2	7.7	30.8	23.1	19.2	7.7	3.8	0.0	0.0	0.0	0.0	7.7	15	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	D	24	0	2	7.7	19.2	50.0	0.0	11.5	3.8	0.0	0.0	0.0	0.0	7.7	10	0.0	0	0
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	44	0	0	0.0	54.5	29.5	9.1	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	70.5	11	44
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	50.0	22.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.4	14	44
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	180	0	1	3.3	41.4	30.9	13.8	7.2	1.7	1.1	0.0	0.0	0.0	0.6	11	75.1	11	228
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	180	0	1	0.6	42.0	36.5	11.0	7.7	1.7	0.0	0.0	0.0	0.0	0.6	9	70.2	12	227
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE											OCT 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
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	148	0	2	1.3	37.3	38.7	12.0	6.0	3.3	0.0	0.0	0.0	0.0	1.3	11	76.5	10	195		
NEWCASTLE	BRITISH AIRWAYS PLC	S	D	147	0	3	0.0	27.3	55.3	8.7	5.3	1.3	0.0	0.0	0.0	0.0	2.0	9	79.3	10	197		
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	2	0.0	0	0		
<b>TOTAL HEATHROW</b>				<b>3365</b>	<b>0</b>	<b>39</b>	<b>4.6</b>	<b>40.5</b>	<b>33.8</b>	<b>10.3</b>	<b>6.6</b>	<b>2.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>75.2</b>	<b>11</b>	<b>3420</b>		
HELSINKI																							
EDINBURGH	FINNAIR	S	A	23	0	0	0.0	30.4	47.8	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	48.1	16	27		
EDINBURGH	FINNAIR	S	D	23	0	0	0.0	26.1	60.9	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	51.9	17	27		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	58	0	0	0.0	25.9	32.8	25.9	13.8	1.7	0.0	0.0	0.0	0.0	0.0	15	55.2	21	58		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	58	0	0	0.0	19.0	37.9	20.7	20.7	1.7	0.0	0.0	0.0	0.0	0.0	17	50.0	28	58		
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	29.0	25.8	25.8	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	82.3	9	62		
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	61.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	74.2	10	62		
HEATHROW	FINNAIR	S	A	185	0	1	7.5	23.1	37.6	17.7	11.8	1.6	0.0	0.0	0.0	0.0	0.5	12	75.5	10	155		
HEATHROW	FINNAIR	S	D	185	0	1	2.2	24.2	45.7	14.0	10.8	1.6	1.1	0.0	0.0	0.0	0.5	13	72.3	12	155		
MANCHESTER	FINNAIR	S	A	62	0	0	0.0	24.2	46.8	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.8	8	62		
MANCHESTER	FINNAIR	S	D	62	0	0	0.0	32.3	46.8	14.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	8	62		
<b>TOTAL HELSINKI</b>				<b>718</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>25.0</b>	<b>42.5</b>	<b>17.5</b>	<b>10.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>70.5</b>	<b>13</b>	<b>728</b>		
HERAKLION																							
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	5		
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	5	5		
BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	38.1	42.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12		
BIRMINGHAM	JET2.COM LTD	S	D	21	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	8	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	88.9	12	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	0.0	0	55.6	21	9		
BIRMINGHAM	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	9	0.0	0	0		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	17	3		
BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	22.2	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C	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	0	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	14	5		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	0.0	2	88.9	7	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	5	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
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	100.0	4	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	23	8		
EAST MIDLANDS INTERNATIONAL	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	0.0	7	50.0	38	6		
EDINBURGH	EASYJET UK LTD	S A	8	0	0	12.5	25.0	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	29	75.0	8	8		
EDINBURGH	EASYJET UK LTD	S D	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	10	8		
EDINBURGH	JET2.COM LTD	S A	7	0	0	57.1	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	7		
EDINBURGH	JET2.COM LTD	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	2	71.4	8	7		
EXETER	TUI AIRWAYS LTD	C A	0	5	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0		
EXETER	TUI AIRWAYS LTD	C D	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0		
GLASGOW	AEGEAN AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	2		
GLASGOW	JET2.COM LTD	S A	10	0	0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	3	10		
GLASGOW	JET2.COM LTD	S D	10	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9		
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	57.1	27	7		
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	5	5		
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	3	8		
GATWICK	AEGEAN AIRLINES	C A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	27	1		
GATWICK	AEGEAN AIRLINES	C D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	83	2		
GATWICK	BRITISH AIRWAYS PLC	S A	24	0	0	45.8	29.2	20.8	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	85.0	9	20		
GATWICK	BRITISH AIRWAYS PLC	S D	24	0	0	0.0	37.5	45.8	12.5	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	11	80.0	10	20		
GATWICK	EASYJET UK LTD	S A	50	0	0	14.0	42.0	24.0	4.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11	71.2	15	59		
GATWICK	EASYJET UK LTD	S D	50	0	0	0.0	16.0	62.0	14.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	13	67.2	18	58		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	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	0.0	0.0	0	71.4	17	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	0.0	0.0	0	87.5	11	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	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	0.0	17	0.0	0	0					
GATWICK	TUI AIRWAYS LTD	C	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	0.0	8	50.0	19	4					
GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	58.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	20	3					
LUTON	EASYJET UK LTD	S	A	13	0	0	7.7	69.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	5	14					
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	0.0	8	85.7	5	14					
STANSTED	JET2.COM LTD	S	A	16	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	7	17					
STANSTED	JET2.COM LTD	S	D	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	0.0	7	94.1	3	17					
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	10	4					
STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	3					
MANCHESTER	AEGEAN AIRLINES	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	92	2					
MANCHESTER	AEGEAN AIRLINES	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	0.0	2	0.0	85	2					
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	23.5	47.1	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	64.7	14	17					
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	58.8	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	12	17					
MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1					
MANCHESTER	JET2.COM LTD	S	A	17	0	0	52.9	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13					
MANCHESTER	JET2.COM 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	0.0	0.0	6	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	0.0	0	71.4	16	14					
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	76.9	15	13					
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	52	88.9	6	9					
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	85.7	5	7					
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9					
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	12	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	0.0	0	75.0	2	3					
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	0.0	0	100.0	7	3					
NEWCASTLE	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	0.0	0	100.0	0	5					
NEWCASTLE	TUI AIRWAYS 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	0.0	5	100.0	1	4					
<b>TOTAL HERAKLION</b>				<b>549</b>	<b>9</b>	<b>0</b>	<b>14.3</b>	<b>34.8</b>	<b>34.4</b>	<b>8.1</b>	<b>3.9</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>9</b>	<b>75.7</b>	<b>11</b>	<b>594</b>						
HO CHI MINH CITY																											
HEATHROW	VIETNAM AIRLINES	S	A	13	0	0	23.1	30.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	9	13					
HEATHROW	VIETNAM AIRLINES	S	D	13	0	0	0.0	23.1	69.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	3	13					
<b>TOTAL HO CHI MINH CITY</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.6</b>	<b>6</b>	<b>26</b>						
HOLGUIN (FRANK PAIS)																											
GATWICK	HI FLY	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	218	0.0	0	0					



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: H										OCT 2018									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	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	21	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	60.0	17	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	77.8	5	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	55.6	23	9							
<b>TOTAL HOLGUIN (FRANK PAIS)</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>218</b>	<b>64.3</b>	<b>16</b>	<b>28</b>							
HONG KONG (CHEK LAP KOK)																													
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	25	0	0	12.0	20.0	24.0	16.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	20	79.2	7	24							
	GATWICK	CATHAY PACIFIC AIRWAYS	S	D	25	0	0	0.0	64.0	32.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	7	100.0	1	24							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	3.2	33.9	43.5	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.7	6	62							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	8.1	51.6	24.2	9.7	4.8	0.0	1.6	0.0	0.0	0.0	21	66.1	19	62							
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	145	0	0	11.0	24.8	21.4	22.8	15.9	4.1	0.0	0.0	0.0	0.0	0.0	16	71.1	11	148							
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	145	0	0	0.0	36.6	38.6	14.5	9.7	0.0	0.7	0.0	0.0	0.0	0.0	11	77.7	11	147							
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	26.7	30.0	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	93.1	5	29							
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	62.1	27.6	0.0	3.4	6.9	0.0	0.0	0.0	0.0	0.0	8	86.2	9	29							
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	29	0	0	0.0	17.2	27.6	31.0	20.7	3.4	0.0	0.0	0.0	0.0	0.0	20	83.3	8	30							
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	29	0	0	0.0	72.4	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	2	30							
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>581</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>32.5</b>	<b>33.0</b>	<b>16.0</b>	<b>10.5</b>	<b>2.4</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.4</b>	<b>10</b>	<b>585</b>							
HOUSTON																													
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	31.7	26.7	25.0	6.7	1.7	3.3	1.7	0.0	0.0	0.0	3.3	10	77.0	14	60							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	25.0	50.0	11.7	8.3	3.3	1.7	0.0	0.0	0.0	0.0	15	75.0	18	59							
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	46.8	27.4	16.1	4.8	3.2	0.0	1.6	0.0	0.0	0.0	0.0	5	88.7	7	62							
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	0.0	58.1	29.0	4.8	3.2	1.6	0.0	3.2	0.0	0.0	0.0	14	88.7	6	62							
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	86.4	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	9	22							
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	31.8	45.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.3	21	22							
<b>TOTAL HOUSTON</b>					<b>286</b>	<b>0</b>	<b>2</b>	<b>23.3</b>	<b>32.6</b>	<b>28.8</b>	<b>7.6</b>	<b>3.5</b>	<b>1.7</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>82.4</b>	<b>12</b>	<b>287</b>							
HUMBERSIDE																													
	ABERDEEN	FLYBE LTD	S	A	55	0	15	40.0	4.3	5.7	10.0	11.4	4.3	2.9	0.0	0.0	0.0	21.4	20	52.0	28	62							
	ABERDEEN	FLYBE LTD	S	D	55	0	12	3.0	37.3	14.9	4.5	7.5	9.0	3.0	3.0	0.0	0.0	17.9	28	58.6	23	62							

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 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		
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	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
	NEWCASTLE	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	22	0.0	0	0
	DURHAM TEES VALLEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	DURHAM TEES VALLEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
<b>TOTAL HUMBERSIDE</b>					<b>115</b>	<b>0</b>	<b>27</b>	<b>21.8</b>	<b>21.1</b>	<b>10.6</b>	<b>7.7</b>	<b>9.2</b>	<b>6.3</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>24</b>	<b>57.5</b>	<b>24</b>	<b>132</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	0.0	0	92.3	3	13
	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	76.9	10	13
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	11	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	21	66.7	16	9
	BIRMINGHAM	WEST ATLANTIC UK LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	76	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	100.0	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	S	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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	3	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	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	0.0	10	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	DONCASTER SHEFFIELD	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	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	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	100.0	6	3
	GATWICK	EASYJET UK LTD	S	A	10	0	0	30.0	30.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	46.2	34	13
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	21	38.5	33	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	0.0	0	68.0	26	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	70.4	30	27
	GATWICK	TUI AIRWAYS 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	3	92.9	5	14
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	76.9	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	78.6	12	14
	STANSTED	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
	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	15	0.0	0	0

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	HI FLY MALTA	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	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	86.4	7	22
	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	78.3	11	23
	MANCHESTER	TUI AIRWAYS LTD	S	A	14	0	0	14.3	35.7	35.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	66.7	16	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	5
<b>TOTAL HURGHADA</b>					<b>134</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>28.7</b>	<b>46.3</b>	<b>5.1</b>	<b>5.1</b>	<b>3.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>67.5</b>	<b>16</b>	<b>228</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	22.6	25.8	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	13	80.6	24	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	58.1	12.9	9.7	0.0	6.5	0.0	0.0	0.0	0.0	21	64.5	32	31
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>17.7</b>	<b>41.9</b>	<b>12.9</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.6</b>	<b>28</b>	<b>62</b>

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

		Origin/Destinations: I																	OCT 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
IASI																						
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	12.5	25.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	1
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	100.0	0	1
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	20	0	0	0.0	50.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	21
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	20	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	90.5	6	21
	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	76.9	9	13
	LUTON	TAROM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	14	13
	LUTON	WIZZ AIR	S	A	31	0	0	3.2	25.8	25.8	25.8	12.9	3.2	3.2	0.0	0.0	0.0	0.0	19	85.0	9	40
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	16.1	35.5	22.6	19.4	0.0	6.5	0.0	0.0	0.0	0.0	25	65.0	20	40
<b>TOTAL IASI</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>21.2</b>	<b>40.7</b>	<b>21.2</b>	<b>8.5</b>	<b>4.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.0</b>	<b>11</b>	<b>150</b>
IBIZA																						
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	7	4
	ABERDEEN	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	8	3
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	25.0	0.0	25.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	48	87.5	10	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	36	87.5	5	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	45	2
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	65	2
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	14.3	47.6	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	7	22
	BIRMINGHAM	JET2.COM LTD	S	D	21	0	0	0.0	19.0	76.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	5	22
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	18	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	0.0	0	100.0	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	3	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	66.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	8	17
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	11	100.0	4	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	1
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	5
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	35.7	28.6	7.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	28	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	30.8	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	30	0.0	0	0

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	RYANAIR	S A	13	0	0	0	15.4	15.4	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	RYANAIR	S D	13	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	1	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	66.7	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	34	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	90.9	3	11		
CARDIFF WALES	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	42.9	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	4	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	100.0	3	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	3	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	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	16	0	0	0	43.8	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	17		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	16	0	0	0	0.0	62.5	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	4	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	8	0	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	8	0	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	8		
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	77.8	12	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	0	62.5	19	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	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	2	77.8	25	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	57.1	22	7		
EDINBURGH	JET2.COM LTD	S A	6	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	0	83.3	4	6		
EDINBURGH	JET2.COM LTD	S D	6	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	5	100.0	3	6		
EDINBURGH	RYANAIR	S A	7	0	0	0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	6	7		
EDINBURGH	RYANAIR	S D	7	0	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	7		
EXETER	TUI AIRWAYS LTD	C A	0	5	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	3	5		
EXETER	TUI AIRWAYS LTD	C D	0	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	2	4		
GLASGOW	JET2.COM 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	87.5	10	16		
GLASGOW	JET2.COM LTD	S D	17	0	0	0	0.0	35.3	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	10	16		
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	100.0	1	7		
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	100.0	5	5		
GLASGOW	TUI AIRWAYS LTD	C A	7	0	0	0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	13	8		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	9	6		
JERSEY	BLUE ISLANDS LIMITED	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	8	0.0	0	0		
JERSEY	BLUE ISLANDS LIMITED	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		

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

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	58.8	17.6	5.9	5.9	5.9	0.0	0.0	5.9	0.0	0.0	0.0	22	91.7	3	12			
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	29.4	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	12			
LEEDS BRADFORD	RYANAIR	S A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	42.9	42	7			
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	7			
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5			
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	11	0	0	27.3	54.5	9.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	14	91.7	3	12			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	11	0	0	0.0	54.5	36.4	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	13	91.7	3	12			
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1			
GATWICK	BRITISH AIRWAYS PLC	S A	35	0	0	20.0	37.1	14.3	11.4	11.4	5.7	0.0	0.0	0.0	0.0	0.0	12	83.3	12	24			
GATWICK	BRITISH AIRWAYS PLC	S D	35	0	0	0.0	34.3	51.4	2.9	8.6	2.9	0.0	0.0	0.0	0.0	0.0	11	70.8	17	24			
GATWICK	EASYJET UK LTD	S A	39	0	0	2.6	38.5	25.6	10.3	12.8	5.1	5.1	0.0	0.0	0.0	0.0	21	64.7	18	34			
GATWICK	EASYJET UK LTD	S D	38	0	0	0.0	31.6	52.6	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	81.3	10	32			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	72	5			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	36	3			
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	50.0	11	4			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4			
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C 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	11	80.0	18	5			
GATWICK	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	71.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	57.1	5	4			
HEATHROW	BRITISH AIRWAYS PLC	S A	34	0	0	17.6	32.4	35.3	5.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	13	50.0	36	8			
HEATHROW	BRITISH AIRWAYS PLC	S D	34	0	0	0.0	52.9	35.3	8.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	62.5	33	8			
LONDON CITY	BA CITYFLYER LTD	S A	0	52	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.1	13	43			
LONDON CITY	BA CITYFLYER LTD	S D	0	52	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.6	13	45			
LUTON	EASYJET UK LTD	S A	33	0	0	18.2	24.2	21.2	18.2	15.2	0.0	3.0	0.0	0.0	0.0	0.0	16	62.2	16	37			
LUTON	EASYJET UK LTD	S D	32	0	0	0.0	21.9	40.6	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	55.6	21	36			
LUTON	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	66.7	34	9			

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat				
LUTON	TUI AIRWAYS LTD	C	D	0	0	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	22	7
STANSTED	BA CITYFLYER LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	82	12
STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	12
STANSTED	EASYJET UK LTD	S	A	43	0	1	18.2	40.9	18.2	11.4	6.8	2.3	0.0	0.0	0.0	0.0	2.3	9	80.0	14	40
STANSTED	EASYJET UK LTD	S	D	42	0	0	2.4	45.2	33.3	11.9	4.8	2.4	0.0	0.0	0.0	0.0	0.0	9	75.0	15	40
STANSTED	JET2.COM LTD	S	A	18	0	0	22.2	50.0	16.7	0.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11	93.8	6	16
STANSTED	JET2.COM LTD	S	D	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	2	87.5	5	16
STANSTED	RYANAIR	S	A	48	0	0	20.8	39.6	14.6	14.6	6.3	4.2	0.0	0.0	0.0	0.0	0.0	10	78.3	15	46
STANSTED	RYANAIR	S	D	48	0	0	0.0	47.9	41.7	2.1	6.3	2.1	0.0	0.0	0.0	0.0	0.0	7	80.4	12	46
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	74	1
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
STANSTED	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	75.0	9	4
STANSTED	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	1	100.0	4	3
MANCHESTER	JET2.COM LTD	S	A	17	0	0	41.2	29.4	23.5	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11	93.8	9	16
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	11.8	70.6	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	17	100.0	3	16
MANCHESTER	RYANAIR	S	A	26	0	0	26.9	26.9	23.1	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	80.0	9	35
MANCHESTER	RYANAIR	S	D	26	0	0	0.0	46.2	34.6	3.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	10	77.1	12	35
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	6	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	10	9
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	35.7	28.6	14.3	0.0	0.0	7.1	14.3	0.0	0.0	0.0	58	84.2	20	19
MANCHESTER	TUI AIRWAYS LTD	C	D	11	0	0	0.0	0.0	54.5	9.1	9.1	0.0	9.1	18.2	0.0	0.0	0.0	82	80.0	10	15
NEWCASTLE	JET2.COM LTD	S	A	16	0	0	50.0	25.0	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	91.7	12	12
NEWCASTLE	JET2.COM LTD	S	D	16	0	0	0.0	18.8	75.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	11	12
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4
NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	3
SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
SOUTHEND	EASYJET UK LTD	S	A	13	0	0	7.7	69.2	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	91.7	28	12
SOUTHEND	EASYJET UK LTD	S	D	13	0	0	7.7	69.2	7.7	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	17	91.7	30	12
<b>TOTAL IBIZA</b>				<b>1133</b>	<b>113</b>	<b>1</b>	<b>9.6</b>	<b>35.8</b>	<b>29.8</b>	<b>7.0</b>	<b>4.6</b>	<b>2.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>9.1</b>	<b>0.1</b>	<b>12</b>	<b>76.4</b>	<b>13</b>	<b>1202</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	TUI AIRWAYS 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	5	60.0	22	5

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	23	5	
	BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	50.0	46	4		
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	3		
	GATWICK	TUI AIRWAYS LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9		
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	66.7	19	9		
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	27	77.8	19	9		
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	0.0	11.1	11.1	0.0	0.0	0.0	31	55.6	51	9		
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>17.0</b>	<b>52.8</b>	<b>9.4</b>	<b>9.4</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>57.1</b>	<b>25</b>	<b>53</b>		
INNSBRUCK																							
	GATWICK	EASYJET UK LTD	S	A	10	0	0	0.0	30.0	10.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	23	61.5	19	13		
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	61.5	21	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14		
	MANCHESTER	TYROL AIR AMBULANCE	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 INNSBRUCK</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>38.1</b>	<b>23.8</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.6</b>	<b>11</b>	<b>54</b>		
INVERNESS																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	20	0	0	15.0	55.0	25.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10	72.0	9	25		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	20	0	0	0.0	50.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	5	80.0	8	25		
	BIRMINGHAM	FLYBE LTD	S	A	29	0	0	3.4	51.7	31.0	10.3	0.0	0.0	3.4	0.0	0.0	0.0	10	45.2	22	31		
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	0.0	20.7	58.6	10.3	10.3	0.0	0.0	0.0	0.0	0.0	10	67.7	17	31		
	BRISTOL	EASYJET UK LTD	S	A	30	0	0	0.0	36.7	40.0	10.0	10.0	3.3	0.0	0.0	0.0	0.0	12	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	30	0	0	0.0	53.3	36.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	7	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	25	0	0	32.0	40.0	12.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	26	0	0	3.8	80.8	3.8	3.8	3.8	0.0	3.8	0.0	0.0	0.0	7	0.0	0	0		
	EDINBURGH	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	20	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	83	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	78	0	1	5.1	24.1	39.2	13.9	8.9	6.3	0.0	1.3	0.0	1.3	19	64.6	27	79		
	GATWICK	EASYJET UK LTD	S	D	78	0	1	0.0	35.4	43.0	7.6	8.9	2.5	1.3	0.0	0.0	1.3	13	58.2	24	79		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	1	7.2	29.0	36.2	11.6	10.1	2.9	0.0	1.4	0.0	1.4	16	73.8	13	42		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	2	0.0	42.0	40.6	8.7	4.3	1.4	0.0	0.0	0.0	2.9	8	76.2	11	42		
	LUTON	EASYJET UK LTD	S	A	49	0	0	0.0	24.5	36.7	14.3	18.4	4.1	0.0	0.0	2.0	0.0	25	58.0	20	50		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE													OCT 2018			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
LUTON	EASYJET UK LTD	S	D	49	0	0	0.0	34.7	22.4	24.5	8.2	10.2	0.0	0.0	0.0	0.0	0.0	19	50.0	22	50			
MANCHESTER	LOGANAIR LTD	S	A	81	0	1	8.5	51.2	22.0	7.3	3.7	6.1	0.0	0.0	0.0	0.0	1.2	10	90.1	7	70			
MANCHESTER	LOGANAIR LTD	S	D	81	0	1	0.0	31.7	50.0	4.9	7.3	4.9	0.0	0.0	0.0	0.0	1.2	11	90.1	8	70			
<b>TOTAL INVERNESS</b>				<b>762</b>	<b>0</b>	<b>7</b>	<b>3.8</b>	<b>38.1</b>	<b>35.4</b>	<b>10.1</b>	<b>7.0</b>	<b>3.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>63.6</b>	<b>16</b>	<b>594</b>			
IRELAND WEST(KNOCK)																								
BIRMINGHAM	FLYBE LTD	S	A	21	0	0	42.9	33.3	9.5	0.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	11	76.0	16	24			
BIRMINGHAM	FLYBE LTD	S	D	21	0	0	0.0	33.3	42.9	14.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	12	64.0	19	24			
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	88	1			
BRISTOL	RYANAIR	S	A	13	0	0	7.7	23.1	23.1	23.1	7.7	7.7	0.0	0.0	7.7	0.0	0.0	50	0.0	0	0			
BRISTOL	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	15.4	7.7	0.0	0.0	0.0	7.7	0.0	0.0	45	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	4.5	22.7	50.0	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	68.2	13	22			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	9.1	59.1	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	15	63.6	17	22			
EDINBURGH	FLYBE LTD	S	A	16	0	0	25.0	43.8	18.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	77.3	14	22			
EDINBURGH	FLYBE LTD	S	D	16	0	0	0.0	56.3	18.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	77.3	15	22			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	9.1	59.1	27.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	5	68.2	13	22			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	0.0	40.9	54.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.7	10	22			
GATWICK	AER LINGUS	S	A	29	0	2	16.1	35.5	29.0	6.5	3.2	3.2	0.0	0.0	0.0	0.0	6.5	8	71.0	13	30			
GATWICK	AER LINGUS	S	D	30	0	1	3.2	38.7	38.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	3.2	9	64.5	17	31			
LUTON	RYANAIR	S	A	37	0	0	8.1	35.1	21.6	21.6	5.4	8.1	0.0	0.0	0.0	0.0	0.0	15	78.4	14	37			
LUTON	RYANAIR	S	D	37	0	0	0.0	37.8	35.1	16.2	8.1	2.7	0.0	0.0	0.0	0.0	0.0	11	73.0	18	37			
STANSTED	RYANAIR	S	A	43	0	0	20.9	51.2	16.3	2.3	7.0	2.3	0.0	0.0	0.0	0.0	0.0	7	75.0	12	44			
STANSTED	RYANAIR	S	D	43	0	0	0.0	62.8	34.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.3	11	44			
MANCHESTER	FLYBE LTD	S	A	30	0	0	3.3	36.7	36.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	11	90.0	7	30			
MANCHESTER	FLYBE LTD	S	D	30	0	0	0.0	16.7	50.0	16.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	16	86.7	10	30			
<b>TOTAL IRELAND WEST (KNOCK)</b>				<b>467</b>	<b>0</b>	<b>3</b>	<b>7.7</b>	<b>38.3</b>	<b>33.6</b>	<b>10.9</b>	<b>4.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>70.7</b>	<b>14</b>	<b>464</b>			
ISLAMABAD INTERNATIONAL AIRPORT																								
BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	15	0	0	6.7	33.3	40.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	15	0	0	0.0	6.7	53.3	13.3	20.0	0.0	0.0	6.7	0.0	0.0	0.0	30	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	0.0	41.7	41.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	46.2	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	20	0.0	0	0			
HEATHROW	PAKISTAN INTL AIRLINES	S	A	21	0	0	4.8	9.5	38.1	19.0	28.6	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 OCTOBER 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	22	0	0	0.0	4.5	68.2	4.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	31	0	0	3.2	9.7	32.3	22.6	22.6	6.5	0.0	0.0	3.2	0.0	0.0	33	0.0	0	0				
		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	31	0	0	0.0	12.9	48.4	16.1	9.7	6.5	3.2	0.0	3.2	0.0	0.0	34	0.0	0	0				
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>						<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>14.4</b>	<b>45.6</b>	<b>15.0</b>	<b>16.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
ISLAY																											
		EDINBURGH	LOGANAIR LTD	S	A	17	0	0	35.3	35.3	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
		EDINBURGH	LOGANAIR LTD	S	D	17	0	0	0.0	64.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
		GLASGOW	LOGANAIR LTD	S	A	54	0	0	11.1	64.8	14.8	1.9	5.6	1.9	0.0	0.0	0.0	0.0	0.0	6	69.1	18	65				
		GLASGOW	LOGANAIR LTD	S	D	54	0	0	0.0	42.6	40.7	9.3	3.7	1.9	1.9	0.0	0.0	0.0	0.0	10	70.1	20	66				
<b>TOTAL ISLAY</b>						<b>142</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>52.8</b>	<b>25.4</b>	<b>6.3</b>	<b>4.9</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.6</b>	<b>19</b>	<b>131</b>				
ISLE OF MAN																											
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9				
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9				
		BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1				
		BIRMINGHAM	FLYBE LTD	S	A	31	0	0	6.5	45.2	25.8	12.9	0.0	6.5	3.2	0.0	0.0	0.0	0.0	13	87.1	10	31				
		BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	25.8	45.2	19.4	0.0	6.5	3.2	0.0	0.0	0.0	0.0	16	41.9	22	31				
		BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
		BRISTOL	EASYJET UK LTD	S	D	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	0.0	0	0				
		EDINBURGH	LOGANAIR LTD	S	A	17	0	0	23.5	52.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	4	10				
		EDINBURGH	LOGANAIR LTD	S	D	17	0	0	0.0	52.9	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	7	10				
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	44	0	0	29.5	52.3	11.4	2.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	91.3	7	46				
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	44	0	0	0.0	79.5	13.6	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	95.7	2	46				
		LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	84	0	1	0.0	36.5	49.4	7.1	4.7	1.2	0.0	0.0	0.0	0.0	1.2	8	85.5	7	107				
		LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	84	0	1	0.0	40.0	50.6	4.7	2.4	1.2	0.0	0.0	0.0	0.0	1.2	4	88.3	4	107				
		GATWICK	EASYJET UK LTD	S	A	62	0	0	12.9	40.3	16.1	16.1	8.1	4.8	0.0	1.6	0.0	0.0	0.0	15	67.2	18	58				
		GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	38.7	37.1	9.7	11.3	3.2	0.0	0.0	0.0	0.0	0.0	13	67.2	15	58				
		GATWICK	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
		GATWICK	FLYBE LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
		HEATHROW	FLYBE LTD	S	A	24	0	2	3.8	46.2	23.1	3.8	11.5	3.8	0.0	0.0	0.0	0.0	7.7	12	0.0	0	0				
		HEATHROW	FLYBE LTD	S	D	24	0	2	0.0	30.8	34.6	15.4	7.7	3.8	0.0	0.0	0.0	0.0	7.7	12	0.0	0	0				
		LONDON CITY	BA CITYFLYER LTD	S	A	0	81	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	8	80				
		LONDON CITY	BA CITYFLYER LTD	S	D	0	81	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	77.8	13	80				

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	15	0	0	46.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	4	16	
	LUTON	EASYJET UK LTD	S	D	15	0	0	0.0	40.0	33.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	56.3	17	16	
	MANCHESTER	FLYBE LTD	S	A	132	0	0	1.5	35.6	54.5	6.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	5	88.8	8	141	
	MANCHESTER	FLYBE LTD	S	D	132	0	0	0.0	26.5	62.9	6.1	0.8	2.3	1.5	0.0	0.0	0.0	0.0	8	82.5	13	141	
<b>TOTAL ISLE OF MAN</b>					<b>852</b>	<b>162</b>	<b>8</b>	<b>4.0</b>	<b>33.0</b>	<b>34.2</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>15.9</b>	<b>0.8</b>	<b>8</b>	<b>81.4</b>	<b>10</b>	<b>997</b>	
ISLES OF SCILLY (ST.MARYS)																							
	EXETER	ISLES OF SCILLY SKYBUS	S	A	0	34	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0	15.0	0	77.8	12	33	
	EXETER	ISLES OF SCILLY SKYBUS	S	D	0	32	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0	85.7	4	31	
	EXETER	RYANAIR	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>					<b>0</b>	<b>66</b>	<b>11</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85.7</b>	<b>14.3</b>	<b>0</b>	<b>81.7</b>	<b>8</b>	<b>64</b>	
ISTANBUL																							
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	59	0	0	6.8	33.9	33.9	22.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	59	0	0	0.0	8.5	45.8	30.5	13.6	1.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	A	31	0	0	6.5	29.0	35.5	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	D	31	0	0	3.2	22.6	35.5	25.8	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	ATLASJET INTERNATIONAL	C	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	A	62	0	0	9.7	27.4	33.9	17.7	8.1	3.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	D	62	0	0	0.0	14.5	43.5	21.0	16.1	3.2	1.6	0.0	0.0	0.0	0.0	19	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	14.8	29.5	31.1	11.5	11.5	0.0	1.6	0.0	0.0	0.0	0.0	12	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	11.5	50.8	16.4	16.4	4.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	HEATHROW	THY TURKISH AIRLINES	S	A	166	0	0	7.2	25.3	26.5	21.1	16.9	3.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	HEATHROW	THY TURKISH AIRLINES	S	D	166	0	0	1.2	20.5	45.8	16.9	12.0	3.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	STANSTED	ATLASJET INTERNATIONAL	S	A	31	0	0	19.4	22.6	38.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	ATLASJET INTERNATIONAL	S	D	31	0	0	0.0	9.7	32.3	29.0	25.8	3.2	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	MANCHESTER	THY TURKISH AIRLINES	S	A	62	0	0	8.1	22.6	41.9	19.4	8.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	THY TURKISH AIRLINES	S	D	62	0	1	0.0	11.1	31.7	41.3	9.5	3.2	1.6	0.0	0.0	0.0	1.6	20	0.0	0	0	
<b>TOTAL ISTANBUL</b>					<b>947</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>21.1</b>	<b>37.4</b>	<b>21.2</b>	<b>12.4</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

		Origin/Destinations: I																	OCT 2018				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
		-----							-----										-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ISTANBUL (SABIHA GOKCEN)																							
	GATWICK	THY TURKISH AIRLINES	S	A	29	0	0	3.4	58.6	17.2	10.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	8	72.4	17	29	
	GATWICK	THY TURKISH AIRLINES	S	D	29	0	0	0.0	31.0	48.3	10.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	11	65.5	22	29	
	STANSTED	PEGASUS AIRLINES	S	A	130	0	0	8.5	40.0	31.5	10.8	7.7	0.8	0.8	0.0	0.0	0.0	0.0	9	83.5	6	97	
	STANSTED	PEGASUS AIRLINES	S	D	130	0	0	0.0	24.6	50.0	12.3	10.8	0.8	1.5	0.0	0.0	0.0	0.0	13	67.7	16	96	
	MANCHESTER	PEGASUS AIRLINES	S	A	37	0	0	13.5	35.1	45.9	2.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	PEGASUS AIRLINES	S	D	36	0	0	0.0	16.7	66.7	2.8	5.6	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>391</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>33.0</b>	<b>42.5</b>	<b>9.7</b>	<b>8.2</b>	<b>1.5</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>74.1</b>	<b>13</b>	<b>251</b>	
ISTANBUL ATATURK																							
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	52	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	18	52	
	EDINBURGH	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	9	30	
	EDINBURGH	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.3	13	30	
	GATWICK	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.4	19	62	
	GATWICK	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	25	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	11	56	
	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	72.7	12	55	
	HEATHROW	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.3	15	166	
	HEATHROW	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.5	16	166	
	LUTON	MNG 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	0.0	6	100.0	4	2	
	LUTON	MNG AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	ATLASJET INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	6	23	
	STANSTED	ATLASJET INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	16	23	
	MANCHESTER	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	10	62	
	MANCHESTER	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.5	22	62	
<b>TOTAL ISTANBUL ATATURK</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>68.6</b>	<b>15</b>	<b>904</b>	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
IZMIR (ADNAN MENDERES)	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BIRMINGHAM	JET2.COM 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	23	0.0	0	0	
	BIRMINGHAM	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	6	0.0	0	0	
	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	13	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	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	0	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	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	4	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	8	9	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	77.8	9	9	
	GATWICK	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	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	83.3	5	6	
	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	22	6	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	50.0	73	4	
	GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	30	3	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	LUTON	SUNEXPRESS	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	LUTON	SUNEXPRESS	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	90	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	16	0	0	0.0	37.5	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	12	
	STANSTED	PEGASUS AIRLINES	S	D	16	0	0	0.0	0.0	81.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	8	13	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	28	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	66.7	22	12	
	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	76.9	22	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	38	88.9	4	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	42.9	14.3	14.3	14.3	14.3	0.0	0.0	0.0	0.0	47	71.4	9	7	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>23.3</b>	<b>40.9</b>	<b>13.6</b>	<b>9.7</b>	<b>4.0</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.6</b>	<b>14</b>	<b>103</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 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										
JACKSONVILLE		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
<b>TOTAL JACKSONVILLE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.8	27	12																
		HEATHROW	GARUDA INDONESIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	18	12																
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.5</b>	<b>22</b>	<b>24</b>																
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.8	3	30																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	12	80.0	11	29																
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	19.4	48.4	9.7	16.1	3.2	3.2	0.0	0.0	0.0	18	74.2	8	29																
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	67.7	29.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	77.4	8	29																
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	20	0	0	0.0	10.0	55.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	15	95.0	15	20																
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	19	0	1	0.0	30.0	40.0	15.0	10.0	0.0	0.0	0.0	0.0	5.0	10	90.0	11	20																
<b>TOTAL JEDDAH</b>						<b>157</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>34.8</b>	<b>37.3</b>	<b>12.0</b>	<b>5.1</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.4</b>	<b>9</b>	<b>157</b>																
JEREZ		GATWICK	EASYJET UK LTD	S	A	11	0	0	36.4	45.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0																
		GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0																
		GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	18	4																
		GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	3																
		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	7	88.2	4	17																
		STANSTED	RYANAIR	S	D	16	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	5	17																
		MANCHESTER	EASYJET UK LTD	S	A	13	0	0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
		MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
<b>TOTAL JEREZ</b>						<b>87</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>46.0</b>	<b>35.6</b>	<b>4.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.2</b>	<b>6</b>	<b>41</b>																
JERSEY		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	21	87.5	5	8																
		BELFAST INTERNATIONAL	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	17	75.0	8	8																
		BIRMINGHAM	FLYBE LTD	S	A	59	0	0	32.2	44.1	13.6	1.7	8.5	0.0	0.0	0.0	0.0	0.0	5	65.6	19	64																

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	FLYBE LTD	S D	44	0	0	0.0	2.3	61.4	15.9	9.1	9.1	0.0	2.3	0.0	0.0	0.0	22	66.1	21	62			
BRISTOL	FLYBE LTD	S A	27	0	0	0.0	40.7	37.0	11.1	7.4	0.0	3.7	0.0	0.0	0.0	12	0.0	0	0				
BRISTOL	FLYBE LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
CARDIFF WALES	FLYBE LTD	S A	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	94.4	3	18				
CARDIFF WALES	FLYBE 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	3	94.4	5	18				
DONCASTER SHEFFIELD	FLYBE LTD	S A	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	10	9				
DONCASTER SHEFFIELD	FLYBE LTD	S D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	9	9				
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	21	0	0	19.0	57.1	9.5	4.8	4.8	0.0	0.0	4.8	0.0	0.0	15	89.7	3	29				
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	21	0	0	0.0	52.4	42.9	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4	86.2	9	29				
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	1	50.0	70	8				
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	37.5	47	8				
EXETER	FLYBE LTD	S A	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	86.7	6	29				
EXETER	FLYBE LTD	S D	0	25	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	96.2	2	26			
GLASGOW	EASYJET UK LTD	S A	16	0	0	0.0	37.5	56.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	9	58.8	20	17				
GLASGOW	EASYJET UK LTD	S D	16	0	0	0.0	31.3	50.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	12	64.7	21	17				
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	75.0	4	4				
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	4				
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	45	0	0	20.0	40.0	15.6	15.6	6.7	0.0	2.2	0.0	0.0	0.0	10	86.4	7	44				
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	45	0	0	0.0	64.4	22.2	2.2	8.9	0.0	2.2	0.0	0.0	0.0	9	88.6	7	44				
GATWICK	BRITISH AIRWAYS PLC	S A	152	0	0	31.6	41.4	15.1	7.2	1.3	2.6	0.0	0.0	0.7	0.0	8	83.0	11	146				
GATWICK	BRITISH AIRWAYS PLC	S D	152	0	0	0.0	61.2	27.6	7.9	2.0	1.3	0.0	0.0	0.0	0.0	6	79.6	11	146				
GATWICK	EASYJET UK LTD	S A	97	0	0	20.6	39.2	25.8	2.1	4.1	7.2	1.0	0.0	0.0	0.0	10	78.1	15	96				
GATWICK	EASYJET UK LTD	S D	97	0	0	0.0	37.1	39.2	13.4	4.1	5.2	1.0	0.0	0.0	0.0	13	73.2	13	96				
LONDON CITY	BLUE ISLANDS LIMITED	S A	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
LONDON CITY	BLUE ISLANDS LIMITED	S D	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
LONDON CITY	FLYBE LTD	S A	0	46	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	70.0	20	49				
LONDON CITY	FLYBE LTD	S D	0	46	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	2.1	0	58.0	23	49			
LUTON	EASYJET UK LTD	S A	21	0	0	14.3	38.1	23.8	0.0	14.3	9.5	0.0	0.0	0.0	0.0	15	78.6	13	28				
LUTON	EASYJET UK LTD	S D	21	0	0	0.0	38.1	33.3	4.8	23.8	0.0	0.0	0.0	0.0	0.0	15	58.6	20	29				
MANCHESTER	EASYJET UK LTD	S A	13	0	0	76.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				



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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	FLYBE LTD	S	A	31	0	0	6.5	32.3	41.9	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	14	77.1	16	32
	MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	32.3	45.2	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	72.2	13	33
	NEWCASTLE	EASYJET UK LTD	S	A	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	14	12
	NEWCASTLE	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	3	91.7	16	12
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	1
	SOUTHAMPTON	FLYBE LTD	S	A	139	0	12	7.9	51.0	14.6	4.0	9.9	4.0	0.7	0.0	0.0	0.0	7.9	11	73.8	24	141
	SOUTHAMPTON	FLYBE LTD	S	D	140	0	11	0.0	29.8	41.1	5.3	10.6	5.3	0.7	0.0	0.0	0.0	7.3	14	74.5	21	141
	SOUTHEND	BLUE ISLANDS LIMITED	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	BLUE ISLANDS LIMITED	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	EASYJET UK LTD	S	A	22	0	0	9.1	50.0	31.8	0.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	14	85.7	5	21
	SOUTHEND	EASYJET UK LTD	S	D	22	0	0	0.0	63.6	18.2	4.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	15	95.2	2	21
<b>TOTAL JERSEY</b>					<b>1346</b>	<b>151</b>	<b>25</b>	<b>8.6</b>	<b>38.9</b>	<b>26.1</b>	<b>5.7</b>	<b>5.1</b>	<b>3.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>9.9</b>	<b>1.6</b>	<b>10</b>	<b>74.5</b>	<b>15</b>	<b>1508</b>
JOHANNESBURG																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	27.4	35.5	27.4	8.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4	89.1	5	64
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	17.7	41.9	21.0	12.9	3.2	3.2	0.0	0.0	0.0	0.0	21	64.6	20	65
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	16.1	38.7	25.8	16.1	3.2	0.0	0.0	0.0	0.0	0.0	19	35.5	22	31
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	0.0	71.0	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	6	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	54	0	0	25.9	42.6	22.2	7.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5	84.8	6	33
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	53	0	0	0.0	58.5	34.0	5.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	3	74.3	13	35
<b>TOTAL JOHANNESBURG</b>					<b>293</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>38.9</b>	<b>31.7</b>	<b>11.6</b>	<b>4.4</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>74.9</b>	<b>12</b>	<b>259</b>
JORGE CHAVEZ INTERNATIONAL																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	0.0	0.0	27.3	36.4	27.3	0.0	9.1	0.0	0.0	0.0	0.0	38	58.3	15	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	36.4	9.1	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	38	72.7	13	11
<b>TOTAL JORGE CHAVEZ INTERNATIONAL</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>27.3</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>38</b>	<b>65.2</b>	<b>14</b>	<b>23</b>

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
KALAMATA																							
	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	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	EASYJET UK LTD	S	A	10	0	0	20.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	44	69.2	15	13	
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	42	100.0	3	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	0.0	0	100.0	10	1	
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	32	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	51	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4	
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	25.0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	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	75.0	18	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	18	4	
<b>TOTAL KALAMATA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>25.0</b>	<b>34.1</b>	<b>9.1</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>80.8</b>	<b>14</b>	<b>52</b>	
KARACHI																							
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	22.2	34	9	
	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	0.0	4	44.4	26	9	
<b>TOTAL KARACHI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>33.3</b>	<b>30</b>	<b>18</b>	
KARLSRUHE/BADEN BADEN																							
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	44	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	37.5	42	8	
	STANSTED	RYANAIR	S	A	31	0	0	16.1	41.9	29.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	7	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	41.9	45.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.3	19	31	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>46.3</b>	<b>36.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>64.1</b>	<b>19</b>	<b>78</b>	
KARUP																							
	STANSTED	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	70	0.0	0	0	
	STANSTED	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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	
		DURHAM TEES VALLEY		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							
<b>TOTAL KARUP</b>								<b>3</b>	<b>0</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>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>							
KATOWICE																															
		BIRMINGHAM		RYANAIR		S	A	9	0	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	70.0	17	10						
		BIRMINGHAM		RYANAIR		S	D	8	0	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	12	10						
		BRISTOL		WIZZ AIR		S	A	12	0	0	0	8.3	33.3	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
		BRISTOL		WIZZ AIR		S	D	12	0	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
		DONCASTER SHEFFIELD		WIZZ AIR		S	A	22	0	0	0	4.5	40.9	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	6	22						
		DONCASTER SHEFFIELD		WIZZ AIR		S	D	22	0	0	0	0.0	13.6	72.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	9	81.8	8	22						
		EDINBURGH		RYANAIR		S	A	9	0	0	0	0.0	11.1	55.6	0.0	33.3	0.0	0.0	0.0	0.0	0.0	19	50.0	25	8						
		EDINBURGH		RYANAIR		S	D	9	0	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	19	12.5	25	8						
		GLASGOW		GAINJET AVIATION		C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		GLASGOW		WIZZ AIR		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8						
		GLASGOW		WIZZ AIR		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	8						
		LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	A	13	0	0	0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9						
		LIVERPOOL (JOHN LENNON)		WIZZ AIR		S	D	13	0	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	77.8	3	8						
		LUTON		WIZZ AIR		S	A	68	0	2	12.9	37.1	27.1	10.0	4.3	5.7	0.0	0.0	0.0	0.0	2.9	12	90.0	8	90						
		LUTON		WIZZ AIR		S	D	68	0	1	0.0	34.8	39.1	10.1	8.7	5.8	0.0	0.0	0.0	0.0	1.4	15	80.0	14	90						
		STANSTED		RYANAIR		S	A	23	0	0	0.0	47.8	30.4	8.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	15	58.1	23	31						
		STANSTED		RYANAIR		S	D	23	0	0	0.0	17.4	60.9	8.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	16	61.3	18	31						
		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	3	0.0	0	0							
		MANCHESTER		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	3	0.0	0	0						
<b>TOTAL KATOWICE</b>								<b>315</b>	<b>0</b>	<b>3</b>	<b>4.4</b>	<b>33.0</b>	<b>42.1</b>	<b>9.1</b>	<b>7.2</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>11</b>	<b>72.5</b>	<b>12</b>	<b>356</b>						
KAUNAS																															
		BRISTOL		RYANAIR		S	A	9	0	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
		BRISTOL		RYANAIR		S	D	9	0	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
		EDINBURGH		RYANAIR		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	6	87.5	8	8						
		EDINBURGH		RYANAIR		S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8						
		LUTON		ABELAG AVIATION		S	A	0	0	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							
		LUTON		ABELAG AVIATION		S	D	0	0	0	0.0	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						
		LUTON		RYANAIR		S	A	27	0	0	3.7	22.2	44.4	18.5	7.4	0.0	3.7	0.0	0.0	0.0	0.0	16	93.5	4	31						
		LUTON		RYANAIR		S	D	27	0	0	0.0	25.9	48.1	14.8	7.4	0.0	3.7	0.0	0.0	0.0	0.0	15	77.4	19	31						
		LUTON		WIZZ AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	7	25							
		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	3	25							

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	LUTON	WIZZ AIR UK LTD	S	A	25	0	0	4.0	32.0	44.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	24.0	64.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	RYANAIR	S	A	19	0	0	0.0	31.6	42.1	21.1	5.3	0.0	0.0	0.0	0.0	0.0	8	95.7	3	23
	STANSTED	RYANAIR	S	D	19	0	0	0.0	21.1	52.6	10.5	15.8	0.0	0.0	0.0	0.0	0.0	13	60.9	13	23
<b>TOTAL KAUNAS</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>28.7</b>	<b>47.2</b>	<b>13.5</b>	<b>7.3</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.0</b>	<b>8</b>	<b>180</b>
KEFALLINIA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	6	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BRISTOL	EASYJET UK 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	4	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
	GATWICK	EASYJET UK LTD	S	A	24	0	0	20.8	12.5	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	9	66.7	26	18
	GATWICK	EASYJET UK LTD	S	D	24	0	0	0.0	37.5	45.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	8	77.8	14	18
	GATWICK	ENTER AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	55	1
	GATWICK	ENTER AIR	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	38	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	87.5	6	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	26	75.0	7	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	66.7	15	6
	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	83.3	11	6
	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	15	100.0	8	1
	HEATHROW	BRITISH AIRWAYS PLC	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	20	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	2
	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	50.0	23	2
	STANSTED	RYANAIR	S	A	7	0	0	0.0	42.9	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	18	88.9	10	9
	STANSTED	RYANAIR	S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6	100.0	3	8
	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	100.0	0	1
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	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	12	100.0	4	2

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	2	9		
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9		
	MANCHESTER	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
	MANCHESTER	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	40	1		
	MANCHESTER	FLYBE LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	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	100.0	0	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	85.7	7	7		
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	31	100.0	0	2		
	MANCHESTER	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	56	100.0	10	1		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	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	100.0	0	1		
<b>TOTAL KEFALLINIA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>31.0</b>	<b>40.7</b>	<b>13.3</b>	<b>8.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.1</b>	<b>11</b>	<b>137</b>		
KEFLAVIK																							
	BELFAST INTERNATIONAL	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	13	83.3	21	6		
	BELFAST INTERNATIONAL	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	20	66.7	25	6		
	BRISTOL	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		
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	11	0	0	18.2	45.5	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	9	20.0	43	10		
	EDINBURGH	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	30.0	44	10		
	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	100.0	0	1		
	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	100.0	1	14		
	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	100.0	1	14		
	GLASGOW	AIR X CHARTER	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1		
	GLASGOW	ICELANDAIR	S	A	31	0	0	6.5	51.6	32.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	6	77.4	8	31		
	GLASGOW	ICELANDAIR	S	D	31	0	0	0.0	77.4	19.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3	96.8	3	31		
	GLASGOW	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		
	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		
	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	20	0	0	30.0	20.0	15.0	5.0	25.0	5.0	0.0	0.0	0.0	0.0	16	45.0	25	20		
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	20.0	55.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	12	75.0	14	20		
	GATWICK	ICELANDAIR	S	A	37	0	0	8.1	29.7	32.4	21.6	5.4	2.7	0.0	0.0	0.0	0.0	11	67.5	12	40		
	GATWICK	ICELANDAIR	S	D	37	0	0	0.0	24.3	64.9	5.4	5.4	0.0	0.0	0.0	0.0	0.0	8	67.5	18	40		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	12	0.0	0	0		
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	83.3	8	59		
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	80.0	9	59		
HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	25.0	16.7	41.7	4.2	8.3	0.0	4.2	0.0	0.0	0.0	13	81.8	8	33			
HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	50.0	45.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	4	97.0	2	33			
HEATHROW	ICELANDAIR	S	A	61	0	1	8.1	24.2	32.3	17.7	4.8	3.2	4.8	3.2	0.0	0.0	1.6	28	62.9	16	62		
HEATHROW	ICELANDAIR	S	D	61	0	1	0.0	32.3	43.5	8.1	9.7	3.2	1.6	0.0	0.0	0.0	1.6	13	58.1	18	62		
LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1			
LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LUTON	EASYJET UK LTD	S	A	32	0	0	12.5	50.0	21.9	6.3	6.3	0.0	0.0	3.1	0.0	0.0	11	90.3	5	31			
LUTON	EASYJET UK LTD	S	D	32	0	0	0.0	34.4	53.1	3.1	9.4	0.0	0.0	0.0	0.0	0.0	8	77.4	8	31			
LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.1	56	18			
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	15.8	39	19			
LUTON	WIZZ AIR UK LTD	S	A	28	0	1	20.7	27.6	27.6	10.3	6.9	0.0	3.4	0.0	0.0	3.4	14	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S	D	29	0	0	0.0	27.6	51.7	13.8	6.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
STANSTED	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
STANSTED	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
STANSTED	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	1	27			
STANSTED	WOW AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	4	27			
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	91.7	7	12			
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	9	12			
MANCHESTER	ICELANDAIR	S	A	31	0	0	16.1	51.6	16.1	9.7	0.0	3.2	3.2	0.0	0.0	0.0	9	90.3	4	31			
MANCHESTER	ICELANDAIR	S	D	31	0	0	0.0	51.6	32.3	9.7	0.0	3.2	3.2	0.0	0.0	0.0	10	93.5	3	31			
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	2	0.0	0	0			
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	0.0	0	0			
NEWCASTLE	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			
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	4	0.0	0	0			
<b>TOTAL KEFLAVIK</b>				<b>602</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>37.7</b>	<b>36.5</b>	<b>8.3</b>	<b>6.0</b>	<b>1.8</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>74.7</b>	<b>12</b>	<b>795</b>		
KERRY COUNTY																							
LUTON	RYANAIR	S	A	30	0	0	23.3	43.3	13.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	7	86.7	6	30			
LUTON	RYANAIR	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	96.7	5	30			
STANSTED	RYANAIR	S	A	21	0	0	19.0	28.6	38.1	4.8	9.5	0.0	0.0	0.0	0.0	0.0	6	77.3	18	22			
STANSTED	RYANAIR	S	D	21	0	0	0.0	38.1	57.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	11	22			
<b>TOTAL KERRY COUNTY</b>				<b>102</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>41.2</b>	<b>35.3</b>	<b>4.9</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>9</b>	<b>104</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 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								
KHARKOV OSNOVA INTL		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	55	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	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	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	100.0	2	1																
<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>75.0</b>	<b>16</b>	<b>4</b>																
KIEV (BORISPOL)		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	62	0	0	0.0	16.1	33.9	38.7	9.7	1.6	0.0	0.0	0.0	0.0	0.0	16	67.7	15	62															
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	62	0	0	0.0	21.0	29.0	19.4	17.7	11.3	0.0	0.0	1.6	0.0	0.0	32	47.5	28	61															
		HEATHROW	BRITISH AIRWAYS PLC	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	17	80.0	7	30															
		HEATHROW	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	0.0	5	93.3	5	30															
		STANSTED	RYANAIR	S	A	21	0	0	0.0	0.0	61.9	23.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	18	66.7	10	3															
		STANSTED	RYANAIR	S	D	21	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	8	3															
		MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0															
		MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0															
<b>TOTAL KIEV (BORISPOL)</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.3</b>	<b>40.9</b>	<b>23.7</b>	<b>11.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.2</b>	<b>16</b>	<b>189</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	94.1	4	17																
		LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	11	17																
		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0															
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0															
<b>TOTAL KIEV (ZHULYANY)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>57.7</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.3</b>	<b>7</b>	<b>34</b>															
KIGALI		GATWICK	RWANDAIR EXPRESS	S	A	14	0	0	7.1	28.6	35.7	21.4	0.0	0.0	0.0	7.1	0.0	0.0	0.0	20	53.8	31	13															
		GATWICK	RWANDAIR EXPRESS	S	D	14	0	0	0.0	14.3	42.9	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	27	53.8	30	13															
<b>TOTAL KIGALI</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</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>23</b>	<b>53.8</b>	<b>30</b>	<b>26</b>															
KINGSTON		GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	0.0	7.1	14.3	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	35	46.2	19	13															
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	0.0	23.1	30.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	41	42.9	27	14															
<b>TOTAL KINGSTON</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>18.5</b>	<b>33.3</b>	<b>22.2</b>	<b>18.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>44.4</b>	<b>23</b>	<b>27</b>															

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KIRKWALL																						
	ABERDEEN	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	ABERDEEN	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	81	100.0	9	1
	ABERDEEN	LOGANAIR LTD	S	A	88	0	0	23.9	50.0	12.5	2.3	2.3	5.7	1.1	2.3	0.0	0.0	0.0	13	92.1	6	86
	ABERDEEN	LOGANAIR LTD	S	D	87	0	0	1.1	50.6	34.5	4.6	3.4	4.6	0.0	1.1	0.0	0.0	0.0	11	88.9	6	87
	EDINBURGH	LOGANAIR LTD	S	A	86	0	2	23.9	40.9	21.6	6.8	3.4	1.1	0.0	0.0	0.0	0.0	2.3	5	76.7	14	86
	EDINBURGH	LOGANAIR LTD	S	D	86	0	1	0.0	60.9	31.0	2.3	2.3	1.1	1.1	0.0	0.0	0.0	1.1	6	76.7	15	86
	GLASGOW	LOGANAIR LTD	S	A	31	0	0	19.4	41.9	22.6	0.0	6.5	6.5	3.2	0.0	0.0	0.0	0.0	15	59.5	24	42
	GLASGOW	LOGANAIR LTD	S	D	32	0	0	0.0	43.8	43.8	3.1	3.1	3.1	3.1	0.0	0.0	0.0	0.0	13	61.9	23	41
<b>TOTAL KIRKWALL</b>					<b>411</b>	<b>0</b>	<b>3</b>	<b>11.8</b>	<b>49.3</b>	<b>26.1</b>	<b>3.6</b>	<b>3.1</b>	<b>3.6</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>79.4</b>	<b>13</b>	<b>430</b>
KOS																						
	BIRMINGHAM	JET2.COM LTD	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	0.0	1	80.0	8	5
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	6	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	18	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	0.0	0	62.5	12	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	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	6	100.0	1	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	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	6	100.0	0	3
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	39	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	39	50.0	34	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	5
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	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	4	100.0	5	4
	EDINBURGH	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	2	100.0	0	3
	EDINBURGH	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	1	100.0	1	3
	GLASGOW	EASYJET UK LTD	S	A	8	0	0	37.5	12.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	50.0	13	8
	GLASGOW	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	37.5	22	8
	GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	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



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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	21	5	
	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	75.0	9	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	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	75.0	13	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	41.7	33.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	41.7	16.7	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	13	0	0	15.4	15.4	15.4	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	22	76.9	21	13	
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	46.2	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	25	53.8	34	13	
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5	
	GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	39	6	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	5	
	GATWICK	RYANAIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	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	50.0	33	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	57.1	39	7	
	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	TUI AIRWAYS LTD	C	A	18	0	0	55.6	22.2	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	91.7	3	12	
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	46.7	13.3	20.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	19	100.0	6	9	
	STANSTED	JET2.COM LTD	S	A	12	0	0	41.7	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	12	
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	5	12	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	54	4	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	26	4	
	STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5	
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	4	
	MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	8	12	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	12	
	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	89.5	18	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	21	18	

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	8	71.4	19	14	
	MANCHESTER	TUI AIRWAYS LTD	C	D	12	0	0	0.0	16.7	58.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16	54.5	30	11	
	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	50.0	13	4	
	NEWCASTLE	TUI AIRWAYS LTD	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	3	77.8	15	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	25	7	
<b>TOTAL KOS</b>					<b>317</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>34.7</b>	<b>30.3</b>	<b>9.5</b>	<b>5.4</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>10</b>	<b>71.2</b>	<b>16</b>	<b>335</b>	
KOSICE	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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	
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	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	
	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	92.6	4	27	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	9	27	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	16.7	43.3	16.7	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	1	
	SOUTHEND	RYANAIR	S	A	12	0	0	8.3	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	12	0	0	0.0	66.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KOSICE</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>40.5</b>	<b>38.1</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.2</b>	<b>6</b>	<b>62</b>	
KRAKOW	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	14.3	28.6	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	92.3	8	13	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	100.0	3	13	
	BELFAST INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	38.5	23.1	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	23	76.9	28	13	
	BELFAST INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	30	38.5	51	13	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9	
	BIRMINGHAM	JET2.COM LTD	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	11	100.0	6	9	
	BIRMINGHAM	RYANAIR	S	A	11	0	1	0.0	58.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	4	70.0	44	10	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	9	9	
	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	0.0	0.0	42.9	7.1	35.7	7.1	7.1	0.0	0.0	0.0	0.0	37	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	0.0	21.4	21.4	21.4	28.6	7.1	0.0	0.0	0.0	0.0	50	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	29	9	
	BOURNEMOUTH	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	8	50.0	36	9	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	5.3	57.9	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	19	0	0	0.0	36.8	57.9	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	RYANAIR	S	A	15	0	0	6.7	40.0	46.7	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	RYANAIR	S	D	15	0	0	0.0	33.3	53.3	13.3	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 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	DONCASTER SHEFFIELD	WIZZ AIR	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	3	0.0	0	0		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	53.8	15.4	7.7	0.0	7.7	0.0	7.7	0.0	0.0	30	100.0	1	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	30.8	38.5	15.4	0.0	7.7	0.0	7.7	0.0	0.0	36	76.9	13	13		
	EDINBURGH	EASYJET UK LTD	S	A	17	0	0	11.8	29.4	41.2	11.8	0.0	0.0	0.0	5.9	0.0	0.0	18	61.1	44	18		
	EDINBURGH	EASYJET UK 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	4	94.4	11	18		
	EDINBURGH	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	16	0.0	25	1		
	EDINBURGH	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	38	0.0	26	1		
	EDINBURGH	RYANAIR	S	A	20	0	0	0.0	25.0	60.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	12	52.6	22	19		
	EDINBURGH	RYANAIR	S	D	20	0	0	0.0	30.0	65.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	8	68.4	18	19		
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
	GLASGOW	RYANAIR	S	A	9	0	0	22.2	44.4	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	26	77.8	28	9		
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	11.1	0.0	11.1	0.0	11.1	0.0	0.0	34	66.7	37	9		
	LEEDS BRADFORD	JET2.COM 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	1	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	LEEDS BRADFORD	RYANAIR	S	A	18	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	41.2	28	17		
	LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	52.9	27	17		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	15	76.9	14	13		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	76.9	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	100.0	1	13		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	70.6	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	8	76.9	15	13		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	35.3	52.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	7	61.5	18	13		
	GATWICK	EASYJET UK LTD	S	A	46	0	0	6.5	30.4	21.7	13.0	15.2	10.9	2.2	0.0	0.0	0.0	22	50.0	28	40		
	GATWICK	EASYJET UK LTD	S	D	46	0	0	0.0	15.2	39.1	26.1	13.0	4.3	2.2	0.0	0.0	0.0	20	57.5	33	40		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	10.5	39.5	31.6	5.3	7.9	5.3	0.0	0.0	0.0	0.0	10	73.3	16	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	21.1	60.5	13.2	5.3	0.0	0.0	0.0	0.0	0.0	8	70.0	16	30		
	LUTON	EASYJET UK LTD	S	A	17	0	0	41.2	35.3	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	7	100.0	8	2		
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	64.7	23.5	5.9	0.0	5.9	0.0	0.0	0.0	0.0	7	100.0	12	2		
	LUTON	RYANAIR	S	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	41	0.0	0	0		
	LUTON	RYANAIR	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	46	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							
	LUTON	WIZZ AIR	S	A	49	0	2	3.9	41.2	25.5	9.8	7.8	5.9	2.0	0.0	0.0	0.0	3.9	15	0.0	0	0	
	LUTON	WIZZ AIR	S	D	49	0	2	0.0	25.5	39.2	5.9	19.6	3.9	2.0	0.0	0.0	0.0	3.9	20	0.0	0	0	
	STANSTED	RYANAIR	S	A	88	0	0	27.3	38.6	22.7	3.4	0.0	3.4	0.0	4.5	0.0	0.0	0.0	16	67.5	22	82	
	STANSTED	RYANAIR	S	D	88	0	0	0.0	51.1	37.5	2.3	3.4	3.4	0.0	2.3	0.0	0.0	0.0	13	43.4	26	82	
	STANSTED	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	10	1	
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	42.9	21.4	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	13	
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	71.4	7.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	12	92.3	7	13	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	17.6	52.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9	
	MANCHESTER	RYANAIR	S	A	19	0	1	15.0	20.0	45.0	5.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	55	63.2	14	19	
	MANCHESTER	RYANAIR	S	D	20	0	0	0.0	25.0	40.0	25.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	16	63.2	20	19	
	NEWCASTLE	JET2.COM 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	100.0	4	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	7	90.0	4	10	
<b>TOTAL KRAKOW</b>					<b>1065</b>	<b>0</b>	<b>6</b>	<b>6.6</b>	<b>38.1</b>	<b>35.7</b>	<b>7.3</b>	<b>5.6</b>	<b>4.1</b>	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>62.9</b>	<b>20</b>	<b>727</b>	
KRISTIANSAND (KJEVIK)																							
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	22	0	0	9.1	50.0	31.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	11	16	
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	22	0	0	0.0	36.4	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	4	16	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>43.2</b>	<b>40.9</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>88.2</b>	<b>8</b>	<b>32</b>	
KUALA LUMPUR (SEPANG)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	22.6	48.4	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	11	87.1	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	38.7	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	71.0	19	31	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	9.7	11.3	29.0	11.3	30.6	6.5	1.6	0.0	0.0	0.0	0.0	25	77.4	11	62	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	0.0	50.0	38.7	3.2	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	3	62	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>31.2</b>	<b>37.1</b>	<b>9.7</b>	<b>15.1</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>14</b>	<b>83.3</b>	<b>9</b>	<b>186</b>	
KUTAISI																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	8	
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	62.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KUTAISI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	32.3	25.8	6.5	0.0	0.0	0.0	3.2	0.0	0.0	0.0	13	90.3	20	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	51.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	9	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	57	0	0	17.5	29.8	29.8	19.3	0.0	1.8	0.0	1.8	0.0	0.0	0.0	13	52.3	19	44	
	HEATHROW	KUWAIT AIRWAYS	S	D	57	0	0	1.8	26.3	47.4	15.8	5.3	1.8	0.0	1.8	0.0	0.0	0.0	15	50.0	23	44	
<b>TOTAL KUWAIT</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>29.0</b>	<b>38.6</b>	<b>14.8</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.7</b>	<b>19</b>	<b>150</b>	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																						
	GATWICK	EASYJET UK LTD	S	A	5	0	0	40.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	11.8	58.8	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	13	20
	STANSTED	RYANAIR	S	D	17	0	0	0.0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	14	20
<b>TOTAL LA ROCHELLE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>59.1</b>	<b>22.7</b>	<b>2.3</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>6</b>	<b>77.5</b>	<b>13</b>	<b>40</b>
LAGOS																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	38.7	32.3	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	87.1	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	45.2	6.5	0.0	6.5	3.2	0.0	0.0	0.0	35	45.2	22	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	22.6	38.7	29.0	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	87.1	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	3.2	45.2	41.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	80.6	5	31
<b>TOTAL LAGOS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>30.6</b>	<b>35.5</b>	<b>14.5</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>14</b>	<b>75.0</b>	<b>11</b>	<b>124</b>
LAHORE																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	0.0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14	61.5	14	13
	HEATHROW	PAKISTAN INTL AIRLINES	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	0.0	13	69.2	19	13
	MANCHESTER	PAKISTAN INTL 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	20	55.6	47	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	11.1	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	31	66.7	41	9
<b>TOTAL LAHORE</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>17.8</b>	<b>24.4</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>19</b>	<b>63.6</b>	<b>28</b>	<b>44</b>
LAMETIA-TERME																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	GATWICK	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
	HEATHROW	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	29	1
	STANSTED	RYANAIR	S	A	18	0	0	5.6	22.2	55.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	21	18
	STANSTED	RYANAIR	S	D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.1	21	18
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	185	0.0	0	0
	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	2	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>35.3</b>	<b>47.1</b>	<b>5.9</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>56.8</b>	<b>21</b>	<b>37</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	4
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5
	BELFAST INTERNATIONAL	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	9	0.0	0	0

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	40.0	40.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	23	16	
BIRMINGHAM	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	0.0	6.7	40.0	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20	25.0	42	16	
BIRMINGHAM	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	47.1	5.9	35.3	0.0	11.8	0.0	0.0	0.0	0.0	0.0	7	88.9	9	9		
BIRMINGHAM	BIRMINGHAM	JET2.COM LTD	S	D	16	0	0	0.0	18.8	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	12	88.9	7	9		
BIRMINGHAM	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	44.4	146	9		
BIRMINGHAM	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	44.4	141	9		
BIRMINGHAM	BIRMINGHAM	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	5	0.0	0	0		
BIRMINGHAM	BIRMINGHAM	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BIRMINGHAM	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	15.4	15.4	46.2	0.0	0.0	15.4	7.7	0.0	0.0	0.0	29	61.5	18	13		
BIRMINGHAM	BIRMINGHAM	TUI AIRWAYS LTD	C	D	11	0	0	0.0	36.4	36.4	0.0	9.1	18.2	0.0	0.0	0.0	0.0	26	70.0	16	10		
BRISTOL	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	50.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
BRISTOL	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
BRISTOL	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	BRISTOL	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
CARDIFF WALES	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	6	3		
CARDIFF WALES	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	2		
CARDIFF WALES	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	5		
CARDIFF WALES	CARDIFF WALES	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	17	66.7	12	3		
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	21	80.0	3	5		
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	28	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	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	2	100.0	2	9		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
EAST MIDLANDS INTERNATIONAL	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	50.0	29	4		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12	80.0	6	5		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	29	100.0	3	3		
EDINBURGH	EDINBURGH	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	1	80.0	6	5		
EDINBURGH	EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	5		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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				
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	11	4
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	4
EXETER	TUI AIRWAYS LTD	C A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	60.0	8	5
EXETER	TUI AIRWAYS LTD	C D	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	3	3
GLASGOW	JET2.COM LTD	S A	5	0	0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	6	5
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	0.0	1	100.0	3	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	0.0	0	50.0	30	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	0.0	0	77.8	14	9
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	5
GLASGOW	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	0.0	5	100.0	6	3
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	21.4	28.6	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	13
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	13
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	11	0	1	8.3	41.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	7	77.8	5	9
LIVERPOOL (JOHN LENNON)	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	0.0	5	88.9	3	9
GATWICK	BRITISH AIRWAYS PLC	S A	16	0	0	31.3	31.3	12.5	12.5	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	75	91.7	5	12
GATWICK	BRITISH AIRWAYS PLC	S D	16	0	0	0.0	18.8	56.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	12
GATWICK	COBALT	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	52	19
GATWICK	COBALT	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.9	30	19
GATWICK	EASYJET UK LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
GATWICK	EASYJET UK LTD	S A	32	0	0	9.4	9.4	31.3	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	21	65.6	20	32
GATWICK	EASYJET UK LTD	S D	31	0	0	0.0	3.2	54.8	32.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	18	64.5	22	31
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	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	0.0	0.0	0	58.3	16	12
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	46.2	18	13
GATWICK	TITAN 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	0	0
GATWICK	TUI AIRWAYS LTD	C A	14	0	0	7.1	42.9	35.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.3	9	22
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	0.0	54.5	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	26	62.5	15	16
HEATHROW	BRITISH AIRWAYS PLC	S A	89	0	0	14.6	31.5	31.5	15.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	65.6	15	61
HEATHROW	BRITISH AIRWAYS PLC	S D	88	0	0	0.0	25.0	63.6	6.8	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	8	68.9	17	61



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

Origin/Destinations: L

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OCT 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				
HEATHROW	COBALT	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	11	17
HEATHROW	COBALT	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	7	17
LUTON	ABELAG AVIATION	S A	0	0	0	0	0	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
LUTON	ABELAG AVIATION	S D	0	0	0	0	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
LUTON	BLUE AIR TRANSPORT AERIAN	S A	16	0	0	0	18.8	56.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	8	22
LUTON	BLUE AIR TRANSPORT AERIAN	S D	15	0	0	0	0.0	0.0	53.3	20.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	23	26.1	25	23
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	66.7	11	3
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	75.0	13	36
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	77.8	16	36
LUTON	WIZZ AIR UK LTD	S A	43	0	0	0	23.3	32.6	20.9	14.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1
LUTON	WIZZ AIR UK LTD	S D	43	0	0	0	0.0	9.3	69.8	7.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1
STANSTED	COBALT	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	0	7
STANSTED	COBALT	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	7
STANSTED	JET2.COM LTD	S A	21	0	0	0	19.0	28.6	52.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	15	18
STANSTED	JET2.COM LTD	S D	21	0	0	0	0.0	19.0	81.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	64.7	12	17
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	100.0	0	1
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	4
STANSTED	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	33.3	18	3
MANCHESTER	COBALT	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	1	5
MANCHESTER	COBALT	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	5
MANCHESTER	JET2.COM LTD	S A	18	0	0	0	11.1	38.9	16.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	85.7	3	13
MANCHESTER	JET2.COM LTD	S D	17	0	0	0	0.0	11.8	41.2	5.9	29.4	5.9	5.9	0.0	0.0	0.0	0.0	30	76.9	10	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	0	58.3	107	12
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	66.7	31	12
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	76.9	7	13
MANCHESTER	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	81.8	12	11
NEWCASTLE	JET2.COM LTD	S A	9	0	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	13	10
NEWCASTLE	JET2.COM LTD	S D	9	0	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	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	0	77.8	14	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	0	66.7	22	9

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	179	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	5	6	
<b>TOTAL LARNACA</b>					<b>799</b>	<b>7</b>	<b>1</b>	<b>9.8</b>	<b>24.7</b>	<b>42.8</b>	<b>11.8</b>	<b>6.8</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.9</b>	<b>0.1</b>	<b>13</b>	<b>70.0</b>	<b>19</b>	<b>948</b>	
LAS PALMAS																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5	
	ABERDEEN	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	4	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	9	8	
	BELFAST INTERNATIONAL	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	90	100.0	0	1	
	BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	52.4	38.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.9	13	13	
	BIRMINGHAM	JET2.COM LTD	S	D	21	0	0	0.0	19.0	71.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	9	13	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	62.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	7	14	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	57.1	28	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	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	0.0	0	66.7	16	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	53.8	26	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	57.1	31	14	
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	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	0.0	25	80.0	7	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	5	
	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	29	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	43	0.0	0	0	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	39	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	44	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	75.0	22	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	14	0	0	35.7	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	7	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0.0	33.3	33.3	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	7	13	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	10	0	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	87.5	4	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	10	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8		
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	75.0	17	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3		
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	0	75.0	12	4		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0	44.4	33.3	11.1	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	8	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	7	9		
EDINBURGH	RYANAIR	S A	8	0	0	0	25.0	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	9	9		
EDINBURGH	RYANAIR	S D	8	0	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	88.9	7	9		
EDINBURGH	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	32	5		
EDINBURGH	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4		
EXETER	TUI AIRWAYS LTD	C A	0	3	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	11	5		
EXETER	TUI AIRWAYS LTD	C D	0	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.0	12	5		
GLASGOW	JET2.COM LTD	S A	18	0	0	0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	3	17		
GLASGOW	JET2.COM LTD	S D	18	0	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	16		
GLASGOW	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	27	4		
GLASGOW	RYANAIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	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	33.3	43	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	0	0.0	49	2		
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	9	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5		
LEEDS BRADFORD	JET2.COM LTD	S A	18	0	0	0	77.8	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	6	17		
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	0	0	0.0	50.0	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	3	17		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8		
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	75.0	11	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	14	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	16	8		
GATWICK	BRITISH AIRWAYS PLC	S A	2	0	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GATWICK	EASYJET UK LTD	S	A	28	0	0	10.7	17.9	25.0	28.6	7.1	10.7	0.0	0.0	0.0	0.0	0.0	20	78.6	15	28		
GATWICK	EASYJET UK LTD	S	D	28	0	0	0.0	3.6	64.3	10.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	78.6	14	28		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	11.1	0.0	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	16	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	92.3	5	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	0.0	0	76.9	19	13		
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	46.2	30	13		
GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	0.0	11.8	35.3	23.5	23.5	0.0	5.9	0.0	0.0	0.0	0.0	24	47.1	26	17		
GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	11.1	55.6	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	20	56.3	20	16		
GATWICK	WAMOS AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	10	5		
HEATHROW	BRITISH AIRWAYS PLC	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	13	80.0	6	5		
LUTON	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	11	9		
LUTON	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	13	9		
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	60.0	14	5		
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	80.0	9	5		
STANSTED	JET2.COM LTD	S	A	22	0	0	45.5	18.2	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	63.2	20	19		
STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	73.7	16	19		
STANSTED	RYANAIR	S	A	24	0	0	16.7	37.5	25.0	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	11	69.2	13	26		
STANSTED	RYANAIR	S	D	24	0	0	0.0	45.8	50.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	11	26		
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	26	5		
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	9	5		
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	119	1		
MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2		
MANCHESTER	JET2.COM LTD	S	A	24	0	0	70.8	12.5	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.2	4	19		
MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	21.7	60.9	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	18		
MANCHESTER	RYANAIR	S	A	16	0	0	6.3	25.0	31.3	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	34	94.1	1	17		
MANCHESTER	RYANAIR	S	D	16	0	0	0.0	6.3	43.8	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	41	88.2	10	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	76.5	15	17		
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	55.6	20	18		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR OCTOBER 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							
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	29.4	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	64.7	17	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	70.6	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	11	17	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	23	10	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	14	10	
	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	10	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	13	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	14	5	
<b>TOTAL LAS PALMAS</b>					<b>756</b>	<b>7</b>	<b>0</b>	<b>15.1</b>	<b>27.4</b>	<b>36.7</b>	<b>9.6</b>	<b>6.8</b>	<b>2.4</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>11</b>	<b>71.7</b>	<b>13</b>	<b>860</b>	
LAS VEGAS																							
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	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	100.0	4	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	17.4	43.5	21.7	8.7	4.3	0.0	0.0	4.3	0.0	0.0	0.0	17	46.2	19	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	31.8	36.4	22.7	4.5	0.0	0.0	4.5	0.0	0.0	0.0	16	69.2	18	13	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	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	73.1	17	26	
	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	69.2	23	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	25.8	25.8	9.7	9.7	3.2	3.2	3.2	0.0	0.0	0.0	22	79.1	6	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	29.0	16.1	25.8	6.5	0.0	3.2	0.0	0.0	0.0	28	55.8	24	43	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	38.7	22.6	22.6	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	54.8	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	91.3	3	23	
	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	77.3	13	22	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	15	0	0	40.0	20.0	6.7	13.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	20	87.5	3	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	57.1	7.1	7.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	34	57.1	17	7	
<b>TOTAL LAS VEGAS</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>33.3</b>	<b>25.8</b>	<b>12.1</b>	<b>8.6</b>	<b>2.5</b>	<b>1.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.6</b>	<b>14</b>	<b>236</b>	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	107	0	2	12.8	53.2	19.3	9.2	2.8	0.9	0.0	0.0	0.0	0.0	1.8	5	87.9	5	105
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	108	0	1	0.0	42.2	45.9	5.5	4.6	0.9	0.0	0.0	0.0	0.0	0.9	6	85.3	6	107
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	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	55	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	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	9	0.0	70	1
	JERSEY	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	JERSEY	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	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	22.7	25.0	29.5	15.9	4.5	2.3	0.0	0.0	0.0	0.0	0.0	9	72.7	12	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	61.4	25.0	2.3	9.1	2.3	0.0	0.0	0.0	0.0	0.0	6	75.0	9	44
	MANCHESTER	SMARTLYNX (ESTONIA)	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	3	6
	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	83.3	7	6
	SOUTHAMPTON	FLYBE LTD	S	A	67	0	2	1.4	49.3	34.8	5.8	4.3	1.4	0.0	0.0	0.0	0.0	2.9	6	76.1	15	42
	SOUTHAMPTON	FLYBE LTD	S	D	67	0	2	0.0	34.8	50.7	4.3	5.8	1.4	0.0	0.0	0.0	0.0	2.9	6	78.3	12	41
<b>TOTAL LEEDS BRADFORD</b>					<b>443</b>	<b>0</b>	<b>8</b>	<b>5.8</b>	<b>44.6</b>	<b>34.4</b>	<b>7.1</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>1.8</b>	<b>6</b>	<b>81.4</b>	<b>8</b>	<b>404</b>
LEIPZIG																						
	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	0.0	0	66.7	19	3
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	14
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	14
<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>55.9</b>	<b>27</b>	<b>34</b>
LEMNOS																						
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	12	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	66.7	16	3
<b>TOTAL LEMNOS</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</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>28</b>	<b>71.4</b>	<b>14</b>	<b>7</b>
LIBERIA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	5	5
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	80.0	11	5
<b>TOTAL LIBERIA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>8</b>	<b>10</b>
LIEGE																						
	LUTON	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EUROPE AIRPOST	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LIEGE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LILLE																							
	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		
	GATWICK	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		
<b>TOTAL LILLE</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>	<b>0</b>	
LIMOGES																							
	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	107	1		
	BRISTOL	RYANAIR	S	A	7	0	0	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	16	0.0	0	0		
	BRISTOL	RYANAIR	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	16	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	15	0	0	13.3	40.0	20.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	9	64.3	36	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	15	0	0	0.0	40.0	46.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	12	13		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	7		
	LEEDS BRADFORD	RYANAIR	S	D	7	0	0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6	85.7	6	7		
	STANSTED	RYANAIR	S	A	31	0	0	9.7	51.6	19.4	6.5	6.5	3.2	3.2	0.0	0.0	0.0	12	67.7	14	31		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	41.9	45.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	5	74.2	14	31		
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	0.0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	35	41.7	32	12		
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	14.3	35.7	14.3	35.7	0.0	0.0	0.0	0.0	0.0	19	41.7	22	12		
	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	83.3	6	12		
	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	83.3	4	12		
<b>TOTAL LIMOGES</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>39.2</b>	<b>31.1</b>	<b>12.8</b>	<b>8.1</b>	<b>4.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.9</b>	<b>16</b>	<b>152</b>		
LINZ																							
	LIVERPOOL (JOHN LENNON)	AIR CARAIBES ATLANTIQUE	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	AIR CARAIBES ATLANTIQUE	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	28	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	CARPATAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	CARPATAIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	75.0	14	8		
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8		
<b>TOTAL LINZ</b>					<b>6</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>10</b>	<b>81.3</b>	<b>13</b>	<b>16</b>		
LISBON																							
	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	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	174	1		

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

Origin/Destinations: L

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PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	24	0	0	0.0	16.7	41.7	20.8	16.7	4.2	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	24	0	0	0.0	16.7	66.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
EDINBURGH	EASYJET UK LTD	S A	14	0	0	14.3	21.4	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	13	13				
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	8	13				
EDINBURGH	RYANAIR	S A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	18	1				
EDINBURGH	RYANAIR	S D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	32	1				
GLASGOW	GAINJET AVIATION	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1				
GLASGOW	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	77	4				
GLASGOW	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	59	3				
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	80.0	8	15				
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15				
GATWICK	AIR PORTUGAL	S A	49	0	0	4.1	28.6	49.0	8.2	8.2	2.0	0.0	0.0	0.0	0.0	10	54.9	23	50				
GATWICK	AIR PORTUGAL	S D	49	0	0	0.0	10.2	26.5	42.9	16.3	4.1	0.0	0.0	0.0	0.0	21	38.0	36	50				
GATWICK	EASYJET UK LTD	S A	62	0	0	12.9	25.8	27.4	19.4	9.7	3.2	1.6	0.0	0.0	0.0	16	57.4	46	61				
GATWICK	EASYJET UK LTD	S D	62	0	0	0.0	16.1	45.2	17.7	14.5	4.8	1.6	0.0	0.0	0.0	20	51.6	29	62				
HEATHROW	AIR PORTUGAL	S A	188	0	1	4.2	27.0	32.8	15.3	11.1	7.4	1.6	0.0	0.0	0.5	18	47.6	25	186				
HEATHROW	AIR PORTUGAL	S D	187	0	1	0.0	27.7	39.4	11.7	12.2	6.9	1.6	0.0	0.0	0.5	17	58.0	21	187				
HEATHROW	BRITISH AIRWAYS PLC	S A	98	0	0	9.2	32.7	30.6	17.3	7.1	3.1	0.0	0.0	0.0	0.0	12	61.3	17	93				
HEATHROW	BRITISH AIRWAYS PLC	S D	98	0	0	0.0	25.5	56.1	9.2	7.1	2.0	0.0	0.0	0.0	0.0	10	73.1	12	93				
LONDON CITY	AIR PORTUGAL	S A	0	40	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	56.6	21	51				
LONDON CITY	AIR PORTUGAL	S D	0	41	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	38.9	27	51				
LUTON	ABELAG AVIATION	S A	0	0	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				
LUTON	ABELAG AVIATION	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	37	3				
LUTON	EASYJET UK LTD	S A	81	0	0	3.7	19.8	33.3	17.3	14.8	8.6	1.2	1.2	0.0	0.0	22	64.6	17	82				
LUTON	EASYJET UK LTD	S D	81	0	0	0.0	7.4	67.9	16.0	6.2	2.5	0.0	0.0	0.0	0.0	12	73.2	13	82				
LUTON	ENTER 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				
LUTON	WIZZ AIR UK LTD	S A	30	0	0	0.0	20.0	53.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	12	100.0	8	2				
LUTON	WIZZ AIR UK LTD	S D	29	0	0	0.0	10.3	58.6	24.1	3.4	3.4	0.0	0.0	0.0	0.0	12	100.0	0	1				
STANSTED	RYANAIR	S A	119	0	0	10.1	35.3	31.1	13.4	5.9	3.4	0.0	0.0	0.8	0.0	14	69.6	27	91				
STANSTED	RYANAIR	S D	119	0	0	0.0	32.8	49.6	11.8	5.0	0.0	0.0	0.0	0.8	0.0	12	60.2	19	92				
MANCHESTER	AIR PORTUGAL	S A	50	0	0	2.0	24.0	36.0	14.0	16.0	8.0	0.0	0.0	0.0	0.0	19	54.7	20	53				
MANCHESTER	AIR PORTUGAL	S D	50	0	0	0.0	6.0	42.0	18.0	22.0	12.0	0.0	0.0	0.0	0.0	27	39.6	31	53				
MANCHESTER	EASYJET UK LTD	S A	17	0	0	0.0	5.9	41.2	23.5	17.6	11.8	0.0	0.0	0.0	0.0	24	50.0	16	2				
MANCHESTER	EASYJET UK LTD	S D	17	0	0	0.0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	14	50.0	25	2				
MANCHESTER	RYANAIR	S A	27	0	0	0.0	14.8	44.4	14.8	11.1	7.4	3.7	3.7	0.0	0.0	31	51.9	21	27				



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	26	0	0	0.0	7.7	34.6	23.1	23.1	3.8	3.8	3.8	0.0	0.0	0.0	34	25.9	28	27	
<b>TOTAL LISBON</b>					<b>1534</b>	<b>81</b>	<b>2</b>	<b>2.8</b>	<b>22.8</b>	<b>39.3</b>	<b>14.6</b>	<b>10.0</b>	<b>4.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>5.0</b>	<b>0.1</b>	<b>16</b>	<b>55.9</b>	<b>23</b>	<b>1470</b>	
LIVERPOOL (JOHN LENNON)																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	90.5	3	21	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	21	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	158	0	0	13.3	68.4	11.4	1.9	3.8	0.6	0.6	0.0	0.0	0.0	0.0	4	89.6	6	154	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	158	0	0	3.2	66.5	17.7	3.8	5.7	2.5	0.6	0.0	0.0	0.0	0.0	8	84.2	10	158	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	EASTERN AIRWAYS	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	186	0.0	0	0	
	ISLE OF MAN	EASYJET UK LTD	S	A	44	0	0	25.0	61.4	9.1	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	4	46	
	ISLE OF MAN	EASYJET UK LTD	S	D	44	0	0	11.4	59.1	22.7	2.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	91.3	7	46	
	ISLE OF MAN	FLYBE LTD	S	A	84	0	1	0.0	61.2	28.2	5.9	2.4	1.2	0.0	0.0	0.0	0.0	1.2	5	87.5	4	107	
	ISLE OF MAN	FLYBE LTD	S	D	84	0	1	0.0	25.9	61.2	5.9	4.7	1.2	0.0	0.0	0.0	0.0	1.2	6	85.7	6	107	
	JERSEY	EASYJET UK LTD	S	A	45	0	0	20.0	46.7	20.0	6.7	4.4	0.0	2.2	0.0	0.0	0.0	0.0	8	90.9	5	44	
	JERSEY	EASYJET UK LTD	S	D	45	0	0	0.0	51.1	28.9	8.9	8.9	0.0	2.2	0.0	0.0	0.0	0.0	11	86.4	8	44	
	GATWICK	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	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	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	38	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	SOUTHAMPTON	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	3	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>666</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>57.5</b>	<b>23.7</b>	<b>4.3</b>	<b>4.8</b>	<b>1.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>88.1</b>	<b>6</b>	<b>754</b>	
LJUBLJANA																							
	GATWICK	EASYJET UK LTD	S	A	17	0	0	17.6	35.3	17.6	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	15	66.7	17	18	
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	47.1	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	19	18	
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	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	
	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	86.7	6	15	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: L										OCT 2018									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	13	15									
LUTON	WIZZ AIR UK LTD	S	A	11	0	0	0.0	18.2	45.5	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0								
LUTON	WIZZ AIR 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	12	100.0	0	1									
STANSTED	EASYJET UK LTD	S	A	40	0	1	14.6	31.7	26.8	7.3	9.8	4.9	0.0	2.4	0.0	0.0	2.4	16	70.7	14	41								
STANSTED	EASYJET UK LTD	S	D	40	0	0	0.0	22.5	42.5	12.5	20.0	0.0	0.0	2.5	0.0	0.0	0.0	19	73.2	10	41								
<b>TOTAL LJUBLJANA</b>				<b>136</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>24.8</b>	<b>38.0</b>	<b>11.7</b>	<b>13.1</b>	<b>3.6</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>69.7</b>	<b>13</b>	<b>152</b>								
LODZ LUBLINEK																													
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	22.2	11.1	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	57	70.0	15	9								
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	35	50.0	22	9								
GATWICK	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
GATWICK	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	26	0.0	0	0								
STANSTED	RYANAIR	S	A	27	0	0	14.8	48.1	22.2	7.4	0.0	3.7	0.0	3.7	0.0	0.0	0.0	16	69.2	13	25								
STANSTED	RYANAIR	S	D	27	0	0	0.0	51.9	37.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	57.7	18	26								
<b>TOTAL LODZ LUBLINEK</b>				<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>41.9</b>	<b>28.4</b>	<b>8.1</b>	<b>5.4</b>	<b>5.4</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>16</b>	<b>69</b>								
LONDON CITY																													
ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.3	46	43								
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	47.5	30	45								
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	154	0	2	12.8	34.0	30.1	9.6	7.1	3.2	1.3	0.6	0.0	0.0	1.3	13	79.7	9	153								
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	157	0	0	0.0	35.0	42.0	14.0	4.5	3.8	0.6	0.0	0.0	0.0	0.0	10	82.9	8	155								
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	33.3	64	3								
BIRMINGHAM	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0								
EDINBURGH	BA CITYFLYER LTD	S	A	253	0	7	10.0	45.8	21.2	7.3	8.5	3.5	0.4	0.4	0.4	0.0	2.7	14	81.0	11	232								
EDINBURGH	BA CITYFLYER LTD	S	D	256	0	4	0.4	43.1	32.3	9.6	8.1	4.6	0.4	0.0	0.0	0.0	1.5	12	80.2	14	232								
EDINBURGH	FLYBE LTD	S	A	105	0	0	9.5	32.4	26.7	14.3	10.5	5.7	1.0	0.0	0.0	0.0	0.0	16	74.8	19	106								
EDINBURGH	FLYBE LTD	S	D	105	0	0	0.0	24.8	46.7	13.3	8.6	5.7	1.0	0.0	0.0	0.0	0.0	15	69.4	21	108								
EXETER	FLYBE LTD	S	A	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	74.2	13	31								
EXETER	FLYBE LTD	S	D	0	26	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	15	30								
GLASGOW	BA CITYFLYER LTD	S	A	179	0	0	10.6	49.7	22.3	6.7	6.7	3.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
GLASGOW	BA CITYFLYER LTD	S	D	180	0	0	0.6	43.9	28.3	11.7	8.9	5.6	1.1	0.0	0.0	0.0	0.0	14	0.0	0	0								
GLASGOW	BRITISH AIRWAYS PLC	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	79.2	9	169								
GLASGOW	BRITISH AIRWAYS PLC	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	77.8	12	168								

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

		Origin/Destinations: L																	OCT 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	
	ISLE OF MAN	BA CITYFLYER LTD	S	A	81	0	0	12.3	45.7	24.7	7.4	4.9	2.5	2.5	0.0	0.0	0.0	0.0	11	80.2	11	80
	ISLE OF MAN	BA CITYFLYER LTD	S	D	81	0	0	0.0	44.4	42.0	6.2	2.5	2.5	2.5	0.0	0.0	0.0	0.0	10	86.4	7	80
	JERSEY	BLUE ISLANDS LIMITED	S	A	49	0	0	0.0	2.0	18.4	18.4	36.7	22.4	2.0	0.0	0.0	0.0	0.0	44	64.0	22	48
	JERSEY	BLUE ISLANDS LIMITED	S	D	49	0	0	0.0	8.2	22.4	20.4	24.5	20.4	4.1	0.0	0.0	0.0	0.0	39	68.0	22	49
	LEEDS BRADFORD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	LUTON	ALITALIA (CAI)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL LONDON CITY</b>					<b>1651</b>	<b>52</b>	<b>20</b>	<b>5.0</b>	<b>37.4</b>	<b>28.7</b>	<b>10.0</b>	<b>8.5</b>	<b>5.0</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>3.0</b>	<b>1.2</b>	<b>14</b>	<b>76.1</b>	<b>14</b>	<b>1735</b>
LOS ANGELES INTERNATIONAL																						
	GATWICK	EXECUTIVE JET MANAGEMENT EUROPE	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
	GATWICK	NORWEGIAN AIR UK LTD	S	A	30	0	0	36.7	43.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	83.7	15	43
	GATWICK	NORWEGIAN AIR UK LTD	S	D	32	0	0	0.0	18.8	59.4	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.2	12	42
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	53.2	19.4	8.1	11.3	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.7	8	62
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	32.3	59.7	3.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	77	0	1	32.1	26.9	16.7	11.5	10.3	1.3	0.0	0.0	0.0	0.0	1.3	9	86.0	12	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	77	0	1	0.0	11.5	44.9	21.8	17.9	2.6	0.0	0.0	0.0	0.0	1.3	18	58.1	18	92
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	45.2	35.5	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	4	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	58.1	35.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	90.3	8	31
	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	19	50.0	0	1
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	0	49.2	16.4	26.2	1.6	4.9	1.6	0.0	0.0	0.0	0.0	0.0	7	96.5	3	86
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	0	0	0.0	39.3	39.3	13.1	1.6	6.6	0.0	0.0	0.0	0.0	0.0	9	90.6	9	85
	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	53.8	16	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	17	13
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	45.5	27.3	9.1	9.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	6	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>548</b>	<b>0</b>	<b>2</b>	<b>21.5</b>	<b>28.2</b>	<b>31.1</b>	<b>10.2</b>	<b>6.9</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>9</b>	<b>82.8</b>	<b>10</b>	<b>652</b>

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

		Origin/Destinations: L																	OCT 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
LUBLIN (PORT LOTNICZY)		LUTON	ABELAG AVIATION	S	A	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	3
	LUTON	ABELAG AVIATION	S	D	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	42	3	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	26	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	27	
	LUTON	WIZZ AIR UK LTD	S	A	37	0	1	28.9	34.2	21.1	2.6	5.3	0.0	0.0	2.6	2.6	0.0	2.6	23	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	38	0	0	0.0	44.7	39.5	7.9	5.3	2.6	0.0	0.0	0.0	0.0	0.0	9	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	55.6	19	18	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	18	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>75</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>39.5</b>	<b>30.3</b>	<b>5.3</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>77.1</b>	<b>10</b>	<b>95</b>
LUTON		ABERDEEN	EASYJET UK LTD	S	A	27	0	0	7.4	44.4	25.9	14.8	7.4	0.0	0.0	0.0	0.0	0.0	8	76.9	12	26
	ABERDEEN	EASYJET UK LTD	S	D	27	0	0	0.0	40.7	29.6	11.1	18.5	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	18	26
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	105	0	0	10.5	33.3	25.7	15.2	7.6	7.6	0.0	0.0	0.0	0.0	0.0	14	78.8	9	104
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	105	0	0	1.0	41.0	21.9	21.0	5.7	8.6	1.0	0.0	0.0	0.0	0.0	17	69.8	14	106
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	75	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	0	0.0	0	0
	DONCASTER SHEFFIELD	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	96	0	1	10.3	36.1	22.7	16.5	8.2	4.1	1.0	0.0	0.0	0.0	1.0	14	71.4	13	98
	EDINBURGH	EASYJET UK LTD	S	D	96	0	1	1.0	30.9	34.0	11.3	12.4	8.2	1.0	0.0	0.0	0.0	1.0	18	53.1	20	98
	GLASGOW	EASYJET UK LTD	S	A	73	0	1	12.2	33.8	21.6	18.9	6.8	5.4	0.0	0.0	0.0	0.0	1.4	14	75.7	12	74
	GLASGOW	EASYJET UK LTD	S	D	73	0	1	0.0	37.8	25.7	13.5	14.9	6.8	0.0	0.0	0.0	0.0	1.4	17	70.3	13	74
	GLASGOW	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
	ISLE OF MAN	EASYJET UK LTD	S	A	15	0	0	33.3	20.0	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	9	16
	ISLE OF MAN	EASYJET UK LTD	S	D	15	0	0	20.0	20.0	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	9	16
	JERSEY	EASYJET UK LTD	S	A	21	0	0	0.0	38.1	38.1	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	14	58.6	19	28
	JERSEY	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	28.6	9.5	14.3	9.5	0.0	0.0	0.0	0.0	0.0	16	62.1	17	28
	LIVERPOOL (JOHN LENNON)	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
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	0.0	29	1
	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
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL LUTON</b>					<b>680</b>	<b>0</b>	<b>7</b>	<b>6.1</b>	<b>35.1</b>	<b>26.3</b>	<b>15.1</b>	<b>9.9</b>	<b>6.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>68.9</b>	<b>14</b>	<b>696</b>

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																							
	BOURNEMOUTH	DUCAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	EDINBURGH	RYANAIR	S	A	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	10	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	15.4	53.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
	GATWICK	EASYJET UK LTD	S	A	17	0	0	0.0	29.4	58.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	63.2	28	19	
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	52.9	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	16	68.4	27	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	24.2	43.5	17.7	12.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	0.0	47.6	42.9	7.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	6	60	
	LONDON CITY	LUXAIR	S	A	0	175	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.4	0.6	0	89.1	5	172	
	LONDON CITY	LUXAIR	S	D	0	174	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	84.8	6	172	
	LUTON	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	2	
	LUTON	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	25	2	
	STANSTED	RYANAIR	S	A	23	0	0	4.3	47.8	26.1	4.3	13.0	4.3	0.0	0.0	0.0	0.0	0.0	11	58.1	23	31	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	47.8	34.8	4.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	10	45.2	24	31	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	11.8	47.1	35.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	10	26	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	17.6	64.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	17	26	
	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	1	100.0	0	2	
<b>TOTAL LUXEMBOURG</b>					<b>267</b>	<b>349</b>	<b>4</b>	<b>2.9</b>	<b>17.3</b>	<b>16.3</b>	<b>3.9</b>	<b>2.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>0.6</b>	<b>7</b>	<b>80.1</b>	<b>10</b>	<b>624</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	S	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	100.0	6	5	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	5	
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>5</b>	<b>10</b>	
LVOV																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	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	100.0	4	12	
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	15.4	38.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	24	100.0	0	1	
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	100.0	0	1	
	STANSTED	RYANAIR	S	A	12	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	
	STANSTED	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	0	0.0	0	0	
<b>TOTAL LVOV</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>42.0</b>	<b>36.0</b>	<b>12.0</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>12</b>	<b>84.6</b>	<b>9</b>	<b>26</b>	
LYON																							
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	12	22	
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	0.0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.3	14	22	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EASTERN AIRWAYS	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
EDINBURGH	EASYJET EUROPE	S A	8	0	0	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
EDINBURGH	EASYJET EUROPE	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	0.0	4	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	0.0	0	50.0	22	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	0.0	0	12.5	33	8	
GATWICK	EASYJET UK LTD	S A	46	0	0	0	0	10.9	30.4	41.3	4.3	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	66.0	19	52	
GATWICK	EASYJET UK LTD	S D	47	0	0	0	0	0.0	4.3	34.0	29.8	14.9	14.9	2.1	0.0	0.0	0.0	0.0	30	43.4	36	52	
HEATHROW	BRITISH AIRWAYS PLC	S A	93	0	1	6.4	36.2	36.2	11.7	6.4	1.1	1.1	0.0	0.0	0.0	0.0	1.1	10	82.2	11	90		
HEATHROW	BRITISH AIRWAYS PLC	S D	93	0	1	0.0	39.4	40.4	9.6	7.4	2.1	0.0	0.0	0.0	0.0	0.0	1.1	11	84.4	8	90		
LUTON	EASYJET UK LTD	S A	27	0	0	3.7	44.4	18.5	18.5	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	20	78.6	13	28		
LUTON	EASYJET UK LTD	S D	27	0	0	0.0	48.1	40.7	0.0	3.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	11	89.7	8	29		
MANCHESTER	FLYBE LTD	S A	16	0	0	12.5	25.0	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	20	22		
MANCHESTER	FLYBE LTD	S D	16	0	0	0.0	25.0	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.6	18	23		
SOUTHEND	STOBART AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	74	24		
SOUTHEND	STOBART AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	25		
<b>TOTAL LYON</b>			<b>409</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>33.1</b>	<b>38.7</b>	<b>12.4</b>	<b>6.3</b>	<b>4.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>73.8</b>	<b>18</b>	<b>497</b>		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M								OCT 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	
MAASTRICHT		LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0					
		LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
<b>TOTAL MAASTRICHT</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
MADRID		BIRMINGHAM	IBERIA EXPRESS	S	A	17	0	0	17.6	58.8	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	18					
		BIRMINGHAM	IBERIA EXPRESS	S	D	17	0	0	0.0	11.8	64.7	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	12	88.9	8	18					
		BIRMINGHAM	RYANAIR	S	A	14	0	0	7.1	35.7	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	9	18					
		BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	35.7	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	19	27.8	24	18					
		BRISTOL	EASYJET UK LTD	S	A	31	0	0	32.3	19.4	32.3	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
		BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	38.7	38.7	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
		CARDIFF WALES	AIR EUROPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1					
		CARDIFF WALES	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	0	0.0	25	1					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	379	1					
		EDINBURGH	EASYJET UK LTD	S	A	38	0	0	18.4	47.4	23.7	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	79.5	9	38					
		EDINBURGH	EASYJET UK LTD	S	D	38	0	0	0.0	31.6	50.0	13.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.2	9	38					
		EDINBURGH	IBERIA EXPRESS	S	A	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	15					
		EDINBURGH	IBERIA EXPRESS	S	D	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	53.3	16	15					
		GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	15					
		GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	38	15					
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	22.2	33.3	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18					
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	5	77.8	6	18					
		GATWICK	AIR EUROPA	S	A	62	0	0	12.9	38.7	30.6	12.9	3.2	1.6	0.0	0.0	0.0	0.0	0.0	7	67.7	17	62					
		GATWICK	AIR EUROPA	S	D	62	0	0	0.0	25.8	51.6	11.3	8.1	3.2	0.0	0.0	0.0	0.0	0.0	11	66.1	19	62					
		GATWICK	EASYJET UK LTD	S	A	124	0	0	18.5	31.5	29.0	9.7	7.3	1.6	0.0	1.6	0.8	0.0	0.0	18	74.8	15	123					
		GATWICK	EASYJET UK LTD	S	D	124	0	0	0.0	20.2	43.5	18.5	13.7	4.0	0.0	0.0	0.0	0.0	0.0	16	66.7	23	123					
		GATWICK	IBERIA EXPRESS	S	A	61	0	0	21.3	47.5	23.0	4.9	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	87.1	9	62					
		GATWICK	IBERIA EXPRESS	S	D	60	0	1	0.0	11.5	62.3	18.0	3.3	3.3	0.0	0.0	0.0	0.0	1.6	13	61.9	18	62					
		GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	41	0	0	14.6	26.8	41.5	14.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	7	75.5	16	53					
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	41	0	0	0.0	17.1	34.1	29.3	17.1	2.4	0.0	0.0	0.0	0.0	0.0	18	66.0	23	53					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	2	12.7	40.1	28.0	13.4	3.2	1.3	0.0	0.0	0.0	0.0	1.3	8	71.6	12	154					

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	2	0.0	16.6	65.0	13.4	3.2	0.6	0.0	0.0	0.0	0.0	1.3	8	75.9	12	155	
	HEATHROW	IBERIA	S	A	247	0	1	14.1	37.9	30.6	10.9	5.6	0.0	0.4	0.0	0.0	0.0	0.4	7	84.9	6	243	
	HEATHROW	IBERIA	S	D	247	0	1	0.0	28.2	50.8	13.7	6.0	0.8	0.0	0.0	0.0	0.0	0.4	8	79.3	10	242	
	LUTON	EASYJET UK LTD	S	A	40	0	0	15.0	35.0	30.0	7.5	2.5	10.0	0.0	0.0	0.0	0.0	0.0	13	87.8	7	41	
	LUTON	EASYJET UK LTD	S	D	39	0	0	0.0	17.9	69.2	5.1	5.1	2.6	0.0	0.0	0.0	0.0	0.0	10	78.0	12	41	
	STANSTED	RYANAIR	S	A	134	0	0	19.4	41.0	22.4	10.4	5.2	1.5	0.0	0.0	0.0	0.0	0.0	7	77.4	21	123	
	STANSTED	RYANAIR	S	D	134	0	0	0.0	41.0	47.8	6.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	6	54.0	22	123	
	MANCHESTER	IBERIA EXPRESS	S	A	17	0	0	23.5	41.2	23.5	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	91.7	4	12	
	MANCHESTER	IBERIA EXPRESS	S	D	17	0	0	0.0	35.3	47.1	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	14	75.0	11	12	
	MANCHESTER	RYANAIR	S	A	31	0	0	19.4	38.7	25.8	3.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	64.5	13	31	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	9.7	54.8	16.1	9.7	3.2	3.2	3.2	0.0	0.0	0.0	27	83.9	7	31	
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	14	8		
	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	37.5	21	8		
<b>TOTAL MADRID MAHON</b>					<b>2078</b>	<b>0</b>	<b>8</b>	<b>8.3</b>	<b>31.6</b>	<b>40.2</b>	<b>11.7</b>	<b>5.9</b>	<b>1.6</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>72.7</b>	<b>14</b>	<b>2072</b>	
	BIRMINGHAM	JET2.COM LTD	S	A	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	1	92.3	3	13	
	BIRMINGHAM	JET2.COM LTD	S	D	16	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	6	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	90.0	3	10		
	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	88.9	3	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	25.0	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	13	18	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	17	14	
	BIRMINGHAM	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	23	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	10	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	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	0	5	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	15.8	10.5	42.1	15.8	5.3	5.3	5.3	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	19	0	0	0.0	42.1	31.6	10.5	5.3	5.3	5.3	0.0	0.0	0.0	0.0	19	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	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	0	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	7	0	0	14.3	14.3	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	22	75.0	7	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	3	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	22.2	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	3	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	7	0	0	0.0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	100.0	2	3	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	12	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	92.3	4	13	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	14	37.5	22	8									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	11	8									
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	88.9	7	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	0.0	0	100.0	2	8									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	5	9									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	100.0	1	7									
EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
EDINBURGH	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	0.0	0	66.7	14	3									
EDINBURGH	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	66.7	18	3									
EXETER	TUI AIRWAYS LTD	C	A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	100.0	6	5									
EXETER	TUI AIRWAYS LTD	C	D	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	100.0	0	4									
GLASGOW	JET2.COM LTD	S	A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	8	3									
GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3									
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	7									
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	1	7									
LEEDS BRADFORD	JET2.COM LTD	S	A	12	0	0	8.3	66.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	17	12									
LEEDS BRADFORD	JET2.COM LTD	S	D	12	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	12									
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	4									
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3									
GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0									
GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0									
GATWICK	EASYJET UK LTD	S	A	37	0	0	5.4	29.7	32.4	18.9	8.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	14	70.6	20	34									
GATWICK	EASYJET UK LTD	S	D	37	0	0	0.0	27.0	51.4	13.5	2.7	5.4	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	9	34									
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	66.7	16	9									
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	14	8									
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	11	18									
GATWICK	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	0.0	16	92.9	7	14									
GATWICK	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1									
LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	53.8	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	19	64.3	16	14									

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR OCTOBER 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 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									
LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	10	14		
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	1	1		
STANSTED	JET2.COM LTD	S	A	12	0	0	0.0	25.0	41.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	15	8		
STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8		
STANSTED	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	0	0.0	0	0		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	12.5	25.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	55.6	13	9		
STANSTED	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	7	7		
MANCHESTER	JET2.COM LTD	S	A	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	84.6	19	13		
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	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	92.3	8	13		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	6	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	0.0	50.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.9	35	22		
MANCHESTER	TUI AIRWAYS LTD	C	D	16	0	0	0.0	18.8	75.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	16		
NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8		
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	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	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
SOUTHEND	EASYJET UK LTD	S	A	7	0	0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	14	9		
SOUTHEND	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	19	9		
<b>TOTAL MAHON</b>				<b>491</b>	<b>7</b>	<b>0</b>	<b>6.4</b>	<b>38.0</b>	<b>38.8</b>	<b>9.2</b>	<b>3.2</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>9</b>	<b>73.4</b>	<b>11</b>	<b>557</b>		
MALAGA																							
ABERDEEN	RYANAIR	S	A	7	0	0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	21	7		
ABERDEEN	RYANAIR	S	D	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	14	7		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	42	0	0	9.5	38.1	38.1	9.5	2.4	2.4	0.0	0.0	0.0	0.0	0.0	8	70.7	15	40		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	42	0	0	2.4	54.8	28.6	2.4	7.1	2.4	2.4	0.0	0.0	0.0	0.0	10	66.7	18	42		
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	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	26	50.0	16	4		

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

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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				
BELFAST INTERNATIONAL	JET2.COM LTD	S D	6	0	0	0.0	66.7	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	30	75.0	31	4
BELFAST INTERNATIONAL	RYANAIR	S A	17	0	0	11.8	23.5	52.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	81.0	19	21	
BELFAST INTERNATIONAL	RYANAIR	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	3	71.4	22	21	
BELFAST 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	0.0	26	100.0	8	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	50.0	9	4	
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	33	4	
BIRMINGHAM	JET2.COM LTD	S A	39	0	0	41.0	28.2	28.2	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	71.1	17	45	
BIRMINGHAM	JET2.COM LTD	S D	39	0	0	0.0	17.9	64.1	12.8	5.1	0.0	0.0	0.0	0.0	0.0	0.0	7	79.5	11	44	
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
BIRMINGHAM	RYANAIR	S A	47	0	0	6.4	29.8	29.8	25.5	8.5	0.0	0.0	0.0	0.0	0.0	0.0	11	82.2	9	45	
BIRMINGHAM	RYANAIR	S D	47	0	0	0.0	21.3	53.2	6.4	19.1	0.0	0.0	0.0	0.0	0.0	0.0	12	68.9	15	45	
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	62.5	17	16	
BIRMINGHAM	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	68.8	12	16	
BOURNEMOUTH	RYANAIR	S A	26	0	0	34.6	57.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	8	24	
BOURNEMOUTH	RYANAIR	S D	26	0	0	0.0	69.2	23.1	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	8	75.0	16	24	
BOURNEMOUTH	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	3	0.0	0	0	
BRISTOL	EASYJET UK LTD	S A	66	0	0	18.2	39.4	19.7	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BRISTOL	EASYJET UK LTD	S D	65	0	0	0.0	44.6	36.9	9.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BRISTOL	RYANAIR	S A	34	0	0	8.8	44.1	35.3	8.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BRISTOL	RYANAIR	S D	33	0	0	0.0	39.4	54.5	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	62.5	20	8	
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	12	8	
CARDIFF WALES	VUELING AIRLINES	S A	20	0	0	5.0	55.0	30.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	11	21	
CARDIFF WALES	VUELING AIRLINES	S D	20	0	0	0.0	35.0	40.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	16	21	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	15	9	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	31	0	0	22.6	48.4	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	10	30	

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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 D	31	0	0	0.0	61.3	38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	10	30		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	57	0	0	12.3	45.6	22.8	10.5	7.0	1.8	0.0	0.0	0.0	0.0	0.0	8	85.2	7	61			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	57	0	0	0.0	52.6	35.1	5.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.6	9	61			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	9	8			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	100.0	4	8			
EDINBURGH	BA CITYFLYER LTD	C A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	12	4			
EDINBURGH	BA CITYFLYER 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	18	66.7	13	3			
EDINBURGH	JET2.COM LTD	S A	20	0	0	20.0	35.0	35.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	63.6	18	22			
EDINBURGH	JET2.COM LTD	S D	20	0	0	0.0	25.0	60.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	86.4	11	22			
EDINBURGH	RYANAIR	S A	29	0	0	13.8	44.8	24.1	10.3	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	16	35			
EDINBURGH	RYANAIR	S D	29	0	0	0.0	41.4	48.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6	73.5	12	34			
EXETER	FLYBE 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	81.3	5	16			
EXETER	FLYBE 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	81.3	6	16			
EXETER	RYANAIR	S A	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
EXETER	RYANAIR	S D	0	8	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0	0.0	0	0			
GLASGOW	EASYJET UK LTD	S A	25	0	0	16.0	52.0	12.0	4.0	12.0	0.0	4.0	0.0	0.0	0.0	0.0	14	66.7	30	30			
GLASGOW	EASYJET UK LTD	S D	25	0	0	0.0	32.0	44.0	8.0	12.0	0.0	0.0	4.0	0.0	0.0	0.0	16	80.0	11	30			
GLASGOW	JET2.COM LTD	S A	21	0	0	28.6	47.6	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.2	6	19			
GLASGOW	JET2.COM LTD	S D	21	0	0	0.0	42.9	47.6	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	7	19			
GLASGOW	RYANAIR	S A	16	0	0	12.5	31.3	37.5	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	14	66.7	22	12			
GLASGOW	RYANAIR	S D	16	0	0	0.0	18.8	37.5	31.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	20	91.7	5	12			
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	11	4			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	25.0	27	4			
JERSEY	FLYBE LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	64	3			
JERSEY	FLYBE LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	25	4			
LEEDS BRADFORD	JET2.COM LTD	S A	43	0	0	25.6	37.2	30.2	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	9	44			
LEEDS BRADFORD	JET2.COM LTD	S D	43	0	0	2.3	18.6	72.1	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.1	9	44			
LEEDS BRADFORD	RYANAIR	S A	33	0	0	6.1	30.3	24.2	33.3	0.0	6.1	0.0	0.0	0.0	0.0	0.0	16	69.7	31	33			
LEEDS BRADFORD	RYANAIR	S D	33	0	0	0.0	48.5	39.4	3.0	6.1	3.0	0.0	0.0	0.0	0.0	0.0	8	63.6	33	33			
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	4			
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	3			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												OCT 2018										
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE																
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9							
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9							
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	35	0	0	25.7	45.7	14.3	8.6	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.1	11	35							
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	35	0	0	0.0	60.0	28.6	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.9	6	35							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	49	0	0	10.2	59.2	20.4	2.0	6.1	2.0	0.0	0.0	0.0	0.0	0.0	6	78.0	9	50							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	49	0	0	0.0	38.8	57.1	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4	92.0	5	50							
GATWICK	BRITISH AIRWAYS PLC	S	A	110	0	0	40.9	27.3	20.0	6.4	3.6	0.9	0.0	0.9	0.0	0.0	0.0	7	82.3	9	112							
GATWICK	BRITISH AIRWAYS PLC	S	D	111	0	0	0.0	47.7	39.6	4.5	6.3	1.8	0.0	0.0	0.0	0.0	0.0	7	80.2	12	111							
GATWICK	EASYJET UK LTD	S	A	148	0	0	16.2	29.7	23.6	12.2	12.8	3.4	1.4	0.7	0.0	0.0	0.0	16	55.9	24	151							
GATWICK	EASYJET UK LTD	S	D	147	0	0	0.0	19.0	51.7	16.3	8.2	3.4	0.7	0.7	0.0	0.0	0.0	15	61.7	22	149							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	65	0	0	4.6	24.6	33.8	24.6	7.7	4.6	0.0	0.0	0.0	0.0	0.0	14	63.2	26	38							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	65	0	0	1.5	29.2	41.5	16.9	10.8	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	36	38							
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	21	8							
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	12	6							
HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	10.3	25.6	28.2	23.1	10.3	0.0	2.6	0.0	0.0	0.0	0.0	15	55.6	17	36							
HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	20.5	56.4	12.8	7.7	0.0	2.6	0.0	0.0	0.0	0.0	14	68.6	14	35							
LONDON CITY	BA CITYFLYER LTD	S	A	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	67.7	21	31							
LONDON CITY	BA CITYFLYER LTD	S	D	0	31	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	58.1	28	31							
LUTON	EASYJET UK LTD	S	A	84	0	0	7.1	20.2	38.1	15.5	14.3	3.6	0.0	1.2	0.0	0.0	0.0	17	48.8	25	85							
LUTON	EASYJET UK LTD	S	D	84	0	0	0.0	23.8	48.8	15.5	7.1	3.6	0.0	1.2	0.0	0.0	0.0	15	60.5	20	86							
LUTON	RYANAIR	S	A	30	0	0	10.0	23.3	30.0	16.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	16	100.0	0	3							
LUTON	RYANAIR	S	D	30	0	0	0.0	16.7	63.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	11	66.7	12	3							
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	12.5	65	8							
LUTON	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	6							
STANSTED	BA CITYFLYER LTD	S	A	8	0	0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	26	4							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	BA CITYFLYER LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	25.0	40	4	
	STANSTED	EASYJET UK LTD	S	A	38	0	1	17.9	33.3	20.5	12.8	7.7	5.1	0.0	0.0	0.0	0.0	2.6	11	66.7	16	42	
	STANSTED	EASYJET UK LTD	S	D	37	0	1	0.0	39.5	42.1	7.9	5.3	2.6	0.0	0.0	0.0	0.0	2.6	9	76.2	12	42	
	STANSTED	JET2.COM LTD	S	A	31	0	0	25.8	45.2	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.7	14	33	
	STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	51.6	41.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	10	33	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	70	0	0	7.1	42.9	27.1	12.9	7.1	1.4	0.0	1.4	0.0	0.0	0.0	14	54.8	22	73	
	STANSTED	RYANAIR	S	D	70	0	0	0.0	41.4	50.0	7.1	0.0	1.4	0.0	0.0	0.0	0.0	0.0	5	63.0	20	73	
	MANCHESTER	EASYJET UK LTD	S	A	39	0	0	17.9	46.2	23.1	2.6	10.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	11	30	
	MANCHESTER	EASYJET UK LTD	S	D	39	0	0	0.0	38.5	56.4	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	10	31	
	MANCHESTER	JET2.COM LTD	S	A	43	0	0	48.8	25.6	16.3	4.7	0.0	2.3	2.3	0.0	0.0	0.0	0.0	8	76.9	15	39	
	MANCHESTER	JET2.COM LTD	S	D	43	0	0	0.0	39.5	46.5	7.0	4.7	0.0	2.3	0.0	0.0	0.0	0.0	10	74.4	12	39	
	MANCHESTER	RYANAIR	S	A	60	0	0	13.3	33.3	36.7	8.3	5.0	3.3	0.0	0.0	0.0	0.0	0.0	10	71.4	13	70	
	MANCHESTER	RYANAIR	S	D	60	0	0	0.0	15.0	50.0	15.0	16.7	1.7	1.7	0.0	0.0	0.0	0.0	17	55.7	23	70	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	52.9	40	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	50.0	33	16	
	NEWCASTLE	EASYJET UK LTD	S	A	27	0	0	7.4	25.9	44.4	3.7	14.8	3.7	0.0	0.0	0.0	0.0	0.0	13	77.8	12	27	
	NEWCASTLE	EASYJET UK LTD	S	D	27	0	0	0.0	18.5	55.6	18.5	3.7	0.0	3.7	0.0	0.0	0.0	0.0	14	88.9	9	27	
	NEWCASTLE	JET2.COM LTD	S	A	24	0	0	37.5	29.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	4	21	
	NEWCASTLE	JET2.COM LTD	S	D	24	0	0	0.0	25.0	54.2	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	14	21	
	NEWCASTLE	RYANAIR	S	A	18	0	0	16.7	38.9	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.5	4	21	
	NEWCASTLE	RYANAIR	S	D	18	0	0	0.0	27.8	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.9	26	21	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	25.0	47	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	28.6	18	7	
	SOUTHAMPTON	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	93.8	4	16	
	SOUTHAMPTON	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	8	16	
	SOUTHEND	EASYJET UK LTD	S	A	31	0	0	6.5	38.7	29.0	9.7	6.5	3.2	6.5	0.0	0.0	0.0	0.0	17	74.2	10	31	
	SOUTHEND	EASYJET UK LTD	S	D	31	0	0	0.0	22.6	48.4	12.9	6.5	3.2	6.5	0.0	0.0	0.0	0.0	21	93.5	6	31	
	SOUTHEND	RYANAIR	S	A	20	0	0	0.0	40.0	25.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	20	0	0	5.0	45.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MALAGA</b>					<b>3249</b>	<b>106</b>	<b>3</b>	<b>8.5</b>	<b>33.6</b>	<b>35.9</b>	<b>9.8</b>	<b>6.3</b>	<b>1.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.1</b>	<b>10</b>	<b>65.9</b>	<b>16</b>	<b>3152</b>	
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	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	38	0.0	23	1	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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 MALE INTERNATIONAL</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>8</b>	<b>3</b>			
MALTA																									
	ABERDEEN	RYANAIR	S	A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	7			
	ABERDEEN	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	57.1	18	7			
	BELFAST INTERNATIONAL	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	2	100.0	1	4			
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	6	4			
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	9			
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	77.8	16	9			
	BIRMINGHAM	AIR MALTA	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	6	33.3	52	3			
	BIRMINGHAM	AIR MALTA	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	7	0.0	55	3			
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	14	4			
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	23.1	30.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	15	13			
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	76.9	11	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	66.7	46	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	66.7	55	3			
	BIRMINGHAM	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	9	0.0	28	3			
	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	33.3	18	3			
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	8			
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	1	8			
	BRISTOL	AIR MALTA	C	A	3	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0			
	BRISTOL	AIR MALTA	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	39	0.0	0	0			
	BRISTOL	AIR MALTA	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
	BRISTOL	AIR MALTA	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	6	0.0	0	0			
	BRISTOL	RYANAIR	S	A	14	0	0	35.7	21.4	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	35.7	42.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
	CARDIFF WALES	RYANAIR	S	A	8	1	0	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	4	0.0	0	0			
	CARDIFF WALES	RYANAIR	S	D	8	1	0	0.0	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11	0.0	0	0			
	EAST MIDLANDS INTERNATIONAL	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	3	75.0	6	4			
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR OCTOBER 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							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	13	0	0	0	15.4	23.1	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	15	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	13	0	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	14		
EDINBURGH	RYANAIR	S A	19	0	0	0	0.0	26.3	47.4	15.8	10.5	0.0	0.0	0.0	0.0	0.0	10	88.2	6	17			
EDINBURGH	RYANAIR	S D	19	0	0	0	0.0	31.6	57.9	5.3	0.0	5.3	0.0	0.0	0.0	0.0	8	76.5	7	17			
EXETER	RYANAIR	S A	0	8	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.9	11.1	0	0.0	0	0		
EXETER	RYANAIR	S D	0	8	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	8	0	0	0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8		
GLASGOW	JET2.COM LTD	S D	8	0	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	8		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	6	4		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	8	10		
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	90.0	7	10		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	10	0	0	0	30.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	43	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	10	0	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	13	9		
GATWICK	AIR MALTA	S A	36	0	0	0	2.8	22.2	33.3	19.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	64.5	21	31		
GATWICK	AIR MALTA	S D	36	0	0	0	2.8	11.1	38.9	19.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	56.3	20	31		
GATWICK	BRITISH AIRWAYS PLC	C A	3	0	1	0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	23	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	C D	3	0	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	32	0	0	0	37.5	28.1	12.5	9.4	6.3	3.1	3.1	0.0	0.0	0.0	0.0	13	80.0	17	30		
GATWICK	BRITISH AIRWAYS PLC	S D	32	0	0	0	0.0	31.3	53.1	6.3	6.3	0.0	3.1	0.0	0.0	0.0	0.0	13	83.3	10	30		
GATWICK	EASYJET UK LTD	S A	44	0	0	0	11.4	20.5	29.5	15.9	13.6	4.5	4.5	0.0	0.0	0.0	0.0	22	60.5	19	43		
GATWICK	EASYJET UK LTD	S D	45	0	0	0	0.0	13.3	57.8	15.6	6.7	2.2	4.4	0.0	0.0	0.0	0.0	20	79.1	11	43		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5		
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	50.0	33	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	0	50.0	34	8		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	67	3		
GATWICK	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	39	3		
HEATHROW	AIR MALTA	S A	70	0	0	0	1.4	8.6	28.6	34.3	17.1	8.6	1.4	0.0	0.0	0.0	0.0	24	57.6	20	66		



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
HEATHROW	AIR MALTA	S D	70	0	0	0.0	17.1	35.7	20.0	20.0	5.7	1.4	0.0	0.0	0.0	0.0	22	59.1	19	66			
LUTON	RYANAIR	S A	35	0	0	11.4	34.3	31.4	8.6	14.3	0.0	0.0	0.0	0.0	0.0	11	71.4	12	35				
LUTON	RYANAIR	S D	35	0	0	0.0	11.4	54.3	17.1	8.6	8.6	0.0	0.0	0.0	0.0	16	62.9	16	35				
STANSTED	JET2.COM 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	13	87.5	3	8				
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	8				
STANSTED	RYANAIR	S A	25	0	0	8.0	16.0	44.0	28.0	0.0	0.0	4.0	0.0	0.0	0.0	14	56.7	19	30				
STANSTED	RYANAIR	S D	26	0	0	0.0	50.0	34.6	7.7	3.8	3.8	0.0	0.0	0.0	0.0	9	71.0	14	31				
MANCHESTER	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	50.0	8	2				
MANCHESTER	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	25.0	20	2				
MANCHESTER	EASYJET UK LTD	S A	30	0	0	13.3	20.0	43.3	20.0	3.3	0.0	0.0	0.0	0.0	0.0	8	72.4	13	29				
MANCHESTER	EASYJET UK LTD	S D	30	0	0	0.0	46.7	50.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	82.8	9	29				
MANCHESTER	JET2.COM 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	9	0.0	0	0				
MANCHESTER	JET2.COM 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	6	0.0	0	0				
MANCHESTER	JET2.COM LTD	S A	13	0	0	7.7	30.8	30.8	7.7	0.0	7.7	7.7	7.7	0.0	0.0	39	100.0	2	9				
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	15.4	53.8	0.0	7.7	7.7	7.7	7.7	0.0	0.0	43	88.9	2	9				
MANCHESTER	RYANAIR	S A	14	0	0	7.1	35.7	35.7	7.1	0.0	7.1	0.0	0.0	7.1	0.0	47	85.7	12	14				
MANCHESTER	RYANAIR	S D	14	0	0	0.0	7.1	42.9	35.7	0.0	7.1	7.1	0.0	0.0	0.0	24	28.6	31	14				
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	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	4				
MANCHESTER	TUI AIRWAYS LTD	C A	11	0	0	0.0	27.3	18.2	27.3	18.2	9.1	0.0	0.0	0.0	0.0	23	55.6	16	9				
MANCHESTER	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	63.6	9.1	9.1	9.1	0.0	0.0	0.0	0.0	16	77.8	10	9				
NEWCASTLE	EASYJET UK LTD	S A	9	0	0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	22	9				
NEWCASTLE	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	7	66.7	23	9				
NEWCASTLE	JET2.COM LTD	S A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4				
NEWCASTLE	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	1	100.0	7	4				
SOUTHEND	AIR MALTA	S A	11	0	0	27.3	36.4	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	7	13				
SOUTHEND	AIR MALTA	S D	11	0	0	0.0	27.3	54.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	15	13				
SOUTHEND	EASYJET UK LTD	S A	13	0	0	38.5	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	91.7	4	12				
SOUTHEND	EASYJET UK LTD	S D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	12				
<b>TOTAL MALTA</b>			<b>1050</b>	<b>18</b>	<b>2</b>	<b>6.8</b>	<b>26.2</b>	<b>37.7</b>	<b>14.5</b>	<b>7.9</b>	<b>3.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>1.7</b>	<b>0.2</b>	<b>15</b>	<b>67.9</b>	<b>15</b>	<b>969</b>			
MANCHESTER																							
ABERDEEN	FLYBE LTD	S A	159	0	0	6.9	50.9	29.6	5.0	5.7	0.6	1.3	0.0	0.0	0.0	8	83.0	7	151				
ABERDEEN	FLYBE LTD	S D	159	0	0	0.0	47.8	42.1	3.8	3.1	1.9	1.3	0.0	0.0	0.0	7	85.0	8	152				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	195	0	1	5.6	49.0	28.6	6.1	5.6	3.1	1.0	0.5	0.0	0.0	10	83.9	9	189				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	194	0	1	0.5	40.0	46.2	4.1	5.1	3.1	0.5	0.0	0.0	0.0	7	88.2	6	191				

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	96	0	0	24.0	40.6	21.9	7.3	5.2	1.0	0.0	0.0	0.0	0.0	0.0	6	77.3	13	74			
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	96	0	0	2.1	58.3	22.9	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	74.7	16	74			
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	8	1			
BELFAST INTERNATIONAL	RYANAIR	S A	42	0	0	26.2	69.0	2.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1	91.8	5	49			
BELFAST INTERNATIONAL	RYANAIR	S D	42	0	0	0.0	69.0	26.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	11	51			
BIRMINGHAM	FLYBE 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	0.0	0	0			
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	10	0.0	48	1			
BIRMINGHAM	JET2.COM LTD	S A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	52	1			
BIRMINGHAM	JET2.COM LTD	S D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	14	1			
BIRMINGHAM	LUFTHANSA	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
BIRMINGHAM	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	93	2			
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	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1			
EDINBURGH	FLYBE LTD	S A	101	0	0	9.9	56.4	23.8	4.0	0.0	3.0	2.0	1.0	0.0	0.0	0.0	11	79.4	12	102			
EDINBURGH	FLYBE LTD	S D	101	0	0	0.0	27.7	61.4	6.9	3.0	0.0	0.0	1.0	0.0	0.0	0.0	8	79.4	11	102			
EXETER	FLYBE LTD	S A	0	95	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	86.6	7	96			
EXETER	FLYBE LTD	S D	0	96	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.5	7	96			
GLASGOW	FLYBE LTD	S A	45	0	0	4.4	53.3	31.1	6.7	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4	86.1	10	71			
GLASGOW	FLYBE LTD	S D	45	0	0	0.0	37.8	55.6	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.9	10	71			
ISLE OF MAN	FLYBE LTD	S A	132	0	0	9.8	59.1	19.7	5.3	3.0	1.5	1.5	0.0	0.0	0.0	0.0	7	82.5	12	141			
ISLE OF MAN	FLYBE LTD	S D	132	0	0	1.5	34.8	54.5	6.8	1.5	0.8	0.0	0.0	0.0	0.0	0.0	4	87.4	8	141			
JERSEY	EASYJET UK LTD	S A	12	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			
JERSEY	EASYJET UK LTD	S D	12	0	0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
JERSEY	FLYBE LTD	S A	31	0	0	6.5	45.2	25.8	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	84.4	9	32			
JERSEY	FLYBE LTD	S D	31	0	0	0.0	41.9	41.9	3.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	71.9	18	32			
GATWICK	EASYJET UK LTD	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			
GATWICK	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1			
GATWICK	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
HEATHROW	BRITISH AIRWAYS PLC	S A	180	0	1	13.3	36.5	27.6	11.6	7.2	3.3	0.0	0.0	0.0	0.0	0.6	9	69.7	12	227			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: M										OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	1	0.0	40.3	37.0	13.3	5.5	2.2	1.1	0.0	0.0	0.0	0.0	0.6	11	73.4	11	228						
LONDON CITY	ALITALIA (CAI)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	113	1						
LUTON	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0						
LUTON	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0						
NEWCASTLE	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
NEWCASTLE	JOTA AVIATION LTD	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
SOUTHAMPTON	FLYBE LTD	S	A	143	0	0	9.1	43.4	30.8	7.7	4.9	3.5	0.7	0.0	0.0	0.0	0.0	0.0	10	81.5	9	167						
SOUTHAMPTON	FLYBE LTD	S	D	143	0	0	0.0	30.8	49.0	11.9	3.5	4.2	0.7	0.0	0.0	0.0	0.0	0.0	11	78.2	12	168						
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	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	0.0	0	85.7	7	69						
SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	69						
<b>TOTAL MANCHESTER</b>				<b>2301</b>	<b>191</b>	<b>5</b>	<b>5.7</b>	<b>40.9</b>	<b>32.1</b>	<b>6.6</b>	<b>4.0</b>	<b>2.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>7.6</b>	<b>0.2</b>	<b>8</b>	<b>81.3</b>	<b>10</b>	<b>2757</b>							
MANILA																												
HEATHROW	PHILIPPINE AIRLINES	S	A	22	0	0	27.3	36.4	13.6	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	9	18						
HEATHROW	PHILIPPINE AIRLINES	S	D	22	0	0	18.2	54.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	72	18						
<b>TOTAL MANILA</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>45.5</b>	<b>15.9</b>	<b>6.8</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>40</b>	<b>36</b>						
MARRAKESH																												
BELFAST INTERNATIONAL	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	0	0						
BELFAST INTERNATIONAL	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	0.0	0	0						
BIRMINGHAM	TUI AIRWAYS 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	0.0	0	100.0	3	4						
BIRMINGHAM	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	2	100.0	1	4						
BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
BRISTOL	TUI AIRWAYS 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	0	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	33.3	28	9						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9						
GATWICK	AIR ARABIA MAROC	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	0.0	7	70.0	11	10						
GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	9	10						
GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	43.6	20.5	10.3	10.3	7.7	5.1	0.0	0.0	2.6	0.0	0.0	0.0	43	82.9	9	35						
GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	20.5	46.2	12.8	12.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	10	35						
GATWICK	EASYJET UK LTD	S	A	44	0	0	22.7	36.4	20.5	15.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.4	13	57						
GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	9.1	70.5	18.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.7	12	57						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018															
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat													
		GATWICK		TUI AIRWAYS LTD		S A		8 0		0 0		0.0 37.5		50.0 12.5		0.0 0.0		0.0 0.0		0.0 0.0		8 77.8 16		9																	
		GATWICK		TUI AIRWAYS LTD		S D		8 0		0 0		0.0 0.0		87.5 12.5		0.0 0.0		0.0 0.0		0.0 0.0		7 66.7 16		9																	
		HEATHROW		BRITISH AIRWAYS PLC		S A		13 0		0 0		7.7 46.2		23.1 15.4		7.7 0.0		0.0 0.0		0.0 0.0		6 0.0 45		1																	
		HEATHROW		BRITISH AIRWAYS PLC		S D		13 0		0 0		0.0 30.8		46.2 15.4		7.7 0.0		0.0 0.0		0.0 0.0		9 0.0 18		1																	
		LUTON		EASYJET EUROPE		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		85 0.0 0		0																	
		LUTON		EASYJET EUROPE		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		20 0.0 0		0																	
		LUTON		RYANAIR		S A		16 0		0 0		0.0 12.5		56.3 25.0		6.3 0.0		0.0 0.0		0.0 0.0		12 55.6 19		18																	
		LUTON		RYANAIR		S D		16 0		0 0		0.0 18.8		68.8 12.5		0.0 0.0		0.0 0.0		0.0 0.0		6 72.2 12		18																	
		STANSTED		RYANAIR		S A		31 0		0 0		9.7 29.0		29.0 22.6		6.5 3.2		0.0 0.0		0.0 0.0		11 67.7 19		31																	
		STANSTED		RYANAIR		S D		31 0		0 0		0.0 38.7		51.6 3.2		6.5 0.0		0.0 0.0		0.0 0.0		5 83.9 7		31																	
		MANCHESTER		EASYJET UK LTD		S A		13 0		0 0		38.5 38.5		7.7 15.4		0.0 0.0		0.0 0.0		0.0 0.0		4 55.6 24		9																	
		MANCHESTER		EASYJET UK LTD		S D		13 0		0 0		0.0 46.2		30.8 15.4		7.7 0.0		0.0 0.0		0.0 0.0		9 44.4 31		9																	
		MANCHESTER		RYANAIR		S A		9 0		0 0		0.0 44.4		22.2 11.1		22.2 0.0		0.0 0.0		0.0 0.0		14 0.0 0		0																	
		MANCHESTER		RYANAIR		S D		9 0		0 0		0.0 11.1		66.7 0.0		11.1 11.1		0.0 0.0		0.0 0.0		14 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 75.0 11		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		0 100.0 0		8																	
		MANCHESTER		TUI AIRWAYS LTD		S A		9 0		0 0		0.0 33.3		11.1 22.2		0.0 33.3		0.0 0.0		0.0 0.0		32 88.9 5		9																	
		MANCHESTER		TUI AIRWAYS LTD		S D		8 0		0 0		0.0 25.0		50.0 0.0		0.0 25.0		0.0 0.0		0.0 0.0		22 88.9 3		9																	
<b>TOTAL MARRAKESH</b>						<b>416</b>		<b>0</b>		<b>0</b>		<b>10.6</b>		<b>28.6</b>		<b>38.9</b>		<b>12.7</b>		<b>5.8</b>		<b>3.1</b>		<b>0.0</b>		<b>0.0</b>		<b>0.2</b>		<b>0.0</b>		<b>0.0</b>		<b>13</b>		<b>75.0</b>		<b>12</b>		<b>400</b>	
<b>MARSA ALAM</b>																																									
		BIRMINGHAM		EUROATLANTIC AIRWAYS		C 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		175 0.0 0		0																	
		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 80.0 5		5																	
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 80.0 14		5																	
		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		0 100.0 6		1																	
		GATWICK		THOMAS COOK AIRLINES LTD		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0 5		2																	
		GATWICK		TUI AIRWAYS LTD		S A		9 0		0 0		11.1 66.7		22.2 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 100.0 2		4																	
		GATWICK		TUI AIRWAYS LTD		S D		9 0		0 0		0.0 11.1		77.8 11.1		0.0 0.0		0.0 0.0		0.0 0.0		8 80.0 8		5																	
<b>TOTAL MARSA ALAM</b>						<b>19</b>		<b>0</b>		<b>0</b>		<b>5.3</b>		<b>36.8</b>		<b>47.4</b>		<b>5.3</b>		<b>0.0</b>		<b>0.0</b>		<b>5.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>13</b>		<b>86.4</b>		<b>7</b>		<b>22</b>			
<b>MARSEILLE</b>																																									
		BRISTOL		EASYJET UK LTD		S A		12 0		0 0		8.3 41.7		41.7 0.0		0.0 8.3		0.0 0.0		0.0 0.0		8 0.0 0		0																	
		BRISTOL		EASYJET UK LTD		S D		12 0		0 0		0.0 50.0		33.3 8.3		8.3 0.0		0.0 0.0		0.0 0.0		8 0.0 0		0																	
		EDINBURGH		RYANAIR		S A		9 0		0 0		0.0 44.4		44.4 0.0		11.1 0.0		0.0 0.0		0.0 0.0		6 66.7 11		9																	
		EDINBURGH		RYANAIR		S D		9 0		0 0		0.0 22.2		44.4 22.2		11.1 0.0		0.0 0.0		0.0 0.0		13 44.4 29		9																	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK		EASYJET UK LTD		S A		45 0		0 0		4.4 26.7		20.0 20.0		22.2 2.2		4.4 0.0		0.0 0.0		0.0 0.0		24 59.0 21		39							
GATWICK		EASYJET UK LTD		S D		45 0		0 0		0.0 28.9		42.2 11.1		11.1 2.2		4.4 0.0		0.0 0.0		0.0 0.0		17 79.5 14		39							
HEATHROW		BRITISH AIRWAYS PLC		S A		109 0		1 1		12.7 36.4		30.0 12.7		2.7 4.5		0.0 0.0		0.0 0.0		0.9 10		64.5 17		93							
HEATHROW		BRITISH AIRWAYS PLC		S D		109 0		1 0		0.0 33.6		43.6 11.8		4.5 4.5		0.9 0.0		0.0 0.0		0.9 12		80.6 10		93							
LUTON		EASYJET UK LTD		S A		16 0		0 0		6.3 43.8		18.8 6.3		12.5 12.5		0.0 0.0		0.0 0.0		0.0 18		61.5 16		13							
LUTON		EASYJET UK LTD		S D		16 0		0 0		0.0 25.0		37.5 6.3		18.8 12.5		0.0 0.0		0.0 0.0		0.0 23		69.2 16		13							
STANSTED		RYANAIR		S A		50 0		0 0		8.0 34.0		42.0 6.0		4.0 4.0		0.0 2.0		0.0 0.0		0.0 15		61.7 33		47							
STANSTED		RYANAIR		S D		50 0		0 0		0.0 28.0		44.0 16.0		4.0 8.0		0.0 0.0		0.0 0.0		0.0 15		87.2 11		47							
MANCHESTER		EASYJET UK LTD		S A		7 0		1 0		0.0 25.0		12.5 37.5		12.5 0.0		0.0 0.0		0.0 12.5		16 87.5		6		8							
MANCHESTER		EASYJET UK LTD		S D		7 0		1 0		0.0 25.0		12.5 37.5		12.5 0.0		0.0 0.0		0.0 12.5		16 75.0		9		8							
MANCHESTER		RYANAIR		S A		9 0		0 0		0.0 11.1		55.6 33.3		0.0 0.0		0.0 0.0		0.0 0.0		13 0.0		0		0							
MANCHESTER		RYANAIR		S D		9 0		0 0		0.0 22.2		55.6 11.1		11.1 0.0		0.0 0.0		0.0 0.0		8 0.0		0		0							
<b>TOTAL MARSEILLE</b>						<b>514 0</b>		<b>4 4</b>		<b>4.2 32.4</b>		<b>36.7 12.9</b>		<b>7.3 4.4</b>		<b>1.0 0.2</b>		<b>0.0 0.0</b>		<b>0.0 0.8</b>		<b>14 67.6</b>		<b>16 418</b>							
MAURITIUS																															
GATWICK		BRITISH AIRWAYS PLC		S A		15 0		0 0		20.0 66.7		6.7 0.0		0.0 0.0		0.0 0.0		6.7 0.0		0.0 44		94.1 2		17							
GATWICK		BRITISH AIRWAYS PLC		S D		15 0		0 0		0.0 53.3		40.0 0.0		6.7 0.0		0.0 0.0		0.0 0.0		6 88.2		7		17							
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		26		1							
GATWICK		TUI AIRWAYS LTD		S A		4 0		0 0		75.0 0.0		0.0 0.0		25.0 0.0		0.0 0.0		0.0 0.0		23 80.0		4		5							
GATWICK		TUI AIRWAYS LTD		S D		4 0		0 0		0.0 0.0		50.0 25.0		0.0 0.0		25.0 0.0		0.0 0.0		49 100.0		9		4							
HEATHROW		AIR MAURITIUS LTD		S A		12 0		0 0		58.3 25.0		8.3 0.0		8.3 0.0		0.0 0.0		0.0 0.0		5 57.1		16		12							
HEATHROW		AIR MAURITIUS LTD		S D		12 0		0 0		0.0 58.3		33.3 8.3		0.0 0.0		0.0 0.0		0.0 0.0		2 42.9		28		12							
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		0 100.0		0		1							
<b>TOTAL MAURITIUS</b>						<b>62 0</b>		<b>0 0</b>		<b>21.0 45.2</b>		<b>22.6 3.2</b>		<b>3.2 1.6</b>		<b>1.6 1.6</b>		<b>0.0 1.6</b>		<b>0.0 0.0</b>		<b>18 74.0</b>		<b>11 69</b>							
MELBOURNE																															
HEATHROW		QANTAS		S A		30 0		1 1		12.9 29.0		29.0 12.9		9.7 0.0		3.2 0.0		0.0 3.2		17 61.3		19		30							
HEATHROW		QANTAS		S D		30 0		1 0		0.0 29.0		58.1 9.7		0.0 0.0		0.0 0.0		0.0 3.2		5 83.9		9		30							
<b>TOTAL MELBOURNE</b>						<b>60 0</b>		<b>2 6</b>		<b>6.5 29.0</b>		<b>43.5 11.3</b>		<b>4.8 0.0</b>		<b>1.6 0.0</b>		<b>0.0 3.2</b>		<b>11 72.6</b>		<b>14 60</b>									
MEMMINGEN ALLGAU																															
EDINBURGH		RYANAIR		S A		8 0		0 0		0.0 62.5		25.0 12.5		0.0 0.0		0.0 0.0		0.0 0.0		4 100.0		15		1							
EDINBURGH		RYANAIR		S D		8 0		0 0		0.0 37.5		62.5 0.0		0.0 0.0		0.0 0.0		0.0 0.0		3 100.0		0		1							
STANSTED		RYANAIR		S A		22 0		0 0		9.1 31.8		31.8 9.1		13.6 4.5		0.0 0.0		0.0 0.0		14 72.7		11		22							
STANSTED		RYANAIR		S D		22 0		0 0		0.0 22.7		54.5 13.6		4.5 4.5		0.0 0.0		0.0 0.0		14 77.3		9		22							
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>60 0</b>		<b>0 0</b>		<b>3.3 33.3</b>		<b>43.3 10.0</b>		<b>6.7 3.3</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>11 76.1</b>		<b>10 46</b>									

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
MEXICO CITY		HEATHROW	AEROMEXICO	S	A	31	0	0	0	67.7	12.9	6.5	9.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	87.1	5	31	
		HEATHROW	AEROMEXICO	S	D	31	0	0	0	0.0	61.3	35.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	35	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	0	53.3	26.7	3.3	3.3	3.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	6	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0	0.0	13.8	58.6	13.8	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	18	66.7	14	30	
<b>TOTAL MEXICO CITY</b>						<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>28.9</b>	<b>25.6</b>	<b>6.6</b>	<b>2.5</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.6</b>	<b>15</b>	<b>122</b>		
MIAMI INTERNATIONAL		GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	0	32.3	35.5	12.9	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	30	0	0	0	0.0	16.7	40.0	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
		HEATHROW	AMERICAN AIRLINES	S	A	35	0	0	0	40.0	22.9	8.6	14.3	5.7	8.6	0.0	0.0	0.0	0.0	0.0	0.0	13	65.5	25	58	
		HEATHROW	AMERICAN AIRLINES	S	D	35	0	0	0	0.0	62.9	34.3	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5	81.0	11	58	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	0	28.0	23.7	24.7	15.1	6.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9	85.9	6	63	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0	0.0	9.7	52.7	15.1	15.1	7.5	0.0	0.0	0.0	0.0	0.0	0.0	19	74.2	12	65	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	35	0	0	0	54.3	25.7	11.4	0.0	5.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	8	91.2	7	34	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	36	0	0	0	0.0	30.6	55.6	2.8	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	8	88.6	4	35	
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>25.0</b>	<b>32.7</b>	<b>11.6</b>	<b>8.0</b>	<b>4.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.7</b>	<b>11</b>	<b>313</b>		
MIKONOS		GATWICK	EASYJET UK LTD	S	A	30	0	0	0	6.7	23.3	50.0	13.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	14	78.9	13	19	
		GATWICK	EASYJET UK LTD	S	D	30	0	0	0	0.0	10.0	70.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	68.4	13	19	
		GATWICK	ENTER AIR	C	A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
		GATWICK	ENTER AIR	C	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	0.0	19	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	0	17.4	30.4	21.7	4.3	21.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0	0.0	26.1	52.2	17.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		LUTON	EASYJET UK LTD	S	A	8	0	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	8	
		LUTON	EASYJET UK LTD	S	D	8	0	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8	
		MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0	22.2	0.0	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	15	9	
		MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	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	0.0	0	100.0	0	1	
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1	
<b>TOTAL MIKONOS</b>						<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>23.4</b>	<b>49.6</b>	<b>13.5</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.0</b>	<b>11</b>	<b>74</b>		

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

		Origin/Destinations: M																	OCT 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
MILAN (LINATE)	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
	GATWICK	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	0	1
	GATWICK	EASYJET UK LTD	S	A	14	0	0	7.1	50.0	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.0	18	92
	GATWICK	EASYJET UK LTD	S	D	15	0	0	0.0	53.3	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.0	16	92
	HEATHROW	ALITALIA (CAI)	S	A	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	82.3	8	62
	HEATHROW	ALITALIA (CAI)	S	D	11	0	0	9.1	45.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	5	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	5.7	48.6	28.6	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	74.4	11	194
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	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	80.0	9	195
	LONDON CITY	ALITALIA (CAI)	S	A	0	28	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	91.8	4	156
	LONDON CITY	ALITALIA (CAI)	S	D	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.7	11	158
	LONDON CITY	BA CITYFLYER LTD	S	A	0	17	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	92.2	5	103
	LONDON CITY	BA CITYFLYER LTD	S	D	0	18	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	82.7	11	104
	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	0.0	18	1
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	3	7
	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	85.7	6	7
	MANCHESTER	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	0.0	20	1
<b>TOTAL MILAN (LINATE)</b>					<b>121</b>	<b>90</b>	<b>0</b>	<b>1.9</b>	<b>27.0</b>	<b>21.3</b>	<b>5.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.7</b>	<b>0.0</b>	<b>5</b>	<b>82.0</b>	<b>10</b>	<b>1236</b>
MILAN (MALPENSA)	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	0.0	26.9	30.8	19.2	7.7	11.5	0.0	3.8	0.0	0.0	0.0	26	80.6	5	31
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	7.7	57.7	11.5	11.5	7.7	0.0	3.8	0.0	0.0	0.0	26	83.9	11	31
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	30.8	23.1	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	38.5	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	BRISTOL	RYANAIR	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	12
	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	17	12
	EDINBURGH	EASYJET EUROPE	S	A	46	0	1	2.1	36.2	38.3	14.9	4.3	2.1	0.0	0.0	0.0	0.0	2.1	10	0.0	0	0
	EDINBURGH	EASYJET EUROPE	S	D	46	0	1	0.0	19.1	38.3	27.7	6.4	6.4	0.0	0.0	0.0	0.0	2.1	16	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	11	48
	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	3	54.2	22	48
	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	83.3	8	12
	GLASGOW	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	12
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	0.0	33.3	25.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	22	53.8	25	13

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	12	0	0	8.3	0.0	33.3	25.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	53.8	29	13		
GATWICK	EASYJET UK LTD	S A	246	0	0	5.7	22.8	35.0	16.7	12.6	5.3	1.6	0.4	0.0	0.0	0.0	19	66.7	22	170			
GATWICK	EASYJET UK LTD	S D	245	0	0	0.0	16.3	43.7	15.1	15.9	6.9	1.6	0.4	0.0	0.0	0.0	23	60.8	22	169			
HEATHROW	ALITALIA (CAI)	S A	51	0	0	5.9	17.6	23.5	29.4	7.8	15.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0			
HEATHROW	ALITALIA (CAI)	S D	50	0	0	0.0	56.0	26.0	12.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	177	0	4	2.2	17.1	32.6	26.5	14.9	4.4	0.0	0.0	0.0	0.0	2.2	19	63.8	15	105			
HEATHROW	BRITISH AIRWAYS PLC	S D	176	0	4	0.0	28.3	49.4	11.1	6.7	2.2	0.0	0.0	0.0	0.0	2.2	10	81.7	8	104			
HEATHROW	DELTA AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LONDON CITY	ALITALIA (CAI)	S A	0	129	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	3.0	0	0.0	0	0			
LONDON CITY	ALITALIA (CAI)	S D	0	129	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.6	4.4	0	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S A	0	40	0	0.0	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	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			
LUTON	EASYJET EUROPE	S A	24	0	1	8.0	16.0	36.0	16.0	8.0	12.0	0.0	0.0	0.0	0.0	4.0	19	0.0	0	0			
LUTON	EASYJET EUROPE	S D	24	0	1	0.0	12.0	44.0	16.0	8.0	12.0	4.0	0.0	0.0	0.0	4.0	27	0.0	0	0			
LUTON	EASYJET UK LTD	S A	33	0	0	0.0	18.2	30.3	21.2	18.2	12.1	0.0	0.0	0.0	0.0	0.0	25	76.7	11	60			
LUTON	EASYJET UK LTD	S D	33	0	0	0.0	30.3	48.5	15.2	3.0	3.0	0.0	0.0	0.0	0.0	0.0	10	73.3	14	60			
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	100.0	2	2			
STANSTED	RYANAIR	S A	61	0	0	1.6	36.1	27.9	21.3	8.2	3.3	0.0	1.6	0.0	0.0	0.0	16	45.2	25	62			
STANSTED	RYANAIR	S D	61	0	0	0.0	34.4	45.9	11.5	6.6	0.0	0.0	1.6	0.0	0.0	0.0	13	33.9	29	62			
MANCHESTER	AIR ONE	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	100.0	0	1			
MANCHESTER	AIR ONE	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0			
MANCHESTER	BLUE PANORAMA	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0			
MANCHESTER	BLUE PANORAMA	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0			
MANCHESTER	EASYJET EUROPE	S A	30	0	1	3.2	19.4	54.8	9.7	6.5	0.0	3.2	0.0	0.0	0.0	3.2	13	0.0	0	0			
MANCHESTER	EASYJET EUROPE	S D	30	0	1	0.0	12.9	54.8	19.4	3.2	3.2	3.2	0.0	0.0	0.0	3.2	16	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	7	31			
MANCHESTER	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.7	14	31			
MANCHESTER	FLYBE LTD	S A	24	0	0	0.0	8.3	41.7	37.5	8.3	0.0	0.0	4.2	0.0	0.0	0.0	28	70.0	17	30			
MANCHESTER	FLYBE LTD	S D	24	0	0	0.0	12.5	66.7	12.5	4.2	0.0	0.0	4.2	0.0	0.0	0.0	17	73.3	19	30			
MANCHESTER	RYANAIR	S A	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	32	0.0	0	0			
MANCHESTER	RYANAIR	S D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
SOUTHEND	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	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	8	0.0	0	0			



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

		Origin/Destinations: M																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	SOUTHEND	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	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	90.9	4	11
<b>TOTAL MILAN (MALPENSA)</b>					<b>1514</b>	<b>339</b>	<b>24</b>	<b>1.7</b>	<b>18.6</b>	<b>32.1</b>	<b>14.1</b>	<b>9.0</b>	<b>4.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>18.1</b>	<b>1.3</b>	<b>18</b>	<b>66.7</b>	<b>17</b>	<b>1174</b>
MINNEAPOLIS-ST PAUL																						
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	12.9	29.0	35.5	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	19	31
	HEATHROW	DELTA AIRLINES	S	D	31	0	1	0.0	62.5	28.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3	87.5	10	31
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>46.0</b>	<b>31.7</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>85.7</b>	<b>15</b>	<b>62</b>
MINSK INT'L																						
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	16	0	0	0.0	12.5	31.3	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	23	84.6	6	13
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	16	0	0	0.0	0.0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	21	84.6	6	13
<b>TOTAL MINSK INT'L</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>34.4</b>	<b>34.4</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>22</b>	<b>78.6</b>	<b>7</b>	<b>28</b>
MONTEGO BAY																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	33.3	0.0	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	3	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	16	9
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	15.4	46.2	0.0	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	61.5	24	13
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	20	46.2	27	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	20.0	40.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	10	9
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	5	9
	MANCHESTER	VIRGIN ATLANTIC 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
<b>TOTAL MONTEGO BAY</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>19.3</b>	<b>31.3</b>	<b>25.3</b>	<b>10.8</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>13</b>	<b>75.3</b>	<b>13</b>	<b>81</b>
MONTPELLIER																						
	BRISTOL	EASYJET UK LTD	S	A	7	0	0	28.6	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BRISTOL	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	0.0	0	0.0	0	0
	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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	100.0	0	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
		GATWICK		EASYJET UK LTD		S A				39		0		0		0.0	23.1	23.1	20.5	23.1	7.7	2.6	0.0	0.0	0.0	0.0	27	51.5	25	33		
		GATWICK		EASYJET UK LTD		S D				39		0		0		0.0	25.6	46.2	12.8	7.7	5.1	2.6	0.0	0.0	0.0	0.0	16	72.7	15	33		
<b>TOTAL MONTPELLIER</b>										<b>92</b>		<b>0</b>		<b>1</b>		<b>2.2</b>	<b>29.0</b>	<b>32.3</b>	<b>14.0</b>	<b>14.0</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>1.1</b>	<b>19</b>	<b>63.2</b>	<b>19</b>	<b>68</b>	
MONTREAL (DORVAL)																																
		GATWICK		AIR TRANSAT		S A				5		0		0		20.0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	3		
		GATWICK		AIR TRANSAT		S D				5		0		0		0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	3		
		GATWICK		NORWEGIAN AIR 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		
		HEATHROW		AIR CANADA		S A				31		0		0		0.0	29.0	35.5	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	17	51.6	22	31		
		HEATHROW		AIR CANADA		S D				31		0		0		0.0	29.0	58.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	87.1	8	31		
		HEATHROW		BRITISH AIRWAYS PLC		S A				31		0		0		19.4	32.3	32.3	12.9	0.0	0.0	3.2	0.0	0.0	0.0	0.0	9	96.8	1	31		
		HEATHROW		BRITISH AIRWAYS PLC		S D				31		0		0		0.0	9.7	51.6	16.1	19.4	0.0	3.2	0.0	0.0	0.0	0.0	19	83.9	10	31		
<b>TOTAL MONTREAL (DORVAL)</b>										<b>135</b>		<b>0</b>		<b>0</b>		<b>5.9</b>	<b>24.4</b>	<b>43.7</b>	<b>16.3</b>	<b>5.9</b>	<b>1.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>80.8</b>	<b>10</b>	<b>130</b>		
MOSCOW (DOMODEDOVO)																																
		HEATHROW		BRITISH AIRWAYS PLC		S A				59		0		1		16.7	25.0	43.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	1.7	7	94.3	5	88		
		HEATHROW		BRITISH AIRWAYS PLC		S D				60		0		0		0.0	56.7	35.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.1	10	88		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>										<b>119</b>		<b>0</b>		<b>1</b>		<b>8.3</b>	<b>40.8</b>	<b>39.2</b>	<b>8.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>89.2</b>	<b>7</b>	<b>176</b>		
MOSCOW (SHEREMETYEVO)																																
		GLASGOW		URAL 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	27	1			
		GLASGOW		URAL 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	7	1			
		HEATHROW		AEROFLOT		S A				142		0		0		16.2	35.2	32.4	11.3	3.5	0.0	0.0	0.7	0.7	0.0	0.0	12	87.2	5	149		
		HEATHROW		AEROFLOT		S D				142		0		0		0.0	57.7	30.3	7.0	3.5	0.0	0.0	0.7	0.7	0.0	0.0	10	93.0	3	142		
		HEATHROW		BRITISH AIRWAYS PLC		S A				31		0		0		12.9	35.5	29.0	9.7	3.2	6.5	3.2	0.0	0.0	0.0	0.0	13	75.0	13	4		
		HEATHROW		BRITISH AIRWAYS PLC		S D				31		0		0		0.0	54.8	25.8	9.7	0.0	6.5	3.2	0.0	0.0	0.0	0.0	15	50.0	12	4		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>										<b>346</b>		<b>0</b>		<b>0</b>		<b>7.8</b>	<b>46.2</b>	<b>30.6</b>	<b>9.2</b>	<b>3.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.1</b>	<b>5</b>	<b>301</b>		
MOSCOW (VNUKOVO)																																
		EDINBURGH		UTAIR AVIATION		C A				1		0		0		0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0		
		EDINBURGH		UTAIR AVIATION		C D				2		0		0		0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
		LUTON		WIZZ AIR UK LTD		S A				31		0		4		5.7	11.4	28.6	20.0	11.4	5.7	5.7	0.0	0.0	0.0	11.4	28	0.0	0	0		
		LUTON		WIZZ AIR UK LTD		S D				31		0		4		0.0	22.9	40.0	11.4	8.6	5.7	0.0	0.0	0.0	0.0	11.4	16	0.0	0	0		
<b>TOTAL MOSCOW (VNUKOVO)</b>										<b>65</b>		<b>0</b>		<b>8</b>		<b>2.7</b>	<b>16.4</b>	<b>32.9</b>	<b>15.1</b>	<b>12.3</b>	<b>6.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MUMBAI																																
		HEATHROW		AIR INDIA		S A				31		0		0		0.0	0.0	9.7	22.6	35.5	25.8	6.5	0.0	0.0	0.0	0.0	55	64.5	14	31		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	AIR INDIA	S	D	31	0	0	0.0	0.0	3.2	19.4	22.6	48.4	3.2	3.2	0.0	0.0	0.0	69	61.3	20	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	70	0	1	12.7	25.4	29.6	12.7	16.9	0.0	0.0	1.4	0.0	0.0	1.4	16	83.9	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	0.0	29.2	54.2	11.1	4.2	0.0	1.4	0.0	0.0	0.0	0.0	9	83.9	12	62	
	HEATHROW	JET AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	9	93	
	HEATHROW	JET AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	9	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL MUMBAI</b>					<b>213</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>18.2</b>	<b>31.8</b>	<b>14.5</b>	<b>16.4</b>	<b>11.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>79.6</b>	<b>11</b>	<b>372</b>	
MUNICH																							
	BIRMINGHAM	JET2.COM LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	5	0.0	0	0	
	BIRMINGHAM	LUFTHANSA	S	A	83	0	1	0.0	20.2	51.2	17.9	8.3	0.0	1.2	0.0	0.0	1.2	12	84.5	7	82		
	BIRMINGHAM	LUFTHANSA	S	D	82	0	2	0.0	31.0	47.6	13.1	4.8	1.2	0.0	0.0	0.0	2.4	9	84.5	9	82		
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	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	100.0	1	9		
	EDINBURGH	EASYJET UK LTD	S	A	31	0	0	3.2	22.6	35.5	9.7	22.6	3.2	3.2	0.0	0.0	0.0	21	31.3	39	31		
	EDINBURGH	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	45.2	25.8	9.7	6.5	0.0	0.0	0.0	0.0	18	41.9	33	31		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	19	0	0	10.5	31.6	42.1	10.5	0.0	5.3	0.0	0.0	0.0	0.0	10	72.0	8	25		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	19	0	0	0.0	21.1	57.9	15.8	0.0	5.3	0.0	0.0	0.0	0.0	14	76.0	10	25		
	EDINBURGH	LUFTHANSA	S	A	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	EDINBURGH	LUFTHANSA	S	D	14	0	0	0.0	14.3	71.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	GLASGOW	LUFTHANSA	S	A	18	0	0	0.0	11.1	61.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	11	63.6	12	22		
	GLASGOW	LUFTHANSA	S	D	18	0	0	0.0	5.6	66.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	15	68.2	19	22		
	JERSEY	LUFTHANSA	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	3		
	JERSEY	LUFTHANSA	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	66.7	13	3		
	GATWICK	EASYJET UK LTD	S	A	87	0	0	2.3	24.1	27.6	17.2	18.4	10.3	0.0	0.0	0.0	0.0	22	52.3	29	86		
	GATWICK	EASYJET UK LTD	S	D	87	0	0	0.0	23.0	48.3	11.5	9.2	6.9	0.0	1.1	0.0	0.0	18	63.2	21	86		
	GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	1	10.8	35.5	30.0	9.4	10.3	3.0	0.0	0.5	0.0	0.0	0.5	12	74.4	13	203	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	202	0	1	0.0	36.0	45.3	9.4	7.4	1.0	0.5	0.0	0.0	0.0	0.5	9	78.8	12	203	
	HEATHROW	LUFTHANSA	S	A	242	0	2	2.0	20.9	37.3	26.2	11.9	0.8	0.0	0.0	0.0	0.0	0.8	15	63.5	14	238	
	HEATHROW	LUFTHANSA	S	D	242	0	2	0.0	23.0	48.0	16.4	9.8	2.0	0.0	0.0	0.0	0.0	0.8	12	69.3	13	238	
	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	83	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	83	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	6.5	29.0	19.4	12.9	16.1	16.1	0.0	0.0	0.0	0.0	0.0	24	56.7	20	30	
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	41.9	12.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	60.0	21	30	
	STANSTED	EASYJET UK LTD	S	A	34	0	0	0.0	32.4	32.4	17.6	0.0	17.6	0.0	0.0	0.0	0.0	0.0	20	60.6	23	33	
	STANSTED	EASYJET UK LTD	S	D	34	0	0	0.0	44.1	35.3	5.9	5.9	8.8	0.0	0.0	0.0	0.0	0.0	13	66.7	20	33	
	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	37.0	24	25		
	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	51.9	23	25		
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	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	1	0.0	0	0	
	STANSTED	SUNDAIR GMBH	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	SUNDAIR GMBH	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	MANCHESTER	EASYJET UK LTD	S	A	30	0	0	6.7	36.7	23.3	20.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	71.4	24	21	
	MANCHESTER	EASYJET UK LTD	S	D	30	0	0	0.0	43.3	46.7	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	25	21	
	MANCHESTER	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	
	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	13	0.0	0	0	
	MANCHESTER	LUFTHANSA	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	
	MANCHESTER	LUFTHANSA	S	A	89	0	0	0.0	20.2	56.2	16.9	5.6	1.1	0.0	0.0	0.0	0.0	0.0	11	79.3	9	87	
	MANCHESTER	LUFTHANSA	S	D	89	0	0	0.0	28.1	59.6	9.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	6	88	
	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	100.0	0	1	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
<b>TOTAL MUNICH</b>					<b>1775</b>	<b>167</b>	<b>9</b>	<b>1.9</b>	<b>24.7</b>	<b>39.4</b>	<b>13.6</b>	<b>8.5</b>	<b>2.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>8.6</b>	<b>0.5</b>	<b>13</b>	<b>65.8</b>	<b>15</b>	<b>1798</b>	
MURCIA INTERNATIONAL																							
	BIRMINGHAM	RYANAIR	S	A	18	0	0	16.7	55.6	5.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	A	15	0	0	26.7	53.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	15	0	0	6.7	86.7	0.0	6.7	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 OCTOBER 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
BRISTOL	EASYJET UK LTD	S A	24	0	0	16.7	54.2	12.5	0.0	16.7	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	24	0	0	0.0	29.2	66.7	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	23	0	0	13.0	30.4	47.8	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	23	0	0	0.0	60.9	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	53	0	0	7.5	11.3	32.1	18.9	24.5	5.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
GATWICK	EASYJET UK LTD	S D	53	0	0	0.0	20.8	50.9	9.4	15.1	1.9	1.9	0.0	0.0	0.0	0.0	16	0.0	0	0			
LUTON	RYANAIR	S A	29	0	0	27.6	44.8	17.2	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
LUTON	RYANAIR	S D	29	0	0	0.0	41.4	27.6	6.9	24.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
STANSTED	RYANAIR	S A	36	0	0	25.0	30.6	25.0	5.6	13.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
STANSTED	RYANAIR	S D	36	0	0	0.0	69.4	25.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
STANSTED	TITAN AIRWAYS LTD	C A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
STANSTED	TITAN AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	13	0	0	69.2	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
MANCHESTER	RYANAIR	S A	26	0	0	15.4	19.2	42.3	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
MANCHESTER	RYANAIR	S D	26	0	0	0.0	26.9	65.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
SOUTHEND	EASYJET UK LTD	S A	9	0	1	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1	0.0	0	0			
SOUTHEND	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			
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>532</b>	<b>0</b>	<b>1</b>	<b>11.6</b>	<b>37.0</b>	<b>34.3</b>	<b>7.1</b>	<b>8.1</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>0.0</b>	<b>0</b>	<b>0</b>			
MURCIA SAN JAVIER																							
BIRMINGHAM	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	8	20			
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	84.2	8	19			
BOURNEMOUTH	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	5	16			
BOURNEMOUTH	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	6	30			
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	93.5	5	31			
EDINBURGH	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7			
EDINBURGH	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
	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	92.3	2	13								
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	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	55.6	19	9								
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	21	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	61.1	21	54								
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	19	54								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8								
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	8								
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	8	30								
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	16	30								
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.1	37	43								
	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	72.1	12	43								
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	11	17								
	MANCHESTER	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	7	17								
	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	52.0	79	25								
	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	64.0	24	25								
	NEWCASTLE	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8								
	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	8								
	SOUTHEND	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	12	9								
	SOUTHEND	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	9	9								
<b>TOTAL MURCIA SAN JAVIER</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.7</b>	<b>16</b>	<b>578</b>								
MUSCAT																														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	17	20								
	HEATHROW	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	0.0	5	85.0	7	20								
	HEATHROW	OMAN AIR	S	A	62	0	0	3.2	9.7	22.6	33.9	25.8	4.8	0.0	0.0	0.0	0.0	0.0	24	56.5	16	62								
	HEATHROW	OMAN AIR	S	D	62	0	0	1.6	22.6	59.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	85.5	10	62								
	MANCHESTER	OMAN AIR	S	A	31	0	0	0.0	3.2	25.8	48.4	12.9	3.2	3.2	0.0	3.2	0.0	0.0	39	77.4	9	31								
	MANCHESTER	OMAN AIR	S	D	31	0	0	0.0	29.0	48.4	9.7	6.5	0.0	3.2	0.0	3.2	0.0	0.0	28	93.5	3	31								
<b>TOTAL MUSCAT</b>					<b>189</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.4</b>	<b>40.2</b>	<b>22.8</b>	<b>13.8</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.9</b>	<b>11</b>	<b>226</b>								
MYTILINI																														
	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	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								

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL MYTILINI</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>23</b>	<b>4</b>	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	32	0	0	0.0	56.3	21.9	3.1	6.3	3.1	0.0	3.1	6.3	0.0	0.0	84	87.1	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	54.8	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	14	80.6	18	31
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	12.9	25.8	45.2	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	14	31
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	6.5	45.2	35.5	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	77.4	13	31
<b>TOTAL NAIROBI</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>36.8</b>	<b>39.2</b>	<b>9.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>82.3</b>	<b>14</b>	<b>124</b>
NANTES																						
	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	12	15
	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	86.7	13	15
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	33.3	25	9
	EDINBURGH	RYANAIR	S	D	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	7	55.6	20	9
	GATWICK	EASYJET UK LTD	S	A	50	0	0	2.0	32.0	32.0	14.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	19	65.9	19	44
	GATWICK	EASYJET UK LTD	S	D	50	0	0	0.0	20.0	48.0	10.0	16.0	6.0	0.0	0.0	0.0	0.0	0.0	16	70.5	16	44
	LUTON	EASYJET UK LTD	S	A	17	0	0	17.6	52.9	5.9	5.9	11.8	0.0	0.0	5.9	0.0	0.0	0.0	18	76.5	12	17
	LUTON	EASYJET UK LTD	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	0.0	13	64.7	18	17
	STANSTED	RYANAIR	S	A	19	0	0	0.0	10.5	42.1	26.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	19	37.5	23	16
	STANSTED	RYANAIR	S	D	19	0	0	0.0	52.6	31.6	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	16
	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	90.9	5	11
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL NANTES</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>29.8</b>	<b>38.1</b>	<b>12.4</b>	<b>11.5</b>	<b>6.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.6</b>	<b>16</b>	<b>224</b>
NAPLES																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	5	0	0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	59	100.0	5	1
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	62	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	88.9	3	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	0.0	53.8	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	32	88.9	11	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	28.6	57.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	17	100.0	1	7
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	4
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	20	3
	BRISTOL	EASYJET EUROPE	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	A	13	0	0	15.4	23.1	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0



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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	13	0	0	7.7	38.5	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C 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	5	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0			
CARDIFF WALES	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	21	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
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	2	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	58.3	14	12			
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	33.3	26	12			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	89	9			
EAST MIDLANDS INTERNATIONAL	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	85.7	8	7			
EDINBURGH	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	48	0.0	0	0			
EDINBURGH	EASYJET EUROPE	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	12	0	0	25.0	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	23	12			
EDINBURGH	EASYJET UK LTD	S D	12	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	58.3	29	12			
EDINBURGH	JET2.COM LTD	S A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	8	6			
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	9	6			
EXETER	RYANAIR	S A	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
EXETER	RYANAIR	S D	0	7	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
GLASGOW	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			
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	32	100.0	12	3			
GLASGOW	TUI AIRWAYS LTD	C 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	16	100.0	1	2			
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	33	4			
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	20	4			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	10	0	0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	3	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13			
LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	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	0	1			
GATWICK	BRITISH AIRWAYS PLC	S A	73	0	0	9.6	37.0	32.9	9.6	4.1	5.5	1.4	0.0	0.0	0.0	0.0	12	69.3	33	75			

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

		Origin/Destinations: N																	OCT 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	41.1	53.4	1.4	4.1	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	D	73	0	0	0.0	41.1	53.4	1.4	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	10	74
	GATWICK	EASYJET UK LTD	S	A	58	0	0	6.9	31.0	34.5	19.0	5.2	1.7	1.7	0.0	0.0	0.0	0.0	13	82.8	13	58
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	27.6	51.7	12.1	6.9	1.7	0.0	0.0	0.0	0.0	0.0	10	79.3	6	58
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	30.8	7.7	23.1	15.4	7.7	0.0	0.0	0.0	0.0	38	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	21.4	35.7	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	LUTON	EASYJET EUROPE	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	LUTON	EASYJET EUROPE	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	34	0	0	0.0	29.4	47.1	8.8	5.9	8.8	0.0	0.0	0.0	0.0	0.0	15	82.1	10	39
	LUTON	EASYJET UK LTD	S	D	34	0	0	0.0	47.1	44.1	5.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	84.6	7	39
	LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	LUTON	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	STANSTED	EASYJET UK LTD	S	A	58	0	0	1.7	17.2	25.9	24.1	22.4	8.6	0.0	0.0	0.0	0.0	0.0	23	62.7	18	59
	STANSTED	EASYJET UK LTD	S	D	58	0	0	0.0	32.8	41.4	10.3	12.1	3.4	0.0	0.0	0.0	0.0	0.0	13	78.0	12	59
	STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	32	8
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	8
	STANSTED	RYANAIR	S	A	32	0	0	6.3	40.6	31.3	18.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	11	31
	STANSTED	RYANAIR	S	D	32	0	0	0.0	59.4	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	5	31
	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	110	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	0	1
	MANCHESTER	JET2.COM 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	16	88.9	3	9
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9
	MANCHESTER	RYANAIR	S	A	17	0	0	11.8	17.6	41.2	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	81.3	22	16
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	41.2	29.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	27	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	0.0	0	100.0	3	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	0	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	5.6	5.6	16.7	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	22.2	126	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	21.1	47.4	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	85.7	3	7
	NEWCASTLE	TUI AIRWAYS LTD	S	A	10	0	0	0.0	10.0	40.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	7	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	8	7
<b>TOTAL NAPLES</b>					<b>921</b>	<b>14</b>	<b>0</b>	<b>3.3</b>	<b>33.7</b>	<b>37.5</b>	<b>11.4</b>	<b>8.4</b>	<b>3.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>12</b>	<b>74.3</b>	<b>15</b>	<b>830</b>
NASHVILLE METROPOLITAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	28.6	35.7	28.6	0.0	0.0	3.6	0.0	3.6	0.0	0.0	0.0	11	81.8	15	22

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

		Origin/Destinations: N																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								14.3	25.0	44.6	5.4	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	14.3	60.7	10.7	7.1	3.6	0.0	3.6	0.0	0.0	0.0	19	87.0	17	23
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NASHVILLE METROPOLITAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.0</b>	<b>44.6</b>	<b>5.4</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>85.1</b>	<b>15</b>	<b>47</b>
NEOM BAY																						
	LUTON	ALMASRIA UNIVERSAL AIRLINES	C	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	JORDAN AVIATION	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	74	0.0	0	0
<b>TOTAL NEOM BAY</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW ORLEANS																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	2	22.7	18.2	31.8	4.5	9.1	4.5	0.0	0.0	0.0	0.0	9.1	10	90.9	4	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	2	0.0	9.5	66.7	4.8	9.5	0.0	0.0	0.0	0.0	0.0	9.5	10	47.8	15	23
<b>TOTAL NEW ORLEANS</b>					<b>39</b>	<b>0</b>	<b>4</b>	<b>11.6</b>	<b>14.0</b>	<b>48.8</b>	<b>4.7</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>10</b>	<b>68.9</b>	<b>10</b>	<b>45</b>
NEW YORK (JF KENNEDY)																						
	EDINBURGH	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	6	28
	EDINBURGH	AMERICAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	28
	EDINBURGH	DELTA AIRLINES	S	A	31	0	0	71.0	12.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.0	3	25
	EDINBURGH	DELTA AIRLINES	S	D	31	0	0	6.5	77.4	12.9	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	9	92.0	4	25
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	18.8	31.3	12.5	15.6	12.5	6.3	0.0	0.0	0.0	0.0	3.1	18	92.6	8	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	58.1	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	19	80.0	6	25
	GATWICK	NORWEGIAN AIR UK LTD	S	A	79	0	0	49.4	20.3	15.2	3.8	3.8	6.3	0.0	1.3	0.0	0.0	0.0	12	82.0	12	61
	GATWICK	NORWEGIAN AIR UK LTD	S	D	79	0	0	0.0	34.2	50.6	7.6	5.1	1.3	0.0	1.3	0.0	0.0	0.0	11	85.5	15	62
	HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	32.3	39.5	12.9	0.8	5.6	4.8	1.6	2.4	0.0	0.0	0.0	16	87.1	8	124
	HEATHROW	AMERICAN AIRLINES	S	D	125	0	0	0.0	61.6	31.2	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	11	124
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	3	36.9	28.6	16.6	7.9	3.3	4.6	0.4	0.4	0.0	0.0	1.2	10	89.1	4	242
	HEATHROW	BRITISH AIRWAYS PLC	S	D	241	0	1	0.0	18.6	50.8	18.2	7.9	2.9	0.8	0.4	0.0	0.0	0.4	15	64.8	25	244
	HEATHROW	DELTA AIRLINES	S	A	62	0	1	27.0	27.0	25.4	6.3	6.3	1.6	3.2	1.6	0.0	0.0	1.6	16	87.1	10	62
	HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	61.3	32.3	3.2	1.6	0.0	1.6	0.0	0.0	0.0	0.0	5	84.4	13	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	155	0	0	49.7	31.0	9.7	3.2	3.9	1.9	0.0	0.6	0.0	0.0	0.0	7	93.7	8	174

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	155	0	0	0.0	52.3	35.5	7.1	1.9	1.3	1.3	0.6	0.0	0.0	0.0	8	84.3	10	172
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	0	25	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	3.8	0	96.0	0	24
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	96.3	0	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	93.5	5	31	
	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	74.2	14	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	38.7	25.8	12.9	9.7	6.5	3.2	3.2	0.0	0.0	0.0	12	96.6	10	29	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	6.5	45.2	41.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	96.6	2	29	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1506</b>	<b>51</b>	<b>8</b>	<b>19.6</b>	<b>34.0</b>	<b>26.9</b>	<b>7.5</b>	<b>4.2</b>	<b>2.6</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.5</b>	<b>11</b>	<b>84.7</b>	<b>11</b>	<b>1655</b>
NEW YORK (NEWARK)																						
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	12.9	25.8	29.0	9.7	12.9	6.5	0.0	3.2	0.0	0.0	23	90.3	7	31	
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	0.0	58.1	12.9	19.4	3.2	3.2	0.0	3.2	0.0	0.0	16	80.6	10	31	
	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	100.0	0	1	
	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	100.0	0	1	
	GLASGOW	UNITED AIRLINES	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
	GLASGOW	UNITED AIRLINES	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	3	100.0	0	4	
	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	3	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	13	1	
	HEATHROW	AIR INDIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	4	12	
	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	42.9	29	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	15.1	34.0	32.1	5.7	11.3	1.9	0.0	0.0	0.0	0.0	9	85.2	10	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	17.3	44.2	15.4	17.3	1.9	1.9	1.9	0.0	0.0	21	65.6	17	60	
	HEATHROW	UNITED AIRLINES	S	A	153	0	2	27.1	21.3	23.9	8.4	9.0	5.2	0.0	2.6	1.3	0.0	1.3	29	84.7	14	156
	HEATHROW	UNITED AIRLINES	S	D	152	0	3	0.0	69.7	20.6	2.6	2.6	1.3	0.6	0.0	0.6	0.0	1.9	7	88.0	16	155
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	35.5	25.8	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	2	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	41.9	48.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	8	31	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	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	8	2	
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	12.9	38.7	19.4	9.7	9.7	6.5	0.0	3.2	0.0	0.0	18	80.6	8	31	
	MANCHESTER	UNITED AIRLINES	S	D	31	0	1	9.4	56.3	15.6	6.3	6.3	0.0	3.1	0.0	0.0	0.0	3.1	10	93.5	3	31

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

		Origin/Destinations: N																	OCT 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
	NEWCASTLE	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1
<b>TOTAL NEW YORK (NEWARK)</b>					<b>604</b>	<b>0</b>	<b>6</b>	<b>12.0</b>	<b>40.7</b>	<b>26.4</b>	<b>7.9</b>	<b>7.0</b>	<b>2.8</b>	<b>0.5</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>83.4</b>	<b>12</b>	<b>661</b>
NEWBURGH/USA																						
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	8
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	0	18
	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	78.9	7	19
<b>TOTAL NEWBURGH/USA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>5</b>	<b>53</b>
NEWCASTLE																						
	ABERDEEN	FLYBE LTD	S	A	52	0	7	0.0	52.5	27.1	3.4	1.7	1.7	0.0	1.7	0.0	0.0	11.9	11	58.9	17	43
	ABERDEEN	FLYBE LTD	S	D	53	0	11	3.1	45.3	29.7	3.1	1.6	0.0	0.0	0.0	0.0	0.0	17.2	3	28.6	41	40
	ABERDEEN	LOGANAIR LTD	S	A	63	0	3	1.5	50.0	33.3	3.0	1.5	3.0	1.5	1.5	0.0	0.0	4.5	12	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	63	0	1	0.0	45.3	34.4	9.4	4.7	3.1	0.0	1.6	0.0	0.0	1.6	13	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	85	0	0	10.6	52.9	25.9	5.9	2.4	1.2	1.2	0.0	0.0	0.0	0.0	7	76.5	11	85
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	85	0	0	1.2	49.4	34.1	8.2	3.5	2.4	1.2	0.0	0.0	0.0	0.0	9	69.4	14	85
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1
	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
	BRISTOL	EASYJET UK LTD	S	A	56	0	0	5.4	57.1	10.7	14.3	7.1	3.6	0.0	1.8	0.0	0.0	0.0	13	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	56	0	0	1.8	42.9	33.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	CARDIFF WALES	EASTERN AIRWAYS	S	A	16	5	2	13.0	30.4	8.7	0.0	0.0	4.3	8.7	4.3	0.0	21.7	8.7	43	22.6	29	14
	CARDIFF WALES	EASTERN AIRWAYS	S	D	17	4	2	17.4	47.8	4.3	0.0	0.0	4.3	0.0	0.0	0.0	17.4	8.7	4	14.8	97	23
	EXETER	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	EXETER	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EXETER	FLYBE LTD	S	A	0	26	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.3	3.7	0	80.6	8	31
	EXETER	FLYBE LTD	S	D	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.6	8	31
	JERSEY	EASYJET UK LTD	S	A	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	14	12
	JERSEY	EASYJET UK LTD	S	D	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	91.7	14	12
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	3	10.7	38.0	34.7	10.0	2.7	2.0	0.0	0.0	0.0	0.0	2.0	7	80.3	9	197

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 2018		
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
HEATHROW		BRITISH AIRWAYS PLC		S	D	148	0	2	0.0	33.3	44.0	12.7	5.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	9	76.5	9	195													
SOUTHAMPTON		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1														
SOUTHAMPTON		EASTERN AIRWAYS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1														
SOUTHAMPTON		FLYBE LTD		S	A	79	0	0	3.8	49.4	30.4	10.1	3.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	84.3	9	82														
SOUTHAMPTON		FLYBE LTD		S	D	79	0	0	0.0	44.3	45.6	2.5	5.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7	85.5	10	83														
<b>TOTAL NEWCASTLE</b>						<b>1022</b>	<b>62</b>	<b>32</b>	<b>3.9</b>	<b>42.7</b>	<b>30.9</b>	<b>7.3</b>	<b>3.8</b>	<b>2.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>5.6</b>	<b>2.9</b>	<b>9</b>	<b>63.1</b>	<b>14</b>	<b>940</b>															
NEWQUAY		BIRMINGHAM		S	A	19	0	0	5.3	68.4	15.8	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	37	21														
NEWQUAY		BIRMINGHAM		S	D	18	0	0	0.0	16.7	66.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	47.6	43	20														
NEWQUAY		LEEDS BRADFORD		S	A	7	0	1	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	2	82.4	6	16															
NEWQUAY		LEEDS BRADFORD		S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	22	88.2	6	16														
NEWQUAY		GATWICK		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.5	10	80															
NEWQUAY		GATWICK		S	D	0	0	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	10	80															
NEWQUAY		HEATHROW		S	A	122	0	2	4.0	32.3	28.2	16.9	12.9	4.0	0.0	0.0	0.0	0.0	1.6	14	0.0	0	0															
NEWQUAY		HEATHROW		S	D	122	0	2	0.0	29.8	41.1	12.1	8.1	7.3	0.0	0.0	0.0	0.0	1.6	15	0.0	0	0															
NEWQUAY		MANCHESTER		S	A	50	0	0	6.0	42.0	40.0	4.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	6	56.1	22	54															
NEWQUAY		MANCHESTER		S	D	50	0	0	0.0	6.0	78.0	12.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	9	56.1	22	55															
NEWQUAY		NEWCASTLE		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															
NEWQUAY		NEWCASTLE		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															
NEWQUAY		SOUTHEND		S	A	22	0	1	4.3	17.4	65.2	8.7	0.0	0.0	0.0	0.0	0.0	4.3	6	0.0	0	0																
NEWQUAY		SOUTHEND		S	D	23	0	0	0.0	34.8	60.9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0															
<b>TOTAL NEWQUAY</b>						<b>443</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>30.3</b>	<b>43.7</b>	<b>10.5</b>	<b>7.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>69.7</b>	<b>17</b>	<b>342</b>															
NICE		BELFAST INTERNATIONAL		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	100.0	2	4															
NICE		BELFAST INTERNATIONAL		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	8	75.0	8	4															
NICE		BRISTOL		S	A	36	0	0	5.6	30.6	38.9	13.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0															
NICE		BRISTOL		S	D	36	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0															
NICE		EDINBURGH		S	A	19	0	0	5.3	47.4	5.3	15.8	15.8	5.3	0.0	5.3	0.0	0.0	0.0	28	75.0	16	20															
NICE		EDINBURGH		S	D	19	0	0	0.0	47.4	21.1	10.5	10.5	0.0	5.3	5.3	0.0	0.0	0.0	25	75.0	15	20															
NICE		LEEDS BRADFORD		S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	88.9	5	9															
NICE		LEEDS BRADFORD		S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	88.9	5	9															
NICE		LIVERPOOL (JOHN LENNON)		S	A	35	0	0	17.1	48.6	25.7	5.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	6	84.2	6	38															

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					OCT 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	
LIVERPOOL (JOHN LENNON)		EASYJET UK LTD	S	D	35	0	0	0.0	60.0	31.4	5.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	7	89.5	4	38				
GATWICK		BRITISH AIRWAYS PLC	S	A	62	0	2	9.4	39.1	26.6	12.5	4.7	4.7	0.0	0.0	0.0	0.0	3.1	10	80.9	14	66				
GATWICK		BRITISH AIRWAYS PLC	S	D	62	0	2	0.0	34.4	31.3	21.9	6.3	3.1	0.0	0.0	0.0	0.0	3.1	11	75.4	14	66				
GATWICK		EASYJET UK LTD	S	A	125	0	0	10.4	31.2	28.0	12.0	10.4	5.6	2.4	0.0	0.0	0.0	0.0	17	66.2	20	131				
GATWICK		EASYJET UK LTD	S	D	125	0	0	0.0	24.8	52.0	12.0	6.4	4.0	0.8	0.0	0.0	0.0	0.0	13	72.2	19	131				
GATWICK		ENTER AIR	C	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	24	0.0	0	0				
GATWICK		ENTER AIR	C	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	32	0.0	0	0				
HEATHROW		BRITISH AIRWAYS PLC	S	A	199	0	4	11.8	30.5	34.0	10.8	8.9	2.0	0.0	0.0	0.0	0.0	2.0	10	77.2	11	196				
HEATHROW		BRITISH AIRWAYS PLC	S	D	199	0	4	0.0	30.5	53.2	6.9	4.9	2.5	0.0	0.0	0.0	0.0	2.0	9	78.2	10	196				
LONDON CITY		BA CITYFLYER LTD	S	A	0	29	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	75.9	13	27				
LONDON CITY		BA CITYFLYER LTD	S	D	0	29	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	79.3	15	27				
LUTON		EASYJET UK LTD	S	A	54	0	0	3.7	29.6	33.3	13.0	7.4	9.3	1.9	1.9	0.0	0.0	0.0	25	57.1	22	63				
LUTON		EASYJET UK LTD	S	D	53	0	0	0.0	34.0	37.7	11.3	7.5	7.5	1.9	0.0	0.0	0.0	0.0	17	71.4	15	63				
STANSTED		BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	29	4				
STANSTED		BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	36	4				
STANSTED		EASYJET UK LTD	S	A	26	0	0	11.5	23.1	30.8	23.1	3.8	7.7	0.0	0.0	0.0	0.0	0.0	15	73.3	17	30				
STANSTED		EASYJET UK LTD	S	D	26	0	0	0.0	53.8	34.6	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	80.0	13	30				
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	0.0	0	50.0	11	6				
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	0.0	0	100.0	1	6				
STANSTED		RYANAIR	S	A	17	0	1	0.0	5.6	33.3	11.1	27.8	16.7	0.0	0.0	0.0	0.0	5.6	33	38.7	31	30				
STANSTED		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	14	58.1	20	30				
MANCHESTER		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	5	0.0	0	0				
MANCHESTER		EASYJET UK LTD	S	D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
MANCHESTER		JET2.COM LTD	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	19	8				
MANCHESTER		JET2.COM LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	8				
NEWCASTLE		EASYJET UK LTD	S	A	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	12	91.7	6	12				
NEWCASTLE		EASYJET UK LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	12				
<b>TOTAL NICE NIEDERRHEIN</b>					<b>1228</b>	<b>58</b>	<b>13</b>	<b>4.8</b>	<b>30.9</b>	<b>36.8</b>	<b>10.9</b>	<b>6.8</b>	<b>3.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>4.5</b>	<b>1.0</b>	<b>12</b>	<b>70.1</b>	<b>14</b>	<b>1288</b>				
EDINBURGH		RYANAIR	S	A	14	0	0	7.1	21.4	28.6	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	9				
EDINBURGH		RYANAIR	S	D	14	0	0	0.0	14.3	35.7	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	9				
STANSTED		RYANAIR	S	A	11	0	0	0.0	36.4	0.0	18.2	18.2	27.3	0.0	0.0	0.0	0.0	0.0	36	38.5	20	13				

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	11	0	0	0.0	36.4	36.4	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	15	84.6	9	13	
<b>TOTAL NIEDERRHEIN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>26.0</b>	<b>26.0</b>	<b>24.0</b>	<b>14.0</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>20</b>	<b>77.3</b>	<b>9</b>	<b>44</b>	
NIMES																							
	BRISTOL	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	219	0.0	0	0	
	LUTON	RYANAIR	S	A	12	0	0	16.7	50.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6	66.7	15	12		
	LUTON	RYANAIR	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	3	91.7	11	12		
	STANSTED	RYANAIR	S	A	11	0	0	0.0	0.0	54.5	27.3	0.0	18.2	0.0	0.0	0.0	0.0	26	50.0	23	16		
	STANSTED	RYANAIR	S	D	11	0	0	0.0	36.4	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	12	62.5	13	16		
<b>TOTAL NIMES</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>38.3</b>	<b>34.0</b>	<b>12.8</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.1</b>	<b>16</b>	<b>56</b>	
NORWICH																							
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1		
	ABERDEEN	FLYBE LTD	S	A	59	0	9	10.3	29.4	41.2	5.9	0.0	0.0	0.0	0.0	0.0	13.2	4	68.5	15	68		
	ABERDEEN	FLYBE LTD	S	D	60	0	9	0.0	50.7	34.8	1.4	0.0	0.0	0.0	0.0	0.0	13.0	2	59.7	17	69		
	ABERDEEN	LOGANAIR LTD	S	A	67	0	1	2.9	44.1	38.2	10.3	1.5	1.5	0.0	0.0	0.0	1.5	6	0.0	0	0		
	ABERDEEN	LOGANAIR LTD	S	D	68	0	1	0.0	55.1	33.3	4.3	2.9	1.4	0.0	1.4	0.0	1.4	9	0.0	0	0		
	BIRMINGHAM	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	19	100.0	0	1		
	BIRMINGHAM	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	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	0.0	22	1		
	BOURNEMOUTH	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		
	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		
	EDINBURGH	LOGANAIR LTD	S	A	76	0	0	3.9	52.6	34.2	2.6	2.6	1.3	2.6	0.0	0.0	0.0	7	92.2	6	77		
	EDINBURGH	LOGANAIR LTD	S	D	74	0	2	3.9	47.4	31.6	6.6	2.6	3.9	1.3	0.0	0.0	2.6	11	84.4	13	77		
	EXETER	FLYBE LTD	S	A	0	15	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	72.2	33	18		
	EXETER	FLYBE LTD	S	D	0	15	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	83.3	9	18		
	JERSEY	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	100.0	2	2		
	JERSEY	LOGANAIR LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2		
	MANCHESTER	LOGANAIR LTD	S	A	45	0	1	2.2	43.5	41.3	6.5	0.0	4.3	0.0	0.0	0.0	2.2	7	98.0	2	50		
	MANCHESTER	LOGANAIR LTD	S	D	46	0	0	0.0	28.3	56.5	4.3	6.5	4.3	0.0	0.0	0.0	0.0	11	98.0	1	50		
	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	42	1		
<b>TOTAL NORWICH</b>					<b>500</b>	<b>30</b>	<b>23</b>	<b>3.1</b>	<b>42.5</b>	<b>35.4</b>	<b>5.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>5.4</b>	<b>4.2</b>	<b>7</b>	<b>80.9</b>	<b>11</b>	<b>436</b>	
NUREMBERG																							
	STANSTED	RYANAIR	S	A	54	0	0	16.7	51.9	25.9	0.0	1.9	1.9	1.9	0.0	0.0	0.0	7	73.6	11	53		
	STANSTED	RYANAIR	S	D	54	0	0	0.0	35.2	53.7	7.4	1.9	0.0	1.9	0.0	0.0	0.0	10	52.8	23	53		
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	14	22		



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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	50.0	28	22			
<b>TOTAL NUREMBERG</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>43.5</b>	<b>39.8</b>	<b>3.7</b>	<b>1.9</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>8</b>	<b>63.3</b>	<b>18</b>	<b>150</b>			

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

		Origin/Destinations: O																	OCT 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
OAKLAND		GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	24	5
		GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	41	5
		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	100.0	1	26
		GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	9	25
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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</b>	<b>81.3</b>	<b>10</b>	<b>63</b>
ODENSE		LIVERPOOL (JOHN LENNON)	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	100.0	0	1
		LIVERPOOL (JOHN LENNON)	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	100.0	0	1
<b>TOTAL ODENSE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
OHRID		LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	7
		LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	7
		LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	22.2	33.3	0.0	44.4	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
		LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OHRID</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>27.8</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>78.6</b>	<b>9</b>	<b>14</b>
OLBIA		BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
		GATWICK	EASYJET UK LTD	S	A	24	0	1	12.0	20.0	28.0	20.0	8.0	8.0	0.0	0.0	0.0	4.0	20	60.0	38	15
		GATWICK	EASYJET UK LTD	S	D	24	0	1	0.0	24.0	56.0	4.0	8.0	4.0	0.0	0.0	0.0	4.0	14	60.0	39	15
		GATWICK	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	5	0.0	49	3	
		GATWICK	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	12	50.0	39	2	
		HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	23	4	
		HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	3	
		LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	12	88.9	7	9	
		LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	19	77.8	9	9	
		MANCHESTER	EASYJET UK LTD	S	A	12	0	0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	2	66.7	14	12	
		MANCHESTER	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	1	50.0	24	12	
		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	100.0	3	3	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	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 OLBIA</b>					<b>121</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>34.1</b>	<b>38.2</b>	<b>8.9</b>	<b>7.3</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>49.6</b>	<b>23</b>	<b>89</b>
OPORTO (PORTUGAL)																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	42.9	19	7
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	28.6	28	7
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	42.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	EDINBURGH	RYANAIR	S	A	10	0	0	20.0	40.0	20.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	22	55.6	28	9
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	80.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	20	55.6	17	9
	GLASGOW	JET2.COM LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GLASGOW	JET2.COM LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	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	5	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
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	9
	GATWICK	AIR PORTUGAL	S	A	62	0	0	4.8	32.3	32.3	14.5	4.8	8.1	3.2	0.0	0.0	0.0	0.0	19	59.7	23	62
	GATWICK	AIR PORTUGAL	S	D	62	0	0	0.0	24.2	45.2	9.7	8.1	8.1	4.8	0.0	0.0	0.0	0.0	21	60.7	25	61
	GATWICK	BRITISH AIRWAYS PLC	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	32.0	36.0	8.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	9	88.0	12	25
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	44.0	40.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.0	10	25
	GATWICK	EASYJET UK LTD	S	A	46	0	0	8.7	30.4	37.0	8.7	8.7	6.5	0.0	0.0	0.0	0.0	0.0	13	54.2	40	48
	GATWICK	EASYJET UK LTD	S	D	46	0	0	0.0	10.9	52.2	19.6	15.2	2.2	0.0	0.0	0.0	0.0	0.0	15	59.6	30	47
	LONDON CITY	AIR PORTUGAL	S	A	0	21	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	80.8	14	26
	LONDON CITY	AIR PORTUGAL	S	D	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	76.9	15	26
	LUTON	EASYJET UK LTD	S	A	18	0	0	5.6	22.2	33.3	22.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	64.7	13	17
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	11.1	61.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	52.9	15	17
	LUTON	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	105	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	0.0	16.7	41.7	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	STANSTED	RYANAIR	S	A	82	0	0	3.7	40.2	40.2	6.1	4.9	2.4	1.2	1.2	0.0	0.0	0.0	14	66.7	31	77
	STANSTED	RYANAIR	S	D	82	0	0	0.0	13.4	46.3	20.7	13.4	4.9	1.2	0.0	0.0	0.0	0.0	20	35.9	32	77
	MANCHESTER	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	5	75.0	17	12
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	32	12

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	A	14	0	0	7.1	21.4	42.9	7.1	7.1	7.1	0.0	0.0	7.1	0.0	0.0	45	69.2	13	13
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	42.9	28.6	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	84.6	9	13
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>634</b>	<b>41</b>	<b>1</b>	<b>4.4</b>	<b>27.4</b>	<b>37.3</b>	<b>11.7</b>	<b>7.1</b>	<b>4.3</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>6.1</b>	<b>0.1</b>	<b>16</b>	<b>59.9</b>	<b>24</b>	<b>608</b>
ORLANDO	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	71.4	17	14
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	10
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	0.0	33.3	50.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	17	75.0	22	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	26.8	30.4	16.1	10.7	8.9	5.4	0.0	1.8	0.0	0.0	0.0	16	76.8	14	56
	GATWICK	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	25.5	52.7	7.3	5.5	3.6	5.5	0.0	0.0	0.0	0.0	17	80.0	14	55
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	3.2	6.5	9.7	12.9	32.3	25.8	9.7	0.0	0.0	0.0	0.0	55	77.8	13	27
	GATWICK	NORWEGIAN AIR UK LTD	S	D	30	0	0	0.0	33.3	43.3	13.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	13	76.9	18	26
	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	33.3	47	12
	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	64.3	31	14
	GATWICK	VIRGIN ATLANTIC 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	VIRGIN ATLANTIC AIRWAYS LTD	S	A	50	0	0	22.0	34.0	28.0	10.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	48
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	51	0	0	0.0	29.4	39.2	11.8	9.8	5.9	2.0	2.0	0.0	0.0	0.0	20	77.6	13	49
	GATWICK	WAMOS AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	219	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
	HEATHROW	BRITISH AIRWAYS PLC	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	100.0	3	1
	MANCHESTER	HI FLY MALTA	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75	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	63.9	23	35
	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	81.1	14	36
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	33	0	0	45.5	27.3	9.1	9.1	6.1	0.0	3.0	0.0	0.0	0.0	0.0	10	88.1	5	42
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	33	0	0	0.0	30.3	54.5	9.1	0.0	6.1	0.0	0.0	0.0	0.0	0.0	9	93.2	8	44
<b>TOTAL ORLANDO</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>28.1</b>	<b>32.7</b>	<b>10.0</b>	<b>8.1</b>	<b>4.9</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.5</b>	<b>14</b>	<b>496</b>

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

		Origin/Destinations: O																	OCT 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	
OSAKA (KANSAI)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	5.9	0.0	41.2	17.6	17.6	5.9	5.9	0.0	5.9	0.0	0.0	106	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	25.0	37.5	6.3	12.5	6.3	6.3	0.0	6.3	0.0	0.0	105	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>12.1</b>	<b>39.4</b>	<b>12.1</b>	<b>15.2</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>105</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	61.9	20	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	71.4	17	21	
	ABERDEEN	SAS	S	A	26	0	1	0.0	48.1	40.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	3.7	4	85.2	7	27	
	ABERDEEN	SAS	S	D	27	0	0	0.0	66.7	25.9	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	27	
	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	61.3	13	31	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	13	31	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	0.0	45.2	41.9	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	0.0	41.9	45.2	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EDINBURGH	SAS	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	1	85.7	4	7	
	EDINBURGH	SAS	S	D	8	0	0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	7	
	LIVERPOOL (JOHN LENNON)	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	62	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	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	20	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	105	0	0	1.9	23.8	39.0	20.0	9.5	5.7	0.0	0.0	0.0	0.0	0.0	15	65.3	21	98	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	105	0	0	0.0	23.8	38.1	14.3	17.1	6.7	0.0	0.0	0.0	0.0	0.0	17	75.3	20	97	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.4	41	35	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	51	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	1	15.7	29.6	32.4	16.7	2.8	0.9	0.0	0.9	0.0	0.0	0.9	11	79.3	8	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	0	1	0.0	28.7	50.0	11.1	7.4	1.9	0.0	0.0	0.0	0.0	0.9	9	83.6	9	116	
	HEATHROW	SAS	S	A	96	0	1	10.3	26.8	33.0	16.5	10.3	2.1	0.0	0.0	0.0	0.0	1.0	13	67.3	13	103	
	HEATHROW	SAS	S	D	95	0	1	0.0	37.5	38.5	15.6	5.2	2.1	0.0	0.0	0.0	0.0	1.0	10	78.6	12	101	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	46	0	0	6.5	28.3	30.4	15.2	10.9	8.7	0.0	0.0	0.0	0.0	0.0	17	69.2	16	39	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	47	0	0	0.0	36.2	40.4	6.4	10.6	6.4	0.0	0.0	0.0	0.0	0.0	14	75.0	10	40	
	LUTON	WIZZ AIR UK LTD	S	A	29	0	1	0.0	23.3	36.7	20.0	10.0	6.7	0.0	0.0	0.0	0.0	3.3	18	0.0	0	0	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	WIZZ AIR UK LTD	S	D	29	0	1	0.0	50.0	36.7	0.0	3.3	6.7	0.0	0.0	0.0	0.0	3.3	8	0.0	0	0
	STANSTED	RYANAIR	S	A	65	0	0	4.6	32.3	43.1	7.7	7.7	3.1	1.5	0.0	0.0	0.0	0.0	12	55.3	30	85
	STANSTED	RYANAIR	S	D	65	0	0	0.0	24.6	52.3	10.8	6.2	4.6	1.5	0.0	0.0	0.0	0.0	14	56.5	22	85
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	7.7	15.4	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	11	14
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	13	14
	MANCHESTER	SAS	S	A	42	0	0	0.0	31.0	50.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	82.5	8	40
	MANCHESTER	SAS	S	D	42	0	0	0.0	52.4	33.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	40
	NEWCASTLE	LOGANAIR LTD	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	NEWCASTLE	LOGANAIR 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>1139</b>	<b>0</b>	<b>10</b>	<b>3.4</b>	<b>32.3</b>	<b>39.6</b>	<b>12.6</b>	<b>7.6</b>	<b>3.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>71.6</b>	<b>16</b>	<b>1230</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	14	0	0	0.0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	64.3	20	14
	STANSTED	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	71.4	16	14
<b>TOTAL OSTRAVA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>39.3</b>	<b>17.9</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.9</b>	<b>18</b>	<b>28</b>
OTTAWA INTERNATIONAL																						
	HEATHROW	AIR CANADA	S	A	29	0	0	27.6	48.3	17.2	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4	74.2	12	30
	HEATHROW	AIR CANADA	S	D	29	0	0	0.0	24.1	62.1	10.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	8	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>36.2</b>	<b>39.7</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.4</b>	<b>10</b>	<b>60</b>
OVDA																						
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	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 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>33.3</b>	<b>16</b>	<b>3</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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
PALANGA																												
		LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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					
		LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2					
		LUTON	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	41	13					
		LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	13					
		LUTON	WIZZ AIR UK LTD	S	A	15	0	0	20.0	40.0	26.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
		LUTON	WIZZ AIR UK LTD	S	D	15	0	0	0.0	46.7	46.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
		STANSTED	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9					
		STANSTED	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	9					
<b>TOTAL PALANGA</b>						<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>47.9</b>	<b>35.4</b>	<b>2.1</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>15</b>	<b>48</b>					
PALERMO																												
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8					
		LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8					
		GATWICK	EASYJET UK LTD	S	A	17	0	0	5.9	5.9	23.5	23.5	29.4	11.8	0.0	0.0	0.0	0.0	0.0	27	50.0	27	21					
		GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	52.9	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	81.0	13	21					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	10	11					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	11					
		LUTON	EASYJET UK LTD	S	A	12	0	0	8.3	58.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	15	12					
		LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	25.0	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	7	12					
		STANSTED	RYANAIR	S	A	30	0	0	0.0	43.3	43.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	40.0	33	30					
		STANSTED	RYANAIR	S	D	30	0	0	0.0	46.7	43.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	46.7	29	30					
		MANCHESTER	RYANAIR	S	A	7	0	0	14.3	28.6	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	22	62.5	19	8					
		MANCHESTER	RYANAIR	S	D	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	8	8					
<b>TOTAL PALERMO</b>						<b>148</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>34.5</b>	<b>38.5</b>	<b>10.8</b>	<b>8.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.7</b>	<b>19</b>	<b>180</b>					
PALMA DE MALLORCA																												
		ABERDEEN	TUI AIRWAYS LTD	C	A	12	0	0	8.3	8.3	41.7	8.3	8.3	8.3	8.3	8.3	0.0	0.0	0.0	44	33.3	44	9					
		ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	23	85.7	8	7					
		BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	22	0	0	0.0	9.1	31.8	13.6	18.2	22.7	4.5	0.0	0.0	0.0	0.0	40	0.0	0	0					
		BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	22	0	0	0.0	0.0	31.8	9.1	22.7	31.8	0.0	4.5	0.0	0.0	0.0	48	0.0	0	0					
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	17	0	0	23.5	23.5	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	38	45					
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	64.4	34	45					
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	38.5	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	4	12					
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	15.4	76.9	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	83.3	9	12					

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	TUI AIRWAYS LTD	C A	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	0.0	68	50.0	11	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	62.5	10	8			
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	8			
BIRMINGHAM	JET2.COM LTD	S A	56	0	0	19.6	46.4	25.0	3.6	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4	72.3	13	47			
BIRMINGHAM	JET2.COM LTD	S D	56	0	0	0.0	37.5	46.4	7.1	7.1	1.8	0.0	0.0	0.0	0.0	0.0	8	72.3	14	47			
BIRMINGHAM	RYANAIR	S A	40	0	0	27.5	35.0	25.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	6	74.2	12	31			
BIRMINGHAM	RYANAIR	S D	40	0	0	0.0	20.0	45.0	25.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	13	64.5	18	31			
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	86.7	4	15			
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	86.7	9	15			
BIRMINGHAM	TUI AIRWAYS LTD	C A	33	0	0	12.1	39.4	24.2	12.1	6.1	3.0	3.0	0.0	0.0	0.0	0.0	13	82.8	12	29			
BIRMINGHAM	TUI AIRWAYS LTD	C D	30	0	0	0.0	16.7	60.0	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	69.6	17	23			
BIRMINGHAM	TUI AIRWAYS LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BOURNEMOUTH	RYANAIR	S A	28	0	0	14.3	32.1	21.4	17.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	79.2	16	24			
BOURNEMOUTH	RYANAIR	S D	28	0	0	0.0	28.6	39.3	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	13	66.7	20	24			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	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	76.5	10	17			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	15	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	6	13			
BRISTOL	EASYJET UK LTD	S A	72	0	0	8.3	30.6	19.4	15.3	15.3	9.7	0.0	1.4	0.0	0.0	0.0	22	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	71	0	0	1.4	39.4	29.6	7.0	15.5	5.6	1.4	0.0	0.0	0.0	0.0	17	0.0	0	0			
BRISTOL	RYANAIR	S A	39	0	0	15.4	48.7	23.1	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
BRISTOL	RYANAIR	S D	39	0	0	0.0	38.5	43.6	12.8	0.0	2.6	0.0	0.0	2.6	0.0	0.0	16	0.0	0	0			
BRISTOL	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	15	0	0	26.7	33.3	20.0	6.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	12	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C D	12	0	0	0.0	41.7	50.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	13	0.0	0	0			
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5			
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4			
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	1			
CARDIFF WALES	TUI AIRWAYS LTD	C A	21	0	0	4.8	42.9	23.8	14.3	4.8	9.5	0.0	0.0	0.0	0.0	0.0	15	61.5	18	13			
CARDIFF WALES	TUI AIRWAYS LTD	C D	18	0	0	0.0	27.8	50.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	90.0	9	10			
CARDIFF WALES	VUELING AIRLINES	S A	15	0	0	0.0	53.3	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	1	15			
CARDIFF WALES	VUELING AIRLINES	S D	15	0	0	0.0	33.3	33.3	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	5	15			



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	17	0	0	29.4	35.3	11.8	17.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	85.7	6	14	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	14	0	0	0.0	28.6	50.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	15	100.0	1	11	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	32	0	0	28.1	50.0	9.4	6.3	0.0	6.3	0.0	0.0	0.0	0.0	8	88.0	8	25		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	32	0	0	0.0	46.9	43.8	3.1	3.1	3.1	0.0	0.0	0.0	0.0	6	76.0	12	25		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	46	0	0	17.4	37.0	26.1	10.9	4.3	4.3	0.0	0.0	0.0	0.0	9	75.9	16	58		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	46	0	0	0.0	45.7	41.3	4.3	4.3	0.0	0.0	0.0	4.3	0.0	24	75.9	10	58		
	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	64.7	19	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	87.5	7	16		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	12	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	46	9		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	11	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	61	7		
	EDINBURGH	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3		
	EDINBURGH	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	3		
	EDINBURGH	EASYJET EUROPE	S	A	8	0	0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	EASYJET EUROPE	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	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	100.0	4	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	62.5	8	8		
	EDINBURGH	JET2.COM LTD	S	A	23	0	0	39.1	21.7	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	16		
	EDINBURGH	JET2.COM LTD	S	D	23	0	0	0.0	43.5	52.2	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	7	16		
	EDINBURGH	RYANAIR	S	A	32	0	0	12.5	28.1	31.3	18.8	9.4	0.0	0.0	0.0	0.0	0.0	10	88.9	5	27		
	EDINBURGH	RYANAIR	S	D	32	0	0	0.0	46.9	40.6	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6	88.9	5	27		
	EDINBURGH	TUI AIRWAYS LTD	C	A	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	69.2	17	13		
	EDINBURGH	TUI AIRWAYS LTD	C	D	11	0	0	0.0	9.1	36.4	45.5	9.1	0.0	0.0	0.0	0.0	0.0	14	80.0	8	10		
	EXETER	FLYBE LTD	S	A	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	7	8		
	EXETER	FLYBE LTD	S	D	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	87.5	6	8		
	EXETER	TUI AIRWAYS LTD	C	A	0	9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	66.7	63	9		
	EXETER	TUI AIRWAYS LTD	C	D	0	8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	85.7	79	7		
	GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	35	0.0	0	0		
	GLASGOW	BA CITYFLYER 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	2	0.0	0	0		
	GLASGOW	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	66.7	15	3		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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	
GLASGOW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	36	3									
GLASGOW	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	28	44.4	31	9									
GLASGOW	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	25	9									
GLASGOW	JET2.COM LTD	S	A	35	0	0	48.6	31.4	17.1	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	5	24										
GLASGOW	JET2.COM LTD	S	D	35	0	0	0.0	51.4	48.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	3	24										
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	37.5	25	16										
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	69.2	19	13										
GLASGOW	TUI AIRWAYS LTD	C	A	14	0	0	7.1	28.6	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	20	13										
GLASGOW	TUI AIRWAYS LTD	C	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	28	12										
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	75.0	6	4										
ISLE OF MAN	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4										
LEEDS BRADFORD	JET2.COM LTD	S	A	27	0	0	22.2	33.3	22.2	11.1	3.7	7.4	0.0	0.0	0.0	0.0	0.0	10	69.2	14	26										
LEEDS BRADFORD	JET2.COM LTD	S	D	27	0	0	0.0	25.9	48.1	11.1	0.0	14.8	0.0	0.0	0.0	0.0	0.0	17	65.4	14	26										
LEEDS BRADFORD	RYANAIR	S	A	27	0	0	0.0	25.9	22.2	25.9	25.9	0.0	0.0	0.0	0.0	0.0	0.0	19	52.0	25	25										
LEEDS BRADFORD	RYANAIR	S	D	27	0	0	0.0	11.1	51.9	14.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	68.0	17	25										
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	15										
LEEDS BRADFORD	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	81.8	7	11										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	53	0	1	20.4	37.0	27.8	5.6	3.7	1.9	0.0	1.9	0.0	0.0	1.9	11	81.0	11	58										
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	53	0	0	0.0	71.7	18.9	7.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	89.5	7	57										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	27	0	0	11.1	44.4	33.3	7.4	0.0	0.0	0.0	0.0	3.7	0.0	0.0	16	87.1	6	31										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	27	0	0	0.0	44.4	48.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	7	31										
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5										
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5										
GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	18.8	31.3	21.9	12.5	9.4	3.1	0.0	0.0	3.1	0.0	0.0	46	100.0	0	2										
GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	39.4	45.5	3.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	2										
GATWICK	EASYJET UK LTD	S	A	143	0	1	13.2	28.5	22.9	16.0	13.2	4.2	0.7	0.7	0.0	0.0	0.7	16	55.9	29	136										
GATWICK	EASYJET UK LTD	S	D	143	0	0	0.0	20.3	38.5	14.7	17.5	7.7	0.7	0.7	0.0	0.0	0.0	22	51.5	30	134										
GATWICK	MIAMI AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0										

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

		Origin/Destinations: P																	OCT 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
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	23	0	0	0	8.7	30.4	17.4	21.7	13.0	4.3	0.0	0.0	4.3	0.0	0.0	38	66.7	24	30	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	23	0	0	0	0.0	34.8	43.5	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	73.3	11	30	
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	50.0	26	27	
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	67.9	17	28	
GATWICK	TITAN AIRWAYS LTD	C A	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GATWICK	TITAN AIRWAYS LTD	C D	0	0	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	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C A	22	0	0	0	4.5	31.8	27.3	18.2	9.1	4.5	0.0	4.5	0.0	0.0	0.0	21	52.8	21	36	
GATWICK	TUI AIRWAYS LTD	C D	20	0	0	0	0.0	10.0	70.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	18	74.2	14	31	
HEATHROW	BRITISH AIRWAYS PLC	S A	57	0	0	0	12.3	40.4	19.3	7.0	12.3	7.0	0.0	1.8	0.0	0.0	0.0	17	61.5	16	52	
HEATHROW	BRITISH AIRWAYS PLC	S D	57	0	0	0	0.0	28.1	54.4	7.0	7.0	3.5	0.0	0.0	0.0	0.0	0.0	10	86.5	8	52	
LONDON CITY	BA CITYFLYER LTD	S A	0	19	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	5.0	0	57.1	27	21	
LONDON CITY	BA CITYFLYER LTD	S D	0	20	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	71.4	25	21	
LUTON	EASYJET EUROPE	S A	26	0	0	0	11.5	46.2	15.4	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
LUTON	EASYJET EUROPE	S D	26	0	0	0	0.0	15.4	38.5	15.4	23.1	3.8	3.8	0.0	0.0	0.0	0.0	23	0.0	0	0	
LUTON	EASYJET UK LTD	S A	47	0	0	0	17.0	44.7	21.3	12.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	71.1	23	76	
LUTON	EASYJET UK LTD	S D	47	0	0	0	0.0	57.4	38.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	65.3	18	75	
LUTON	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	38.5	28	13	
LUTON	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	60.0	14	10	
STANSTED	BA CITYFLYER LTD	S A	4	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	3	50.0	10	4	
STANSTED	BA CITYFLYER LTD	S D	4	0	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	6	4	
STANSTED	EASYJET UK LTD	S A	37	0	1	0	10.5	31.6	13.2	23.7	10.5	7.9	0.0	0.0	0.0	0.0	2.6	18	51.3	22	39	
STANSTED	EASYJET UK LTD	S D	37	0	0	0	0.0	32.4	32.4	13.5	8.1	13.5	0.0	0.0	0.0	0.0	0.0	19	79.5	11	39	
STANSTED	JET2.COM LTD	S A	47	0	0	0	44.7	31.9	17.0	2.1	2.1	0.0	2.1	0.0	0.0	0.0	0.0	6	76.0	9	25	
STANSTED	JET2.COM LTD	S D	47	0	0	0	0.0	59.6	27.7	8.5	0.0	2.1	2.1	0.0	0.0	0.0	0.0	8	88.0	6	25	
STANSTED	RYANAIR	S A	57	0	0	0	5.3	22.8	36.8	17.5	12.3	3.5	1.8	0.0	0.0	0.0	0.0	17	38.9	37	72	
STANSTED	RYANAIR	S D	57	0	0	0	0.0	47.4	49.1	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.3	9	73	
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	66.7	19	9	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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				
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	13	8
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	19	9
STANSTED	TUI AIRWAYS LTD	C	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	7	85.7	8	7
MANCHESTER	EASYJET UK LTD	S	A	42	0	0	11.9	35.7	33.3	7.1	4.8	4.8	2.4	0.0	0.0	0.0	0.0	13	51.6	30	31
MANCHESTER	EASYJET UK LTD	S	D	41	0	0	0.0	36.6	41.5	7.3	9.8	2.4	2.4	0.0	0.0	0.0	0.0	13	69.0	24	29
MANCHESTER	JET2.COM LTD	S	A	70	0	0	21.4	35.7	24.3	10.0	1.4	5.7	0.0	1.4	0.0	0.0	0.0	13	86.0	10	57
MANCHESTER	JET2.COM LTD	S	D	69	0	0	0.0	20.3	65.2	0.0	7.2	4.3	1.4	1.4	0.0	0.0	0.0	17	75.0	11	56
MANCHESTER	RYANAIR	S	A	72	0	0	4.2	31.9	37.5	12.5	9.7	1.4	1.4	1.4	0.0	0.0	0.0	16	66.7	18	72
MANCHESTER	RYANAIR	S	D	72	0	0	0.0	41.7	52.8	1.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	73.6	15	72
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	60.7	69	28
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	74.1	15	27
MANCHESTER	TUI AIRWAYS LTD	C	A	32	0	0	9.4	31.3	28.1	12.5	9.4	9.4	0.0	0.0	0.0	0.0	0.0	14	57.6	22	33
MANCHESTER	TUI AIRWAYS LTD	C	D	29	0	0	0.0	0.0	72.4	17.2	10.3	0.0	0.0	0.0	0.0	0.0	0.0	12	72.4	14	29
NEWCASTLE	EASYJET UK LTD	S	A	27	0	0	11.1	44.4	37.0	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	64.3	17	28
NEWCASTLE	EASYJET UK LTD	S	D	26	0	0	0.0	19.2	57.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	15	28
NEWCASTLE	JET2.COM LTD	S	A	34	0	0	50.0	44.1	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2	84.6	11	26
NEWCASTLE	JET2.COM LTD	S	D	34	0	0	0.0	23.5	64.7	8.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	8	76.9	13	26
NEWCASTLE	RYANAIR	S	A	28	0	0	0.0	39.3	50.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	6	31
NEWCASTLE	RYANAIR	S	D	28	0	0	0.0	3.6	64.3	25.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	61.3	23	31
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	38.9	24	18
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	64.7	17	17
NEWCASTLE	TUI AIRWAYS LTD	S	A	17	0	0	0.0	29.4	35.3	11.8	17.6	0.0	0.0	5.9	0.0	0.0	0.0	26	78.6	18	14
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	69.2	0.0	23.1	0.0	7.7	0.0	0.0	0.0	0.0	29	90.9	9	11
SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	12	9
SOUTHAMPTON	FLYBE LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9
SOUTHAMPTON	VOLOTEA	C	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4
SOUTHAMPTON	VOLOTEA	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	18	66.7	18	3
SOUTHEND	EASYJET UK LTD	S	A	29	0	0	24.1	37.9	24.1	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	82.8	8	29
SOUTHEND	EASYJET UK LTD	S	D	29	0	0	0.0	65.5	24.1	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	89.7	17	29
SOUTHEND	RYANAIR	S	A	31	0	0	12.9	29.0	35.5	6.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
SOUTHEND	RYANAIR	S	D	31	0	0	3.2	45.2	29.0	9.7	9.7	0.0	0.0	0.0	3.2	0.0	0.0	22	0.0	0	0
SOUTHEND	VOLOTEA	S	A	5	0	0	20.0	0.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	54	80.0	11	5
SOUTHEND	VOLOTEA	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	42	20.0	27	5
<b>TOTAL PALMA DE MALLORCA</b>				<b>3359</b>	<b>72</b>	<b>8</b>	<b>8.1</b>	<b>33.5</b>	<b>34.9</b>	<b>9.9</b>	<b>6.9</b>	<b>3.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>2.1</b>	<b>0.2</b>	<b>13</b>	<b>65.5</b>	<b>17</b>	<b>3239</b>

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	0	75.0	8	4
	BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	44.4	33.3	5.6	0.0	16.7	0.0	0.0	0.0	0.0	0.0	6	100.0	3	13	
	BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	15	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	60.0	21	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	7.7	38.5	30.8	0.0	23.1	0.0	0.0	0.0	0.0	0.0	13	76.5	12	17	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	69.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	17	68.8	18	16	
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	10	1	
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	20	1	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	7	5	
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	14.3	21.4	35.7	7.1	14.3	7.1	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	15	0	0	0.0	26.7	53.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	20	60.0	8	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	31	100.0	4	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9	
	DONCASTER SHEFFIELD	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	9	87.5	3	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	90.0	5	10	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	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	87.5	6	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	62.5	12	8	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	9	9	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	23	9	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	9	9	
	EDINBURGH	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	7	100.0	7	9	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	13	9	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	8	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	5
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	4
EXETER	TUI AIRWAYS LTD	C A	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	3
EXETER	TUI AIRWAYS LTD	C D	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	27	4
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	13	9
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	11	9
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	62	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	0.0	53	2
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	4
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	5
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.2	6	19
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	17.6	70.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.9	12	19
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	75.0	5	3
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	14	1
LIVERPOOL (JOHN LENNON)	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	4	100.0	0	1
GATWICK	BRITISH AIRWAYS PLC	S A	23	0	1	37.5	16.7	4.2	8.3	8.3	12.5	0.0	0.0	8.3	0.0	4.2	136	81.0	19	21	
GATWICK	BRITISH AIRWAYS PLC	S D	23	0	0	0.0	4.3	69.6	4.3	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	20	21
GATWICK	EASYJET UK LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GATWICK	EASYJET UK LTD	S A	63	0	0	12.7	25.4	25.4	22.2	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	56.3	28	63
GATWICK	EASYJET UK LTD	S D	62	0	0	0.0	9.7	58.1	27.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	61.3	22	62
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	88.9	4	9
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	88.9	8	9
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	5.6	38.9	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	19	17
GATWICK	TUI AIRWAYS LTD	C D	18	0	1	0.0	0.0	57.9	26.3	10.5	0.0	0.0	0.0	0.0	0.0	5.3	16	55.6	26	18	
LUTON	EASYJET UK LTD	S A	23	0	0	17.4	43.5	17.4	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	11	22
LUTON	EASYJET UK LTD	S D	23	0	0	0.0	21.7	56.5	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	15	22
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	41	70.0	13	10
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	56	50.0	33	8
STANSTED	JET2.COM LTD	S A	25	0	0	36.0	40.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	2	22
STANSTED	JET2.COM LTD	S D	26	0	0	0.0	46.2	50.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	7	22

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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	RYANAIR	S	A	31	0	0	41.9	32.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	97.1	2	34	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	16.1	67.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	15	34	
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	19	66.7	9	9	
	STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	33.3	19	9	
	MANCHESTER	EASYJET UK LTD	S	A	30	0	0	23.3	16.7	33.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	1419	32	
	MANCHESTER	EASYJET UK LTD	S	D	30	0	0	0.0	16.7	70.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	13	30	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	16.7	13.3	43.3	13.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	15	91.3	5	23	
	MANCHESTER	JET2.COM LTD	S	D	29	0	0	0.0	17.2	55.2	6.9	10.3	6.9	3.4	0.0	0.0	0.0	0.0	20	82.6	10	23	
	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	42.9	29	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	87.5	12	8	
	MANCHESTER	TUI AIRWAYS LTD	C	A	23	0	0	8.7	30.4	26.1	17.4	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	61.9	22	21	
	MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	9.1	63.6	13.6	4.5	9.1	0.0	0.0	0.0	0.0	0.0	17	66.7	23	21	
	MANCHESTER	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	10	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	13	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	11.1	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	75.0	7	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	22.2	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	42	66.7	11	9	
<b>TOTAL PAPHOS</b>					<b>932</b>	<b>8</b>	<b>2</b>	<b>10.6</b>	<b>23.9</b>	<b>41.0</b>	<b>13.0</b>	<b>7.3</b>	<b>2.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.8</b>	<b>0.2</b>	<b>14</b>	<b>69.2</b>	<b>63</b>	<b>910</b>	
PARIS (CHARLES DE GAULLE)																							
	ABERDEEN	AIR FRANCE	S	A	60	0	0	3.3	55.0	35.0	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	4	62	
	ABERDEEN	AIR FRANCE	S	D	60	0	0	3.3	51.7	41.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.9	4	62	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	20	0	0	0.0	10.0	45.0	20.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	25	66.7	22	27	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	20	0	0	0.0	55.0	20.0	0.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	14	59.3	18	27	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	AIR FRANCE	S	A	83	0	0	2.4	53.0	38.6	3.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	84.5	7	83	
	BIRMINGHAM	AIR FRANCE	S	D	83	0	0	0.0	48.2	44.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	9	83	
	BIRMINGHAM	FLYBE LTD	S	A	89	0	0	7.9	50.6	31.5	5.6	2.2	1.1	0.0	1.1	0.0	0.0	0.0	7	91.2	5	91	
	BIRMINGHAM	FLYBE LTD	S	D	89	0	0	0.0	7.9	64.0	14.6	7.9	4.5	0.0	1.1	0.0	0.0	0.0	16	81.3	9	91	
	BRISTOL	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	57	0	1	5.2	24.1	43.1	13.8	6.9	5.2	0.0	0.0	0.0	0.0	1.7	13	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	57	0	1	0.0	48.3	34.5	8.6	3.4	3.4	0.0	0.0	0.0	0.0	1.7	7	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	44	2	0	0.0	30.4	43.5	10.9	8.7	2.2	0.0	0.0	0.0	4.3	0.0	10	81.0	11	42	
	CARDIFF WALES	FLYBE LTD	S	D	44	2	0	0.0	37.0	43.5	6.5	8.7	0.0	0.0	0.0	0.0	4.3	0.0	8	85.7	7	42	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	7	0	0	14.3	28.6	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9	
	DONCASTER SHEFFIELD	FLYBE 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	1	100.0	2	9	
	EAST MIDLANDS INTERNATIONAL	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	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	55	1		
	EDINBURGH	AIR FRANCE	S	A	61	0	0	9.8	45.9	34.4	6.6	1.6	1.6	0.0	0.0	0.0	0.0	6	87.2	6	86		
	EDINBURGH	AIR FRANCE	S	D	61	0	0	0.0	36.1	50.8	9.8	1.6	1.6	0.0	0.0	0.0	0.0	7	82.6	8	85		
	EDINBURGH	EASYJET UK LTD	S	A	52	0	1	0.0	20.8	30.2	17.0	20.8	7.5	1.9	0.0	0.0	1.9	24	53.8	25	52		
	EDINBURGH	EASYJET UK LTD	S	D	52	0	0	0.0	23.1	46.2	13.5	9.6	5.8	1.9	0.0	0.0	0.0	17	71.2	19	52		
	EDINBURGH	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EXETER	FLYBE LTD	S	A	0	58	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	91.7	4	35		
	EXETER	FLYBE LTD	S	D	0	59	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	94.4	2	36		
	GLASGOW	EASYJET UK LTD	S	A	38	0	0	0.0	21.1	55.3	13.2	7.9	2.6	0.0	0.0	0.0	0.0	14	48.7	25	39		
	GLASGOW	EASYJET UK LTD	S	D	38	0	0	0.0	39.5	44.7	7.9	5.3	2.6	0.0	0.0	0.0	0.0	8	66.7	20	39		
	GLASGOW	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	3	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	0.0	47.1	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	6	76.5	15	17		
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	5.9	41.2	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	13	17		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	31	0	0	3.2	35.5	41.9	9.7	3.2	6.5	0.0	0.0	0.0	0.0	14	63.3	17	30		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	31	0	0	0.0	48.4	38.7	3.2	6.5	3.2	0.0	0.0	0.0	0.0	8	80.6	10	31		
	GATWICK	EASYJET UK LTD	S	A	89	0	0	10.1	34.8	22.5	16.9	6.7	5.6	3.4	0.0	0.0	0.0	17	74.2	20	87		
	GATWICK	EASYJET UK LTD	S	D	89	0	0	0.0	27.0	42.7	18.0	9.0	2.2	1.1	0.0	0.0	0.0	14	69.7	17	87		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	79	0.0	0	0		
	GATWICK	VUELING AIRLINES	S	A	125	0	0	15.2	47.2	25.6	2.4	3.2	4.8	0.0	1.6	0.0	0.0	11	82.5	19	57		
	GATWICK	VUELING AIRLINES	S	D	125	0	0	0.0	30.4	48.0	10.4	4.0	5.6	0.0	1.6	0.0	0.0	15	70.2	25	57		
	HEATHROW	AIR FRANCE	S	A	183	0	0	4.9	34.4	30.6	16.4	9.8	3.3	0.0	0.5	0.0	0.0	14	62.4	17	196		
	HEATHROW	AIR FRANCE	S	D	183	0	0	0.5	41.0	47.0	4.4	6.6	0.5	0.0	0.0	0.0	0.0	7	81.2	10	196		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	218	0	4	10.8	48.6	21.2	7.7	6.8	2.3	0.5	0.5	0.0	1.8	9	75.6	10	225		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	218	0	4	0.0	31.5	45.5	12.6	5.4	2.7	0.5	0.0	0.0	1.8	11	76.4	11	225		
	LUTON	EASYJET EUROPE	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	LUTON	EASYJET EUROPE	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		
	LUTON	EASYJET UK LTD	S	A	82	0	0	3.7	35.4	26.8	13.4	13.4	7.3	0.0	0.0	0.0	0.0	16	68.8	19	93		
	LUTON	EASYJET UK LTD	S	D	82	0	0	1.2	26.8	50.0	6.1	9.8	6.1	0.0	0.0	0.0	0.0	13	71.0	16	93		



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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	MNG AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LUTON	WIZZ AIR 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		
	STANSTED	EASYJET UK LTD	S	A	16	0	0	12.5	25.0	31.3	6.3	6.3	18.8	0.0	0.0	0.0	0.0	23	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	D	16	0	0	0.0	43.8	37.5	0.0	0.0	18.8	0.0	0.0	0.0	0.0	21	0.0	0	0		
	MANCHESTER	AIR FRANCE	S	A	93	0	0	3.2	55.9	33.3	3.2	4.3	0.0	0.0	0.0	0.0	0.0	5	84.8	7	92		
	MANCHESTER	AIR FRANCE	S	D	93	0	0	0.0	58.1	32.3	5.4	4.3	0.0	0.0	0.0	0.0	0.0	4	88.0	6	92		
	MANCHESTER	EASYJET UK LTD	S	A	43	0	0	2.3	44.2	25.6	18.6	9.3	0.0	0.0	0.0	0.0	0.0	10	82.9	9	41		
	MANCHESTER	EASYJET UK LTD	S	D	43	0	0	0.0	48.8	39.5	2.3	9.3	0.0	0.0	0.0	0.0	0.0	6	85.4	8	41		
	MANCHESTER	FLYBE LTD	S	A	116	0	0	4.3	41.4	39.7	8.6	4.3	0.9	0.0	0.0	0.9	0.0	10	81.0	11	121		
	MANCHESTER	FLYBE LTD	S	D	116	0	0	0.0	19.8	62.1	13.8	1.7	2.6	0.0	0.0	0.0	0.0	8	71.9	14	121		
	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	37	1		
	NEWCASTLE	AIR FRANCE	S	A	88	0	0	6.8	46.6	34.1	10.2	1.1	1.1	0.0	0.0	0.0	0.0	6	84.1	6	87		
	NEWCASTLE	AIR FRANCE	S	D	87	0	1	0.0	21.6	65.9	5.7	3.4	2.3	0.0	0.0	0.0	1.1	9	83.0	9	86		
	SOUTHAMPTON	FLYBE LTD	S	A	56	0	0	0.0	48.2	39.3	7.1	1.8	3.6	0.0	0.0	0.0	0.0	9	75.0	13	56		
	SOUTHAMPTON	FLYBE LTD	S	D	56	0	0	0.0	21.4	69.6	5.4	0.0	1.8	1.8	0.0	0.0	0.0	6	89.3	10	56		
	SOUTHEND	EASYJET UK LTD	S	A	19	0	0	10.5	57.9	21.1	5.3	0.0	5.3	0.0	0.0	0.0	0.0	8	83.3	2	17		
	SOUTHEND	EASYJET UK LTD	S	D	19	0	0	5.3	68.4	15.8	5.3	0.0	5.3	0.0	0.0	0.0	0.0	5	83.3	4	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	100.0	15	1		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3386</b>	<b>121</b>	<b>12</b>	<b>3.2</b>	<b>37.0</b>	<b>38.6</b>	<b>8.7</b>	<b>5.4</b>	<b>2.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>3.4</b>	<b>0.3</b>	<b>10</b>	<b>73.7</b>	<b>12</b>	<b>3297</b>	
PARIS (LE BOURGET)																							
	BOURNEMOUTH	DUCAIR	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		
	CARDIFF WALES	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1		
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1		
	GATWICK	EXECUTIVE JET MANAGEMENT EUROPE	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	25	0.0	0	0		
<b>TOTAL PARIS (LE BOURGET)</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>22</b>	<b>0.0</b>	<b>61</b>	<b>2</b>		
PARIS (ORLY)																							
	EDINBURGH	TRANSVIA FRANCE	S	A	11	0	0	0.0	27.3	63.6	0.0	0.0	0.0	0.0	9.1	0.0	0.0	26	72.7	9	11		
	EDINBURGH	TRANSVIA FRANCE	S	D	11	0	0	0.0	9.1	45.5	27.3	9.1	0.0	0.0	9.1	0.0	0.0	33	63.6	13	11		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	9	71		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	72		
	MANCHESTER	TRANSVIA FRANCE	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: P										OCT 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)
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	9	1				
<b>TOTAL PARIS (ORLY)</b>						<b>22</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.4</b>	<b>52.2</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>29</b>	<b>81.8</b>	<b>9</b>	<b>166</b>			
PAU																										
CARDIFF WALES		AIR NOSTRUM		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
<b>TOTAL PAU</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>				
PERPIGNAN																										
BIRMINGHAM		RYANAIR		S	A	8	0	0	25.0	37.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	0	8			
BIRMINGHAM		RYANAIR		S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	8			
STANSTED		RYANAIR		S	A	19	0	0	47.4	42.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	65.0	12	20			
STANSTED		RYANAIR		S	D	19	0	0	0.0	84.2	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	20			
MANCHESTER		AIR ONE		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
<b>TOTAL PERPIGNAN</b>						<b>55</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>52.7</b>	<b>16.4</b>	<b>5.5</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>5</b>	<b>78.6</b>	<b>9</b>	<b>56</b>			
PERUGIA																										
STANSTED		RYANAIR		S	A	25	0	0	20.0	40.0	36.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	24	26			
STANSTED		RYANAIR		S	D	25	0	0	0.0	52.0	48.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.8	9	26			
<b>TOTAL PERUGIA</b>						<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>46.0</b>	<b>42.0</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>0.0</b>	<b>2</b>	<b>80.8</b>	<b>16</b>	<b>52</b>			
PESCARA																										
STANSTED		RYANAIR		S	A	22	0	0	9.1	36.4	31.8	9.1	4.5	4.5	4.5	0.0	0.0	0.0	0.0	16	45.5	28	22			
STANSTED		RYANAIR		S	D	21	0	0	0.0	33.3	61.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	50.0	23	22			
<b>TOTAL PESCARA</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>34.9</b>	<b>46.5</b>	<b>4.7</b>	<b>2.3</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>11</b>	<b>47.7</b>	<b>25</b>	<b>44</b>			
PHILADELPHIA INTERNATIONAL																										
EDINBURGH		AMERICAN AIRLINES		S	A	27	0	0	55.6	22.2	11.1	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
EDINBURGH		AMERICAN AIRLINES		S	D	27	0	0	7.4	55.6	18.5	7.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
GATWICK		NETJETS AVIATION (USA)		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1				
HEATHROW		AMERICAN AIRLINES		S	A	55	0	2	52.6	22.8	8.8	3.5	0.0	7.0	0.0	1.8	0.0	0.0	3.5	12	85.5	12	62			
HEATHROW		AMERICAN AIRLINES		S	D	54	0	2	0.0	50.0	33.9	1.8	7.1	1.8	0.0	1.8	0.0	0.0	3.6	12	83.9	9	61			
HEATHROW		BRITISH AIRWAYS PLC		S	A	46	0	0	39.1	30.4	21.7	4.3	0.0	2.2	2.2	0.0	0.0	0.0	0.0	7	84.6	4	38			
HEATHROW		BRITISH AIRWAYS PLC		S	D	45	0	0	0.0	17.8	46.7	20.0	8.9	2.2	2.2	2.2	0.0	0.0	0.0	21	71.1	13	37			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
MANCHESTER		AMERICAN AIRLINES		S	A	31	0	0	25.8	32.3	29.0	6.5	3.2	0.0	3.2	0.0	0.0	0.0	9	77.4	18	30				

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

		Origin/Destinations: P																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								3.2	67.7	12.9	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	3.2	67.7	12.9	3.2	6.5	0.0	3.2	0.0	0.0	0.0	3.2	8	71.9	13	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>315</b>	<b>0</b>	<b>5</b>	<b>23.1</b>	<b>35.9</b>	<b>23.8</b>	<b>6.3</b>	<b>4.7</b>	<b>2.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>80.5</b>	<b>11</b>	<b>261</b>
PHOENIX																						
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	67.7	19.4	6.5	0.0	0.0	0.0	3.2	3.2	0.0	0.0	0.0	11	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	54.8	32.3	6.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	51.6	25.8	0.0	12.9	3.2	3.2	0.0	0.0	0.0	0.0	3.2	8	74.4	11	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	61.3	12.9	19.4	0.0	3.2	0.0	0.0	0.0	0.0	19	64.3	24	41
<b>TOTAL PHOENIX</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>29.8</b>	<b>25.8</b>	<b>25.0</b>	<b>8.1</b>	<b>5.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>69.4</b>	<b>17</b>	<b>83</b>
PISA																						
	BELFAST INTERNATIONAL	SIRIO	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	24	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	BIRMINGHAM	JET2.COM LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8
	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	0.0	2	87.5	4	8
	BRISTOL	EASYJET UK LTD	S	A	29	0	0	0.0	41.4	34.5	13.8	6.9	3.4	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	29	0	0	0.0	55.2	31.0	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	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	57.1	27	7
	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	85.7	22	7
	EDINBURGH	RYANAIR	S	A	12	0	0	8.3	33.3	33.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	5	12
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	12
	LEEDS BRADFORD	RYANAIR	S	A	7	0	0	0.0	0.0	42.9	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	42	83.3	7	12
	LEEDS BRADFORD	RYANAIR	S	D	7	0	0	0.0	0.0	28.6	0.0	42.9	14.3	14.3	0.0	0.0	0.0	0.0	55	83.3	9	12
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	5	87.5	8	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	8	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	0.0	0	71.9	14	32
	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	78.1	13	32
	GATWICK	EASYJET UK LTD	S	A	58	0	1	8.5	27.1	23.7	10.2	6.8	16.9	5.1	0.0	0.0	0.0	1.7	31	67.3	18	52
	GATWICK	EASYJET UK LTD	S	D	58	0	1	0.0	32.2	37.3	10.2	11.9	5.1	1.7	0.0	0.0	0.0	1.7	19	78.8	17	52
	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	213	1

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P		PERCENTAGE OF FLIGHTS LATE										OCT 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	A	67	0	1	27.9	27.9	25.0	10.3	5.9	1.5	0.0	0.0	0.0	0.0	1.5	8	73.3	18	45			
HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	1	0.0	39.7	36.8	17.6	2.9	1.5	0.0	0.0	0.0	0.0	1.5	9	86.7	7	45			
LUTON	EASYJET UK LTD	S	A	35	0	1	8.3	36.1	22.2	8.3	16.7	5.6	0.0	0.0	0.0	0.0	2.8	14	75.0	11	36			
LUTON	EASYJET UK LTD	S	D	35	0	1	0.0	36.1	38.9	5.6	13.9	2.8	0.0	0.0	0.0	0.0	2.8	13	86.1	7	36			
STANSTED	RYANAIR	S	A	92	0	0	21.7	45.7	22.8	3.3	3.3	1.1	0.0	2.2	0.0	0.0	0.0	10	83.1	10	89			
STANSTED	RYANAIR	S	D	92	0	0	0.0	43.5	40.2	7.6	5.4	2.2	0.0	1.1	0.0	0.0	0.0	11	65.2	20	89			
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	46.2	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	69.2	10	13			
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	6	13			
MANCHESTER	JET2.COM LTD	S	A	12	0	0	0.0	8.3	58.3	0.0	16.7	0.0	8.3	8.3	0.0	0.0	0.0	45	76.9	154	13			
MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	33.3	50.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	18	84.6	7	13			
<b>TOTAL PISA</b>				<b>672</b>	<b>0</b>	<b>6</b>	<b>7.4</b>	<b>36.3</b>	<b>32.7</b>	<b>9.6</b>	<b>7.7</b>	<b>3.8</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>70.5</b>	<b>16</b>	<b>656</b>			
PITTSBURGH																								
BELFAST INTERNATIONAL	JOURNEY AVIATION	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	66.7	16.7	11.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	27.8	33.3	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
<b>TOTAL PITTSBURGH</b>				<b>37</b>	<b>0</b>	<b>0</b>	<b>32.4</b>	<b>21.6</b>	<b>21.6</b>	<b>8.1</b>	<b>13.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
PLOVDIV																								
STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	13	14			
STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	18	14			
<b>TOTAL PLOVDIV</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</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>6</b>	<b>64.3</b>	<b>16</b>	<b>28</b>			
PODGORICA																								
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	2			
BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GATWICK	MONTENEGRO AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
GATWICK	MONTENEGRO AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	24	3			
GATWICK	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	6	100.0	0	1			
STANSTED	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	20	8			
STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8			
MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	18	2			
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	21	1			
<b>TOTAL PODGORICA</b>				<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>59.3</b>	<b>14.8</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.0</b>	<b>12</b>	<b>26</b>			

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

		Origin/Destinations: P																	OCT 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
POINTE A PITRE GUADELOUPE	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
<b>TOTAL POINTE A PITRE GUADELOUPE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>
POITIERS	STANSTED	RYANAIR	S	A	14	0	0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	16
	STANSTED	RYANAIR	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	17	16
<b>TOTAL POITIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>35.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>14</b>	<b>32</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	43.5	34.8	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.6	14	23
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	13.6	68.2	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	12	68.2	15	22
<b>TOTAL PORT OF SPAIN</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>24.4</b>	<b>42.2</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.9</b>	<b>14</b>	<b>45</b>
PORTLAND (OREGON)	HEATHROW	DELTA AIRLINES	S	A	18	0	0	16.7	44.4	22.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4
	HEATHROW	DELTA AIRLINES	S	D	18	0	0	0.0	72.2	5.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	18	100.0	1	4
<b>TOTAL PORTLAND (OREGON)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>13.9</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
PORTO SANTO	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	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	4	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	21	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	33	4
<b>TOTAL PORTO SANTO</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>14</b>	<b>18</b>
POZNAN	BIRMINGHAM	WIZZ AIR	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	0.0	25	44.4	18	9
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	33.3	33	9
	BRISTOL	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	1	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	0.0	0	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	7.1	42.9	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	26	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	38.5	29	13
	EDINBURGH	RYANAIR	S	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	8	77.8	4	9
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	44.4	18	9

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	11	0	0	18.2	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	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	3	88.9	4	9	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.1	7	43	
	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	74.4	12	43	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	13.3	40.0	20.0	13.3	3.3	3.3	3.3	0.0	3.3	0.0	0.0	27	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	16.1	51.6	12.9	6.5	6.5	0.0	3.2	3.2	0.0	0.0	33	0.0	0	0	
	STANSTED	RYANAIR	S	A	39	0	0	0.0	56.4	20.5	7.7	12.8	2.6	0.0	0.0	0.0	0.0	0.0	10	57.5	19	40	
	STANSTED	RYANAIR	S	D	39	0	0	0.0	28.2	43.6	15.4	10.3	2.6	0.0	0.0	0.0	0.0	0.0	12	45.0	23	40	
<b>TOTAL POZNAN</b>					<b>239</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>35.1</b>	<b>36.4</b>	<b>12.1</b>	<b>6.3</b>	<b>3.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>58.1</b>	<b>16</b>	<b>246</b>	
PRAGUE																							
	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	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1	
	BIRMINGHAM	CSA CZECH AIRLINES	S	A	24	0	0	0.0	0.0	45.8	8.3	33.3	8.3	4.2	0.0	0.0	0.0	0.0	34	48.0	41	25	
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	24	0	0	0.0	0.0	29.2	16.7	33.3	16.7	0.0	4.2	0.0	0.0	0.0	45	40.0	45	25	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	37.5	12.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	32	87.5	6	8	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	0.0	37.5	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	48	75.0	12	8	
	BOURNEMOUTH	RYANAIR	S	A	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	11	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	D	10	0	0	0.0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	23	0	0	0.0	0.0	39.1	13.0	39.1	8.7	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	23	0	0	0.0	13.0	52.2	21.7	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	88.9	12	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	14	9	
	EDINBURGH	EASYJET UK LTD	S	A	25	0	0	4.0	36.0	44.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	8	72.0	11	25	
	EDINBURGH	EASYJET UK LTD	S	D	25	0	0	4.0	56.0	36.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.0	4	25	
	EDINBURGH	RYANAIR	S	A	15	0	0	0.0	26.7	40.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	18	18.8	23	16	
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	40.0	46.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	6	16	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	10	9	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	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	3	100.0	3	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	0.0	61.5	30.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	33	66.7	15	17	

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

			Origin/Destinations: P			PERCENTAGE OF FLIGHTS LATE																OCT 2018			
			NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 2018						
			NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											OCT 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			
								7.7	7.7	38.5	30.8	7.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36	72.2
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	7.7	7.7	38.5	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	36	72.2	15	17			
	GATWICK	EASYJET UK LTD	S	A	58	0	0	0.0	12.1	39.7	12.1	22.4	12.1	1.7	0.0	0.0	0.0	0.0	27	37.9	28	58			
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	20.7	48.3	12.1	12.1	5.2	1.7	0.0	0.0	0.0	0.0	19	56.9	22	58			
	GATWICK	SMARTWINGS	S	A	16	0	0	0.0	6.3	12.5	18.8	31.3	31.3	0.0	0.0	0.0	0.0	0.0	45	70.6	12	17			
	GATWICK	SMARTWINGS	S	D	16	0	0	0.0	6.3	12.5	18.8	25.0	37.5	0.0	0.0	0.0	0.0	0.0	50	58.8	23	17			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	2	11.5	38.9	27.4	9.6	8.9	1.9	0.6	0.0	0.0	0.0	1.3	10	77.7	13	147			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	2	0.0	33.8	36.9	15.3	9.6	1.3	1.9	0.0	0.0	0.0	1.3	13	79.7	9	147			
	LONDON CITY	BA CITYFLYER LTD	S	A	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	92.6	9	27			
	LONDON CITY	BA CITYFLYER LTD	S	D	0	27	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	88.9	10	27			
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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			
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	13	3			
	LUTON	EASYJET UK LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
	LUTON	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	18	27			
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	19	27			
	LUTON	WIZZ AIR UK LTD	S	A	29	0	0	6.9	13.8	17.2	27.6	24.1	10.3	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
	LUTON	WIZZ AIR UK LTD	S	D	29	0	0	0.0	24.1	34.5	24.1	10.3	6.9	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
	STANSTED	EASYJET UK LTD	S	A	31	0	0	3.2	9.7	29.0	25.8	19.4	12.9	0.0	0.0	0.0	0.0	0.0	26	38.7	25	31			
	STANSTED	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	51.6	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	15	74.2	11	31			
	STANSTED	RYANAIR	S	A	83	0	0	2.4	45.8	31.3	9.6	8.4	2.4	0.0	0.0	0.0	0.0	0.0	10	70.4	16	71			
	STANSTED	RYANAIR	S	D	83	0	0	0.0	30.1	43.4	14.5	7.2	4.8	0.0	0.0	0.0	0.0	0.0	13	54.9	21	71			
	MANCHESTER	EASYJET UK LTD	S	A	32	0	0	6.3	15.6	43.8	25.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	13	46.4	34	28			
	MANCHESTER	EASYJET UK LTD	S	D	32	0	0	0.0	43.8	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	60.7	23	28			
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	11.8	11.8	47.1	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	12	17			
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	35.3	52.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	8	17			
	MANCHESTER	RYANAIR	S	A	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	11	1			
	MANCHESTER	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	10	0.0	0	0			
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	6	9			
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	6	9			
	SOUTHEND	EASYJET UK LTD	S	A	17	0	0	17.6	41.2	11.8	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	20	83.3	7	18			
	SOUTHEND	EASYJET UK LTD	S	D	17	0	0	11.8	47.1	11.8	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	21	94.4	4	18			
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	111	29			
	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	79.3	6	29			
<b>TOTAL PRAGUE</b>					<b>1200</b>	<b>54</b>	<b>4</b>	<b>3.5</b>	<b>27.2</b>	<b>34.2</b>	<b>13.4</b>	<b>11.5</b>	<b>4.6</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>4.3</b>	<b>0.3</b>	<b>16</b>	<b>68.0</b>	<b>18</b>	<b>1201</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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	
PRESTWICK		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				
PRESTWICK		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				
<b>TOTAL PRESTWICK</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
PREVEZA		BIRMINGHAM		FLYBE LTD		C A		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1				
PREVEZA		BIRMINGHAM		FLYBE LTD		C D		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	1				
PREVEZA		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	21	1				
PREVEZA		GATWICK		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	11	0.0	0	0				
PREVEZA		GATWICK		BRITISH AIRWAYS PLC		C D		1	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				
PREVEZA		GATWICK		EASYJET UK LTD		S A		9	0	0	55.6	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	13	66.7	12	9				
PREVEZA		GATWICK		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	12	100.0	5	9				
PREVEZA		GATWICK		ENTER AIR		C A		2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3				
PREVEZA		GATWICK		ENTER AIR		C D		2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	21	3				
PREVEZA		GATWICK		EUROATLANTIC AIRWAYS		C A		1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	156	0.0	0	0				
PREVEZA		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	75.0	4	4				
PREVEZA		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	100.0	2	4				
PREVEZA		GATWICK		TUI AIRWAYS LTD		C A		2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	35	100.0	1	4				
PREVEZA		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	47	100.0	8	3				
PREVEZA		HEATHROW		BRITISH AIRWAYS PLC		C A		8	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	14	100.0	0	5				
PREVEZA		HEATHROW		BRITISH AIRWAYS PLC		C D		8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	14	100.0	6	5				
PREVEZA		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	100.0	3	4					
PREVEZA		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	100.0	4	4					
PREVEZA		MANCHESTER		EASYJET UK LTD		S A		7	0	0	42.9	14.3	14.3	0.0	14.3	14.3	0.0	0.0	0.0	15	85.7	8	7				
PREVEZA		MANCHESTER		EASYJET UK LTD		S D		7	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	12	85.7	6	7				
PREVEZA		MANCHESTER		FLYBE LTD		C A		2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	2				
PREVEZA		MANCHESTER		FLYBE 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	100.0	5	2				
PREVEZA		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	100.0	0	5				
PREVEZA		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	100.0	2	5				
PREVEZA		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	15	100.0	0	1				
<b>TOTAL PREVEZA</b>								<b>65</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>18.5</b>	<b>40.0</b>	<b>6.2</b>	<b>10.8</b>	<b>6.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.9</b>	<b>5</b>	<b>89</b>				



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 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	
PRISTINA																													
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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							
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3							
	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	41.7	25	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	66.7	12	12							
	LUTON	WIZZ AIR UK LTD	S	A	16	0	0	18.8	37.5	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0								
	LUTON	WIZZ AIR UK LTD	S	D	16	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0								
<b>TOTAL PRISTINA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>31.3</b>	<b>40.6</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.3</b>	<b>15</b>	<b>30</b>								
PROVIDENCE																													
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8								
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8								
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12								
	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	83.3	6	12								
<b>TOTAL PROVIDENCE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.5</b>	<b>2</b>	<b>40</b>								
PROVIDENCIALES																													
	GATWICK	BRITISH AIRWAYS PLC	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	1	66.7	14	9								
	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	4	75.0	18	8								
<b>TOTAL PROVIDENCIALES</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>30.8</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>16</b>	<b>17</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	100.0	1	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	75.0	7	4								
<b>TOTAL PUERTO PLATA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>4</b>	<b>8</b>								
PUERTO VALLARTA																													
	GATWICK	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	100.0	1	4								
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	19	50.0	14	4								
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	26	4								
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	4								
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>47.1</b>	<b>29.4</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>12</b>	<b>16</b>								
PULA																													
	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	33	0.0	0	0								
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0								
	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	100.0	0	2								
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1								
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0								
	BRISTOL	EASYJET UK LTD	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	8	0.0	0	0								

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C	A	3	0	0	100.0	0.0	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	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		
DONCASTER SHEFFIELD	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	TUI AIRWAYS LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	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		
EDINBURGH	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	29	3		
EDINBURGH	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
EDINBURGH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	100.0	1	4		
LEEDS BRADFORD	JET2.COM 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	102	75.0	13	4		
LIVERPOOL (JOHN LENNON)	EASYJET UK 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	1	100.0	6	2		
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	2	0.0	47	2		
GATWICK	EASYJET UK LTD	S	A	8	0	0	50.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	8		
GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	75.0	10	8		
GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	106	100.0	0	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	0.0	0	100.0	1	1		
LUTON	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	70	0.0	0	0		
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	0.0	0	50.0	10	2		
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	0.0	0	50.0	11	2		
STANSTED	RYANAIR	S	A	7	0	0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	42.9	64	7		
STANSTED	RYANAIR	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	2	42.9	14	7		
MANCHESTER	FAI FLIGHT-AMBULANCE SERVICE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0		
MANCHESTER	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	4		
MANCHESTER	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	4		
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	100.0	0	1		
SOUTHEND	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	0.0	3	100.0	1	7		
SOUTHEND	EASYJET UK LTD	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7		
<b>TOTAL PULA</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>37.6</b>	<b>29.0</b>	<b>6.5</b>	<b>5.4</b>	<b>4.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.3</b>	<b>13</b>	<b>82</b>	
PUNTA CANA																							
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	30	9		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	35	8		
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		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	13	0	0	30.8	0.0	23.1	15.4	7.7	15.4	7.7	0.0	0.0	0.0	0.0	33	85.7	67	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	35.7	42.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	15	13
	GATWICK	TUI AIRWAYS LTD	C	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	8	76.9	17	13
	GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	17	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	81.8	55	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	63.6	68	11
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9
	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	55.6	14	9
<b>TOTAL PUNTA CANA</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>20.2</b>	<b>47.2</b>	<b>11.2</b>	<b>5.6</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>13</b>	<b>71.2</b>	<b>33</b>	<b>111</b>

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	11	0	1	33.3	8.3	8.3	8.3	16.7	0.0	8.3	0.0	8.3	0.0	8.3	75	100.0	1	9
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	11	0	1	0.0	41.7	16.7	16.7	0.0	8.3	0.0	0.0	8.3	0.0	8.3	72	100.0	0	9
<b>TOTAL QINGDAO</b>					<b>22</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>74</b>	<b>100.0</b>	<b>0</b>	<b>18</b>

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RABAT																						
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	11.1	11.1	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	77.8	10	9
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8
	STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	23	84.6	6	13
	STANSTED	RYANAIR	S	D	14	0	0	0.0	21.4	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	53.8	12	13
<b>TOTAL RABAT</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>21.7</b>	<b>47.8</b>	<b>17.4</b>	<b>4.3</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>15</b>	<b>76.7</b>	<b>8</b>	<b>43</b>
RALEIGH																						
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	3.2	48.4	32.3	6.5	0.0	3.2	0.0	3.2	0.0	0.0	3.2	15	87.1	22	30
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	77.4	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	15	30
<b>TOTAL RALEIGH</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>62.9</b>	<b>24.2</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>85.5</b>	<b>19</b>	<b>60</b>
RENNES																						
	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
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	69	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	45.5	39	11
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	37	11
	SOUTHEND	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
	SOUTHEND	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
	SOUTHEND	STOBART AIR	S	A	46	0	0	4.3	54.3	23.9	8.7	2.2	6.5	0.0	0.0	0.0	0.0	0.0	8	80.6	57	31
	SOUTHEND	STOBART AIR	S	D	46	0	0	4.3	47.8	39.1	4.3	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	74.2	11	31
<b>TOTAL RENNES</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>51.0</b>	<b>31.3</b>	<b>6.3</b>	<b>2.1</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.0</b>	<b>35</b>	<b>84</b>
REUS																						
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4
	ABERDEEN	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	12	100.0	0	3
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	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	1	100.0	4	4
	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
	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	100.0	2	1
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9
	BIRMINGHAM	RYANAIR	S	A	7	0	0	0.0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	32	85.7	7	7
	BIRMINGHAM	RYANAIR	S	D	7	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	71.4	9	7
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	7

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
CARDIFF WALES	TUI AIRWAYS LTD	C A	2	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
CARDIFF WALES	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	100.0	0	1		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	5	0	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	24	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	29	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	7	0	0	0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	7	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	7	8		
EDINBURGH	JET2.COM LTD	S A	6	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	100.0	1	3		
EDINBURGH	JET2.COM LTD	S D	6	0	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	100.0	0	3		
GLASGOW	BRITISH AIRWAYS PLC	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
GLASGOW	BRITISH AIRWAYS PLC	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
GLASGOW	JET2.COM LTD	S A	9	0	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6		
GLASGOW	JET2.COM LTD	S D	9	0	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	6		
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	90.0	10	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	0	87.5	10	8		
GLASGOW	TUI AIRWAYS LTD	C A	8	0	0	0	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	163	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C D	6	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	3	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	87.5	4	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S 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	0.0	7	100.0	1	7		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	7	0	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	7		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	17	13		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	14	10		
LUTON	EASYJET UK LTD	S A	8	0	0	0	25.0	25.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	62.5	21	8		

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat				
LUTON	EASYJET UK LTD	S D	8	0	0	0.0	25.0	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	19	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	100.0	0	5
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	4
STANSTED	JET2.COM LTD	S A	13	0	0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9	
STANSTED	JET2.COM LTD	S D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9	
STANSTED	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	46.2	27	13	
STANSTED	RYANAIR	S D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	30.8	32	13	
MANCHESTER	JET2.COM LTD	S A	10	0	0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9	
MANCHESTER	JET2.COM LTD	S D	10	0	0	0.0	0.0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	77.8	14	9	
MANCHESTER	RYANAIR	S A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	5	7	
MANCHESTER	RYANAIR	S D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	7	
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	3	6	
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	7	
MANCHESTER	TUI AIRWAYS LTD	C A	13	0	0	0.0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	88.2	21	17	
MANCHESTER	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	63.6	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	84.6	29	13	
NEWCASTLE	JET2.COM LTD	S A	4	0	0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4	
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	6	4	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	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	10	1	
NEWCASTLE	TUI AIRWAYS LTD	S A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	11	13	
NEWCASTLE	TUI AIRWAYS LTD	S D	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	6	70.0	11	10	
SOUTHEND	RYANAIR	S A	8	0	0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
SOUTHEND	RYANAIR	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	14	0.0	0	0	
<b>TOTAL REUS</b>			<b>382</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>36.9</b>	<b>38.5</b>	<b>7.3</b>	<b>2.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.4</b>	<b>11</b>	<b>381</b>	
RHODES																					
BELFAST INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4	
BELFAST INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	7	4	
BIRMINGHAM	JET2.COM LTD	S A	15	0	0	6.7	33.3	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	9	
BIRMINGHAM	JET2.COM LTD	S D	16	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	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	1	8	
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	87.5	7	8	
BIRMINGHAM	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	4	0.0	0	0	
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	6	11		
BIRMINGHAM	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	15	4		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	7	3		
BRISTOL	EASYJET UK LTD	S A	7	0	0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0	100.0	0	3		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
CARDIFF WALES	TUI AIRWAYS LTD	C A	8	1	0	0.0	11.1	33.3	0.0	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	27	60.0	10	5		
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	19	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	11.1	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	35	100.0	1	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	7	0	0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	3	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	47	66.7	16	3		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	21	3		
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	60.0	10	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	35	66.7	19	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	19	7		
EDINBURGH	JET2.COM LTD	S A	6	0	0	16.7	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	24	3		
EDINBURGH	JET2.COM LTD	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	2	66.7	22	3		
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	5	4		
EDINBURGH	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	0.0	1	100.0	1	3		
GLASGOW	JET2.COM LTD	S A	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	6	7		
GLASGOW	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	3	85.7	7	7		
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	75.0	7	4		



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	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	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	50	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	84.6	10	13		
	LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	10	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	75.0	14	4		
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	3		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	55.6	17	9		
	LIVERPOOL (JOHN LENNON)	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	5	77.8	12	9		
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	27.3	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8		
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	15	8		
	GATWICK	EASYJET UK LTD	S	A	34	0	1	5.7	20.0	17.1	17.1	17.1	14.3	5.7	0.0	0.0	0.0	2.9	34	64.5	21	31	
	GATWICK	EASYJET UK LTD	S	D	34	0	0	0.0	20.6	44.1	20.6	5.9	5.9	2.9	0.0	0.0	0.0	0.0	19	76.7	13	30	
	GATWICK	ENTER 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	20	1		
	GATWICK	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	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	100.0	4	3		
	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	54.5	33	11		
	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	63.6	34	11		
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	14.3	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	36	14		
	GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	20	54.5	60	11		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	4		
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4		
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	24	75.0	18	8		
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	20	87.5	6	8		
	LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	20	44.4	35	9		
	LUTON	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	14	57.1	30	7		
	STANSTED	JET2.COM LTD	S	A	18	0	0	5.6	50.0	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	9	91.7	7	12		
	STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	2	12		
	STANSTED	RYANAIR	S	A	10	0	0	0.0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	17	76.9	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							
	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	6	92.3	7	13	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	16	8	
	STANSTED	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	12	7	
	MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	17.6	29.4	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	20	9	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	23.5	70.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	8	
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	0.0	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	11	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	10	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	0.0	0	70.0	29	10	
	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	72.7	35	11	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	6	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	12	7	
	NEWCASTLE	EASYJET UK LTD	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4	
	NEWCASTLE	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	75.0	5	4	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	44.4	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	17	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	7	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9	
	NEWCASTLE	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	2	85.7	5	7	
<b>TOTAL RHODES</b>					<b>591</b>	<b>1</b>	<b>1</b>	<b>4.7</b>	<b>31.0</b>	<b>41.0</b>	<b>13.3</b>	<b>6.4</b>	<b>2.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>12</b>	<b>75.6</b>	<b>13</b>	<b>600</b>	
RIGA																							
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	23.1	30.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	10	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	23.1	38.5	0.0	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	71.4	16	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	85.7	11	14	
	EDINBURGH	RYANAIR	S	A	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	8	0.0	0	0	
	EDINBURGH	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	2	0.0	0	0	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	17	7	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	15	7	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	13	8	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LEEDS BRADFORD		RYANAIR		S	D	9	0	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	8							
GATWICK		AIR BALTIC		S	A	61	0	0	0	0.0	8.2	42.6	26.2	21.3	0.0	1.6	0.0	0.0	0.0	0.0	20	80.3	14	61							
GATWICK		AIR BALTIC		S	D	61	0	0	0	0.0	3.3	32.8	29.5	29.5	3.3	1.6	0.0	0.0	0.0	0.0	28	75.4	18	61							
LUTON		WIZZ AIR		S	A	45	0	0	0	6.7	15.6	40.0	20.0	13.3	4.4	0.0	0.0	0.0	0.0	0.0	17	86.0	5	50							
LUTON		WIZZ AIR		S	D	45	0	0	0	0.0	11.1	37.8	22.2	17.8	8.9	2.2	0.0	0.0	0.0	0.0	27	78.0	10	50							
STANSTED		RYANAIR		S	A	63	0	0	0	11.1	28.6	42.9	9.5	6.3	1.6	0.0	0.0	0.0	0.0	0.0	9	74.2	12	62							
STANSTED		RYANAIR		S	D	63	0	0	0	0.0	55.6	33.3	6.3	3.2	1.6	0.0	0.0	0.0	0.0	0.0	4	83.9	9	62							
MANCHESTER		RYANAIR		S	A	15	0	0	0	6.7	20.0	40.0	20.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	23	100.0	7	13							
MANCHESTER		RYANAIR		S	D	15	0	0	0	0.0	53.3	40.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	15	92.3	6	13							
<b>TOTAL RIGA</b>						<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>25.6</b>	<b>37.1</b>	<b>16.4</b>	<b>13.1</b>	<b>2.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.9</b>	<b>11</b>	<b>448</b>							
RIJEKA																															
GATWICK		TUI AIRWAYS LTD		C	A	3	0	0	0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	186	0.0	0	0							
GATWICK		TUI AIRWAYS LTD		C	D	2	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
<b>TOTAL RIJEKA</b>						<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>114</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
RIMINI																															
GLASGOW		AERO4M		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							
STANSTED		RYANAIR		S	A	8	0	0	0	0.0	0.0	50.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	28	12.5	46	8							
STANSTED		RYANAIR		S	D	8	0	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	62.5	25	8							
<b>TOTAL RIMINI</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>41.2</b>	<b>11.8</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>37.5</b>	<b>36</b>	<b>16</b>							
RIO DE JANEIRO (GALEAO)																															
GATWICK		NORWEGIAN AIR UK LTD		S	A	18	0	0	0	44.4	33.3	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
GATWICK		NORWEGIAN AIR UK LTD		S	D	17	0	0	0	0.0	11.8	47.1	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0							
HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	0	0	30.0	30.0	16.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	58.1	59	30							
HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0	0.0	23.3	53.3	6.7	6.7	6.7	0.0	3.3	0.0	0.0	0.0	19	80.6	19	31							
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>						<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>25.3</b>	<b>32.6</b>	<b>13.7</b>	<b>5.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>39</b>	<b>61</b>							
RIYADH																															
BELFAST INTERNATIONAL		JOURNEY AVIATION		C	A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0							
BELFAST INTERNATIONAL		JOURNEY AVIATION		C	D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0							
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	0	25.8	25.8	32.3	3.2	3.2	3.2	0.0	6.5	0.0	0.0	0.0	29	71.0	40	31							
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0	0.0	3.2	58.1	22.6	6.5	3.2	0.0	6.5	0.0	0.0	0.0	35	80.6	16	31							
HEATHROW		SAUDI ARABIAN AIRLINES		S	A	31	0	0	0	3.2	0.0	19.4	35.5	41.9	0.0	0.0	0.0	0.0	0.0	0.0	26	81.5	6	26							
HEATHROW		SAUDI ARABIAN AIRLINES		S	D	31	0	0	0	0.0	38.7	48.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	8	26							

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

		Origin/Destinations: R																	OCT 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	AERONEXUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL RIYADH</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>16.7</b>	<b>38.9</b>	<b>17.5</b>	<b>15.1</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>78.6</b>	<b>18</b>	<b>115</b>
ROME (CIAMPINO)																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	0	0.0	71.4	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	54.5	32	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	11
	EDINBURGH	RYANAIR	S	A	21	0	0	4.8	9.5	28.6	23.8	23.8	9.5	0.0	0.0	0.0	0.0	0.0	25	68.2	18	22
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	47.6	33.3	14.3	0.0	0.0	0.0	4.8	0.0	0.0	0.0	17	86.4	8	22
	STANSTED	RYANAIR	S	A	155	0	0	23.9	41.3	22.6	6.5	1.9	2.6	0.0	0.6	0.6	0.0	0.0	9	66.9	19	153
	STANSTED	RYANAIR	S	D	155	0	0	0.0	35.5	41.3	12.9	6.5	2.6	0.6	0.6	0.0	0.0	0.0	13	42.2	28	154
	MANCHESTER	RYANAIR	S	A	42	0	0	0.0	28.6	52.4	16.7	2.4	0.0	0.0	0.0	0.0	0.0	0.0	7	58.5	21	41
	MANCHESTER	RYANAIR	S	D	42	0	0	0.0	54.8	35.7	4.8	2.4	2.4	0.0	0.0	0.0	0.0	0.0	5	83.3	15	42
<b>TOTAL ROME (CIAMPINO)</b>					<b>450</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>38.9</b>	<b>33.8</b>	<b>10.9</b>	<b>4.4</b>	<b>2.4</b>	<b>0.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.8</b>	<b>21</b>	<b>456</b>
ROME (FIUMICINO)																						
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	5.9	41.2	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	64.7	16	17
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	47.1	41.2	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	94.1	6	17
	BRISTOL	EASYJET UK LTD	S	A	30	0	1	0.0	35.5	32.3	3.2	22.6	3.2	0.0	0.0	0.0	0.0	3.2	14	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	30	0	1	0.0	48.4	25.8	9.7	9.7	3.2	0.0	0.0	0.0	0.0	3.2	10	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	33.3	60	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	30	9
	GLASGOW	ALBA STAR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	ALBA STAR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	26	9
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	33	8
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	31	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	33.3	34	18
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	24.1	20.7	13.8	10.3	20.7	6.9	3.4	0.0	0.0	0.0	0.0	20	71.0	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	36.7	40.0	20.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	9	80.6	8	30
	GATWICK	EASYJET UK LTD	S	A	111	0	1	8.0	17.9	27.7	23.2	14.3	6.3	1.8	0.0	0.0	0.0	0.9	21	62.2	25	111
	GATWICK	EASYJET UK LTD	S	D	111	0	1	0.0	22.3	50.0	17.9	7.1	0.9	0.9	0.0	0.0	0.0	0.9	12	75.7	13	111

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	GATWICK	VUELING AIRLINES	S	A	68	0	0	11.8	35.3	35.3	14.7	1.5	1.5	0.0	0.0	0.0	0.0	0.0	7	69.4	19	62			
	GATWICK	VUELING AIRLINES	S	D	68	0	0	0.0	25.0	47.1	14.7	11.8	1.5	0.0	0.0	0.0	0.0	0.0	12	59.7	24	61			
	HEATHROW	ALITALIA (CAI)	S	A	91	0	0	7.7	41.8	30.8	8.8	9.9	1.1	0.0	0.0	0.0	0.0	0.0	9	86.3	7	124			
	HEATHROW	ALITALIA (CAI)	S	D	91	0	0	0.0	45.1	28.6	11.0	11.0	4.4	0.0	0.0	0.0	0.0	0.0	12	83.9	8	124			
	HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	3			
	HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	2	8.9	27.9	28.4	18.9	9.5	4.2	0.5	0.5	0.0	0.0	1.1	16	57.2	18	208			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	2	0.0	30.5	44.2	10.0	9.5	4.7	0.0	0.0	0.0	0.0	1.1	12	76.0	12	208			
	LONDON CITY	BA CITYFLYER LTD	S	A	0	27	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	27	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	27	0	0	0.0	25.9	40.7	18.5	11.1	3.7	0.0	0.0	0.0	0.0	0.0	14	57.5	20	39			
	LUTON	EASYJET UK LTD	S	D	27	0	0	0.0	11.1	66.7	7.4	14.8	0.0	0.0	0.0	0.0	0.0	0.0	13	64.1	17	39			
	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	33.3	32	3			
	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	66.7	8	3			
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	12.9	32.3	45.2	6.5	0.0	0.0	0.0	3.2	0.0	0.0	0.0	11	76.9	13	26			
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	0.0	22.6	67.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	6	26			
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	160	1			
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	9	9			
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9			
<b>TOTAL ROME (FIUMICINO)</b>					<b>1239</b>	<b>54</b>	<b>8</b>	<b>4.3</b>	<b>29.1</b>	<b>36.3</b>	<b>13.1</b>	<b>8.8</b>	<b>3.1</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.6</b>	<b>13</b>	<b>67.9</b>	<b>15</b>	<b>1352</b>			
ROTTERDAM																									
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1			
	GATWICK	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	8	1			
	LONDON CITY	BA CITYFLYER LTD	S	A	0	141	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	84.4	8	162			
	LONDON CITY	BA CITYFLYER LTD	S	D	0	141	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.3	0.7	0	83.4	9	163			
	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	20	0.0	0	0			
	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	5	0.0	0	0			
<b>TOTAL ROTTERDAM</b>					<b>2</b>	<b>282</b>	<b>2</b>	<b>0.0</b>	<b>0.0</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>0.0</b>	<b>98.6</b>	<b>0.7</b>	<b>13</b>	<b>83.7</b>	<b>9</b>	<b>327</b>			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROVANIEMI																							
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	0	1		
	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	100.0	0	2		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0	2		
<b>TOTAL ROVANIEMI</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>3</b>	<b>100.0</b>	<b>0</b>	<b>6</b>		
RZESZOW																							
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	14	0.0	0	0		
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	16	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	0	0.0	63.6	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	10	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	0	0.0	27.3	72.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	10	14		
	LUTON	RYANAIR	S	A	14	0	0	0.0	50.0	21.4	7.1	14.3	7.1	0.0	0.0	0.0	0.0	17	76.9	10	13		
	LUTON	RYANAIR	S	D	14	0	0	0.0	50.0	14.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	12	84.6	8	13		
	STANSTED	RYANAIR	S	A	33	0	0	9.1	45.5	24.2	12.1	6.1	0.0	0.0	3.0	0.0	0.0	17	78.4	9	37		
	STANSTED	RYANAIR	S	D	33	0	0	0.0	51.5	42.4	6.1	0.0	0.0	0.0	0.0	0.0	0.0	4	67.6	14	37		
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	9		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	9	9		
<b>TOTAL RZESZOW</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>46.0</b>	<b>36.0</b>	<b>9.3</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>10</b>	<b>68.5</b>	<b>10</b>	<b>146</b>		

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SAARBRUCKEN																							
	JERSEY	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SAARBRUCKEN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALONIKA																							
	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	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	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	
	BRISTOL	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	0.0	6	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	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	
	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	18	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	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	13.6	31.8	31.8	9.1	0.0	4.5	0.0	9.1	0.0	0.0	0.0	26	58.8	15	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	31.8	50.0	9.1	0.0	4.5	0.0	4.5	0.0	0.0	0.0	17	76.5	12	17	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	12.9	35.5	19.4	19.4	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	67.7	15	31	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	19.4	64.5	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	90.3	7	31	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	59	2	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	119	1	
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	33.3	19	3	
	GATWICK	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	33	66.7	5	2	
	LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	A	15	0	0	0.0	6.7	66.7	6.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	15	0	0	0.0	13.3	66.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	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	3	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	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	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	0.0	25.8	35.5	22.6	9.7	3.2	3.2	0.0	0.0	0.0	0.0	18	83.9	11	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	16.1	54.8	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	77.4	10	31	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	15	0	0	0.0	60.0	26.7	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	24	92.3	6	13
	MANCHESTER	EASYJET UK LTD	S	D	15	0	0	0.0	33.3	60.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	21	100.0	3	13
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	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	18	0.0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	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	0.0	29	2
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	3
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL SALONIKA</b>					<b>287</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>27.2</b>	<b>45.6</b>	<b>12.2</b>	<b>6.6</b>	<b>2.8</b>	<b>0.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.5</b>	<b>11</b>	<b>207</b>
SALT LAKE CITY																						
	HEATHROW	DELTA AIRLINES	S	A	21	0	1	9.1	13.6	36.4	13.6	4.5	13.6	0.0	4.5	0.0	0.0	4.5	26	100.0	1	15
	HEATHROW	DELTA AIRLINES	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	2	75.0	26	16
<b>TOTAL SALT LAKE CITY</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>34.9</b>	<b>39.5</b>	<b>7.0</b>	<b>2.3</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>14</b>	<b>87.1</b>	<b>14</b>	<b>31</b>
SALZBURG																						
	GLASGOW	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	29	1
	GLASGOW	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	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	0.0	0	0.0	24	1
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EUROPE AIRPOST	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	15	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EUROPE AIRPOST	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	8	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	20.8	58.3	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	9	26
	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	75.0	8	8
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8
	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	93.8	5	16
	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	93.8	4	16



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											OCT 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)
	STANSTED	RYANAIR	S	A	18	0	0	5.6	55.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	45.5	17	22		
	STANSTED	RYANAIR	S	D	18	0	0	0.0	66.7	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	7	22		
<b>TOTAL SALZBURG</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>51.1</b>	<b>31.1</b>	<b>3.3</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.4</b>	<b>9</b>	<b>148</b>		
SAMOS																								
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	106	1			
	GATWICK	ENTER AIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	14	2			
	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	21	0.0	25	1			
<b>TOTAL SAMOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>25.0</b>	<b>40</b>	<b>4</b>			
SAN DIEGO																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	51.6	16.1	9.7	9.7	6.5	0.0	0.0	0.0	3.2	0.0	3.2	46	96.8	3	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	6.5	51.6	6.5	19.4	12.9	0.0	0.0	0.0	0.0	3.2	26	51.6	19	31		
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>25.8</b>	<b>11.3</b>	<b>30.6</b>	<b>8.1</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>36</b>	<b>74.2</b>	<b>11</b>	<b>62</b>		
SAN FRANCISCO																								
	GATWICK	NORWEGIAN AIR UK LTD	S	A	21	0	0	33.3	28.6	23.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
	GATWICK	NORWEGIAN AIR UK LTD	S	D	21	0	0	0.0	23.8	61.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
	GATWICK	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	106	0.0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	25.8	29.0	24.2	8.1	6.5	3.2	1.6	0.0	0.0	0.0	1.6	12	83.9	6	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	14.5	38.7	29.0	12.9	3.2	1.6	0.0	0.0	0.0	21	67.7	15	62			
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	30.6	25.8	22.6	11.3	4.8	0.0	1.6	1.6	1.6	0.0	29	85.5	11	62			
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	0.0	50.0	43.5	0.0	4.8	0.0	1.6	0.0	0.0	0.0	7	90.3	6	62			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	46.6	34.5	8.6	6.9	3.4	0.0	0.0	0.0	0.0	0.0	4	98.4	1	62			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	0.0	50.0	34.5	10.3	3.4	0.0	1.7	0.0	0.0	0.0	8	90.3	10	62			
	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	88.9	5	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	87.5	5	8			
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
<b>TOTAL SAN FRANCISCO</b>					<b>406</b>	<b>0</b>	<b>1</b>	<b>17.0</b>	<b>32.9</b>	<b>30.2</b>	<b>11.1</b>	<b>5.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>86.3</b>	<b>8</b>	<b>394</b>		
SAN JOSE																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	16.1	29.0	0.0	6.5	3.2	3.2	0.0	0.0	0.0	13	96.8	1	31			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW		BRITISH AIRWAYS PLC		S D				31 0		0 0		0.0 12.9		64.5 6.5		6.5 3.2		3.2 3.2		3.2 0.0		0.0 0.0		0.0 0.0		21 67.7		13 31	
<b>TOTAL SAN JOSE</b>										<b>62 0</b>		<b>0 0</b>		<b>21.0 14.5</b>		<b>46.8 3.2</b>		<b>6.5 3.2</b>		<b>3.2 3.2</b>		<b>1.6 0.0</b>		<b>0.0 0.0</b>		<b>17 82.3</b>		<b>7 62</b>			
SAN JOSE COST RICA																															
		GATWICK		BRITISH AIRWAYS PLC		S A				9 0		0 0		22.2 55.6		22.2 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 55.6		24 9			
		GATWICK		BRITISH AIRWAYS PLC		S D				9 0		0 0		0.0 55.6		22.2 22.2		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 77.8		12 9			
<b>TOTAL SAN JOSE COST RICA</b>										<b>18 0</b>		<b>0 0</b>		<b>11.1 55.6</b>		<b>22.2 11.1</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>3 66.7</b>		<b>18 18</b>			
SANDEFJORD(TORP)																															
		STANSTED		RYANAIR		S A				17 0		0 0		23.5 52.9		17.6 5.9		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 47.1		28 17			
		STANSTED		RYANAIR		S D				17 0		0 0		0.0 47.1		47.1 5.9		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		3 58.8		26 17			
		MANCHESTER		RYANAIR		S A				17 0		0 0		41.2 17.6		17.6 11.8		11.8 0.0		0.0 0.0		0.0 0.0		0.0 0.0		7 81.0		7 21			
		MANCHESTER		RYANAIR		S D				17 0		0 0		0.0 29.4		52.9 17.6		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 71.4		11 21			
<b>TOTAL SANDEFJORD (TORP)</b>										<b>68 0</b>		<b>0 0</b>		<b>16.2 36.8</b>		<b>33.8 10.3</b>		<b>2.9 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>4 65.8</b>		<b>17 76</b>			
SANFORD																															
		BIRMINGHAM		TUI AIRWAYS LTD		C A				4 0		0 0		25.0 25.0		50.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 100.0		2 4			
		BIRMINGHAM		TUI AIRWAYS LTD		C D				4 0		0 0		0.0 0.0		75.0 25.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		10 75.0		8 4			
		BRISTOL		TUI AIRWAYS LTD		C A				4 0		0 0		25.0 50.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 0.0		0 0			
		BRISTOL		TUI AIRWAYS LTD		C D				3 0		0 0		33.3 33.3		33.3 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		0 0			
		DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C A				4 0		0 0		75.0 0.0		0.0 0.0		0.0 25.0		0.0 0.0		0.0 0.0		0.0 0.0		18 0.0		0 0			
		DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C D				3 0		0 0		0.0 33.3		33.3 0.0		0.0 33.3		0.0 0.0		0.0 0.0		0.0 0.0		33 0.0		0 0			
		EAST MIDLANDS INTERNATIONAL		TUI AIRWAYS LTD		C A				4 0		0 0		25.0 50.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		3 100.0		2 5			
		EAST MIDLANDS INTERNATIONAL		TUI AIRWAYS LTD		C D				4 0		0 0		0.0 25.0		75.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 100.0		7 4			
		GLASGOW		TUI AIRWAYS LTD		C A				4 0		0 0		25.0 50.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0 7			
		GLASGOW		TUI AIRWAYS LTD		C D				4 0		0 0		0.0 50.0		25.0 25.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 80.0		7 5			
		GATWICK		TUI AIRWAYS LTD		C A				9 0		0 0		0.0 55.6		33.3 11.1		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 75.0		23 8			
		GATWICK		TUI AIRWAYS LTD		C D				8 0		0 0		0.0 0.0		37.5 37.5		12.5 12.5		0.0 0.0		0.0 0.0		0.0 0.0		25 88.9		22 9			
		MANCHESTER		TUI AIRWAYS LTD		C A				9 0		0 0		11.1 44.4		33.3 0.0		11.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		8 100.0		0 9			
		MANCHESTER		TUI AIRWAYS LTD		C D				10 0		0 0		0.0 0.0		60.0 40.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		15 88.9		7 9			
		NEWCASTLE		TUI AIRWAYS LTD		S A				5 0		0 0		20.0 40.0		20.0 0.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		12 100.0		0 7			
		NEWCASTLE		TUI AIRWAYS LTD		S D				4 0		0 0		0.0 0.0		75.0 25.0		25.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		11 80.0		4 5			
<b>TOTAL SANFORD</b>										<b>83 0</b>		<b>0 0</b>		<b>12.0 27.7</b>		<b>39.8 13.3</b>		<b>3.6 3.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>10 83.1</b>		<b>8 76</b>			
SANTA CLARA																															
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A				0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 50.0		24 4					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE										OCT 2018		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
	MANCHESTER	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 SANTA CLARA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>18</b>	<b>8</b>		
SANTA CRUZ DE LA PALMA																								
	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	33.3	18	9			
	GATWICK	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	8	77.8	10	9			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	49	4			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	68	4			
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	33	0.0	0	0			
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	4			
	MANCHESTER	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	75.0	13	4			
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>15.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>52.9</b>	<b>24</b>	<b>34</b>			
SANTANDER																								
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	20	77.8	18	9			
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	22	100.0	6	9			
	STANSTED	RYANAIR	S	A	22	0	0	27.3	40.9	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	6	72.7	23	22			
	STANSTED	RYANAIR	S	D	22	0	0	0.0	50.0	36.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	6	63.6	14	22			
<b>TOTAL SANTANDER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>37.1</b>	<b>22.6</b>	<b>21.0</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.2</b>	<b>17</b>	<b>62</b>			
SANTIAGO DE CHILE																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	56.5	30.4	8.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2	84.2	7	19			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	21.7	56.5	8.7	4.3	8.7	0.0	0.0	0.0	0.0	15	84.2	8	19			
<b>TOTAL SANTIAGO DE CHILE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>26.1</b>	<b>32.6</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>9</b>	<b>84.2</b>	<b>7</b>	<b>38</b>			
SANTIAGO DE COMPOSTELA (SPAIN)																								
	GATWICK	EASYJET UK LTD	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	4	75.0	14	8			
	GATWICK	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	1	87.5	7	8			
	STANSTED	RYANAIR	S	A	36	0	0	16.7	55.6	16.7	2.8	5.6	2.8	0.0	0.0	0.0	0.0	7	95.0	2	20			
	STANSTED	RYANAIR	S	D	36	0	0	0.0	25.0	66.7	2.8	5.6	0.0	0.0	0.0	0.0	0.0	5	70.0	16	20			
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>40.9</b>	<b>3.4</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.1</b>	<b>10</b>	<b>56</b>			
SAO PAULO (GUARULHOS)																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	32.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	7	31			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	54.8	12.9	6.5	3.2	0.0	0.0	3.2	0.0	47	71.0	15	31			

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

		Origin/Destinations: S																	OCT 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	
								27.4	32.3	31.5	5.6	1.6	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	64.5	12.9	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	11	31	
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	3.2	64.5	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	8	31	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>32.3</b>	<b>31.5</b>	<b>5.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.8</b>	<b>10</b>	<b>124</b>	
SARAJEVO																							
	BELFAST INTERNATIONAL	CROATIA AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
<b>TOTAL SARAJEVO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
SATU MARE																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	1	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	1	
<b>TOTAL SATU MARE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</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>16</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
SEATTLE (TACOMA)																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	15	0	0	20.0	33.3	13.3	13.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	18	75.0	29	16	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.3	20	15	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	34.5	37.9	12.1	3.4	5.2	3.4	1.7	0.0	1.7	0.0	0.0	16	86.3	5	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	29.3	51.7	6.9	3.4	3.4	3.4	0.0	1.7	0.0	0.0	21	69.4	14	49	
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	22.6	35.5	19.4	6.5	12.9	0.0	3.2	0.0	0.0	0.0	0.0	13	87.1	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	41.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	93.3	4	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>33.8</b>	<b>32.9</b>	<b>6.8</b>	<b>6.3</b>	<b>2.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.7</b>	<b>10</b>	<b>196</b>	
SEOUL (INCHEON)																							
	HEATHROW	ASIANA AIRLINES	S	A	29	0	0	13.8	27.6	27.6	10.3	13.8	6.9	0.0	0.0	0.0	0.0	0.0	16	67.7	14	31	
	HEATHROW	ASIANA AIRLINES	S	D	29	0	0	0.0	20.7	51.7	10.3	10.3	3.4	3.4	0.0	0.0	0.0	0.0	18	77.4	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	16.1	29.0	12.9	12.9	6.5	0.0	3.2	0.0	0.0	0.0	23	77.4	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	38.7	6.5	6.5	0.0	3.2	3.2	0.0	0.0	0.0	17	74.2	25	31	
	HEATHROW	KOREAN AIR	S	A	31	0	0	0.0	6.5	22.6	22.6	32.3	16.1	0.0	0.0	0.0	0.0	0.0	33	25.8	32	31	
	HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	19.4	35.5	16.1	19.4	9.7	0.0	0.0	0.0	0.0	0.0	23	32.3	24	31	
<b>TOTAL SEOUL (INCHEON)</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>22.0</b>	<b>34.1</b>	<b>13.2</b>	<b>15.9</b>	<b>7.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>59.1</b>	<b>20</b>	<b>186</b>	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SEVILLE	BRISTOL	EASYJET UK LTD	S	A	14	0	0	21.4	50.0	7.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	21.4	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BRISTOL	RYANAIR	S	A	9	0	0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	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	66.7	12	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	23	10
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	19	10
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	1
	GATWICK	AVANGUARD 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	51	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	27.5	30.0	27.5	7.5	2.5	2.5	0.0	0.0	2.5	0.0	0.0	47	88.9	6	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	0.0	42.5	42.5	2.5	5.0	5.0	2.5	0.0	0.0	0.0	0.0	12	85.2	7	27
	GATWICK	EASYJET UK LTD	S	A	31	0	0	9.7	19.4	41.9	9.7	9.7	6.5	0.0	3.2	0.0	0.0	0.0	20	54.8	20	31
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	64.5	16.1	3.2	0.0	0.0	3.2	0.0	0.0	0.0	15	71.0	16	31
	GATWICK	SMARTLYNX AIRLINES (LATVIA)	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	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	100.0	5	1	
	LUTON	EASYJET UK LTD	S	A	12	0	0	25.0	33.3	8.3	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	23	61.5	21	13
	LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	25.0	50.0	8.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	69.2	18	13
	STANSTED	RYANAIR	S	A	39	0	0	0.0	20.5	41.0	25.6	10.3	0.0	0.0	2.6	0.0	0.0	0.0	21	68.8	23	32
	STANSTED	RYANAIR	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	0.0	6	71.9	17	32
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	50.0	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	74	13
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	14	13
<b>TOTAL SEVILLE</b>					<b>371</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>35.0</b>	<b>36.4</b>	<b>11.3</b>	<b>4.6</b>	<b>4.0</b>	<b>0.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.4</b>	<b>19</b>	<b>274</b>
SEYCHELLES	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	8
	HEATHROW	BRITISH AIRWAYS PLC	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	100.0	3	9
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>6</b>	<b>17</b>
SHANGHAI (PU DONG)	GATWICK	AIR CHINA	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	AIR CHINA	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0

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

		Origin/Destinations: S																	OCT 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	GATWICK	CHINA EASTERN AIRLINES	S	A	15	0	0	6.7	40.0	20.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	GATWICK	CHINA EASTERN AIRLINES	S	D	15	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	2.3	18.6	27.9	30.2	16.3	4.7	0.0	0.0	0.0	0.0	0.0	19	75.6	13	45
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	34.9	51.2	7.0	2.3	4.7	0.0	0.0	0.0	0.0	0.0	10	81.8	13	44
	HEATHROW	CHINA EASTERN AIRLINES	S	A	31	0	0	3.2	22.6	12.9	22.6	25.8	12.9	0.0	0.0	0.0	0.0	0.0	26	48.4	20	31
	HEATHROW	CHINA EASTERN AIRLINES	S	D	31	0	0	0.0	48.4	38.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	96.8	3	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	6.5	6.5	22.6	29.0	29.0	6.5	0.0	0.0	0.0	0.0	0.0	28	64.5	69	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	22.6	54.8	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	80.6	8	31
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>240</b>	<b>0</b>	<b>5</b>	<b>2.0</b>	<b>27.3</b>	<b>34.3</b>	<b>18.0</b>	<b>11.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>75.1</b>	<b>20</b>	<b>213</b>
SHANNON	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	STOBART AIR	S	A	30	0	1	71.0	12.9	6.5	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	8	90.3	3	30
	BIRMINGHAM	STOBART AIR	S	D	31	0	0	0.0	61.3	29.0	3.2	0.0	3.2	0.0	0.0	3.2	0.0	0.0	18	87.1	6	31
	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
	BRISTOL	RYANAIR	S	A	10	0	0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	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	14	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EDINBURGH	AER LINGUS	S	A	23	0	2	16.0	52.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	3	84.0	35	25
	EDINBURGH	AER LINGUS	S	D	24	0	1	0.0	64.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3	84.0	27	25
	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	91.7	2	12
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	12
	GATWICK	RYANAIR	S	A	31	0	0	25.8	51.6	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	30
	GATWICK	RYANAIR	S	D	31	0	0	0.0	51.6	29.0	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	56.7	21	30
	HEATHROW	AER LINGUS	S	A	92	0	0	33.7	37.0	21.7	3.3	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	83.7	6	92
	HEATHROW	AER LINGUS	S	D	92	0	0	3.3	57.6	32.6	1.1	4.3	1.1	0.0	0.0	0.0	0.0	0.0	4	80.4	9	92
	STANSTED	RYANAIR	S	A	52	0	0	3.8	63.5	21.2	3.8	1.9	5.8	0.0	0.0	0.0	0.0	0.0	8	40.4	29	52
	STANSTED	RYANAIR	S	D	52	0	0	0.0	46.2	40.4	3.8	3.8	5.8	0.0	0.0	0.0	0.0	0.0	10	25.0	34	52
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	33.3	57.1	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	18	73.1	29	26

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: S										OCT 2018									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	28.6	47.6	4.8	14.3	4.8	0.0	0.0	0.0	0.0	0.0	14	60.0	35	25							
<b>TOTAL SHANNON</b>					<b>537</b>	<b>0</b>	<b>4</b>	<b>13.9</b>	<b>45.7</b>	<b>27.9</b>	<b>5.0</b>	<b>3.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>69.0</b>	<b>17</b>	<b>535</b>							
SHENZHEN (HUANGTIAN)																													
	HEATHROW	SHENZHEN AIRLINES	S	A	14	0	0	21.4	7.1	7.1	7.1	42.9	14.3	0.0	0.0	0.0	0.0	0.0	30	100.0	0	1							
	HEATHROW	SHENZHEN AIRLINES	S	D	14	0	3	0.0	23.5	41.2	5.9	11.8	0.0	0.0	0.0	0.0	17.6	11	100.0	0	1								
<b>TOTAL SHENZHEN (HUANGTIAN)</b>					<b>28</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>16.1</b>	<b>25.8</b>	<b>6.5</b>	<b>25.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>2</b>							
SIALKOT																													
	HEATHROW	PAKISTAN INTL AIRLINES	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	2	0.0	0	0							
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
<b>TOTAL SIALKOT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
SIBIU																													
	LUTON	WIZZ AIR	S	A	36	0	0	11.1	33.3	25.0	19.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	85.2	6	27							
	LUTON	WIZZ AIR	S	D	36	0	0	0.0	22.2	33.3	22.2	13.9	8.3	0.0	0.0	0.0	0.0	0.0	19	70.4	14	27							
	SOUTHEND	WIZZ AIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
	SOUTHEND	WIZZ AIR	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							
<b>TOTAL SIBIU</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>30.3</b>	<b>19.7</b>	<b>11.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>10</b>	<b>54</b>							
SINGAPORE																													
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	18							
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	19	18							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	35.5	48.4	3.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	8	30							
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	48.4	3.2	22.6	6.5	3.2	0.0	0.0	0.0	0.0	23	67.7	20	31							
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	14.5	22.6	34.7	14.5	11.3	1.6	0.0	0.0	0.8	0.0	0.0	16	59.7	17	124							
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	0.0	46.0	42.7	6.5	2.4	1.6	0.0	0.0	0.8	0.0	0.0	9	83.9	8	124							
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	22.7	31.8	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	86.4	4	22							
	MANCHESTER	SINGAPORE AIRLINES	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	0.0	0	86.4	10	22							
<b>TOTAL SINGAPORE</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>35.0</b>	<b>39.0</b>	<b>8.8</b>	<b>8.2</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.9</b>	<b>12</b>	<b>389</b>							
SKIATHOS																													
	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							
	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	0	1							
	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	91	1							

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	100.0	0	1	
	GATWICK	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	
	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	50.0	33	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	66.7	9	3	
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	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	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	
	MANCHESTER	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	66.7	6	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	2	3	
	MANCHESTER	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	91	100.0	2	1	
	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	1	
	SOUTHAMPTON	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1	
	SOUTHAMPTON	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	82	1	
<b>TOTAL SKIATHOS</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>64.3</b>	<b>19</b>	<b>26</b>	
SKOPJE																							
	LUTON	WIZZ AIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	89.5	3	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	57.9	16	19	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	5.9	11.8	41.2	11.8	23.5	0.0	5.9	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	16	0	0	0.0	0.0	18.8	37.5	25.0	18.8	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL SKOPJE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</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>32</b>	<b>73.7</b>	<b>10</b>	<b>38</b>	
SOFIA																							
	BIRMINGHAM	RYANAIR	S	A	15	0	0	0.0	53.3	33.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	13	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	0.0	53.3	20.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	25	38.5	24	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	2	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	6	7	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	37	7	
	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	2	77.8	8	9	
	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	66.7	13	9	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	6.5	22.6	32.3	16.1	19.4	0.0	3.2	0.0	0.0	0.0	0.0	19	64.5	19	31	



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	16.1	74.2	0.0	6.5	0.0	3.2	0.0	0.0	0.0	0.0	12	93.5	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	29.0	32.3	12.9	12.9	0.0	3.2	0.0	0.0	0.0	0.0	16	83.9	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	61.3	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	5	31	
	HEATHROW	BULGARIA AIR	S	A	21	0	0	4.8	14.3	52.4	19.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	11	86.4	7	22	
	HEATHROW	BULGARIA AIR	S	D	21	0	0	0.0	14.3	38.1	23.8	23.8	0.0	0.0	0.0	0.0	0.0	0.0	19	59.1	16	22	
	LUTON	WIZZ AIR	S	A	64	0	6	7.1	44.3	18.6	11.4	8.6	0.0	0.0	0.0	1.4	0.0	8.6	21	97.3	2	75	
	LUTON	WIZZ AIR	S	D	64	0	5	0.0	15.9	49.3	10.1	8.7	7.2	0.0	0.0	1.4	0.0	7.2	30	68.0	12	75	
	LUTON	WIZZ AIR 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	WIZZ AIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	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	2	0.0	0	0	
	STANSTED	RYANAIR	S	A	63	0	0	1.6	23.8	54.0	14.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	11	71.0	17	62	
	STANSTED	RYANAIR	S	D	63	0	0	0.0	50.8	47.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	82.3	12	62	
	MANCHESTER	EASYJET UK LTD	S	A	15	0	0	6.7	40.0	26.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	78.6	12	14	
	MANCHESTER	EASYJET UK LTD	S	D	15	0	0	0.0	26.7	60.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	9	78.6	7	14	
<b>TOTAL SOFIA</b>					<b>503</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>29.8</b>	<b>44.2</b>	<b>9.9</b>	<b>8.6</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>78.4</b>	<b>11</b>	<b>532</b>	
<b>SOUTHAMPTON</b>																							
	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	0	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	78	0	0	9.0	48.7	29.5	5.1	5.1	2.6	0.0	0.0	0.0	0.0	0.0	7	80.9	12	88	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	78	0	0	0.0	53.8	37.2	3.8	3.8	1.3	0.0	0.0	0.0	0.0	0.0	6	86.5	10	88	
	BIRMINGHAM	FLYBE 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	2	0.0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	0	1	
	BOURNEMOUTH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	FLYBE LTD	S	A	119	0	0	15.1	54.6	16.8	6.7	3.4	2.5	0.0	0.8	0.0	0.0	0.0	8	74.0	13	123	
	EDINBURGH	FLYBE LTD	S	D	119	0	0	0.0	29.4	56.3	10.1	3.4	0.8	0.0	0.0	0.0	0.0	0.0	7	78.0	11	123	
	GLASGOW	FLYBE LTD	S	A	111	0	1	18.8	52.7	16.1	4.5	3.6	1.8	1.8	0.0	0.0	0.0	0.9	8	80.2	14	126	
	GLASGOW	FLYBE LTD	S	D	112	0	0	0.0	39.3	42.0	8.9	7.1	0.9	1.8	0.0	0.0	0.0	0.0	11	86.5	10	126	
	JERSEY	BLUE ISLANDS LIMITED	S	A	101	0	0	7.9	43.6	21.8	7.9	11.9	5.9	1.0	0.0	0.0	0.0	0.0	15	78.7	19	89	
	JERSEY	BLUE ISLANDS LIMITED	S	D	102	0	0	1.0	37.3	34.3	6.9	11.8	7.8	1.0	0.0	0.0	0.0	0.0	16	74.4	26	90	
	JERSEY	FLYBE LTD	S	A	38	0	0	0.0	44.7	47.4	2.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	6	72.5	25	51	
	JERSEY	FLYBE LTD	S	D	39	0	0	0.0	71.8	20.5	2.6	5.1	0.0	0.0	0.0	0.0	0.0	0.0	4	70.6	27	51	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	67	0	4	32.4	45.1	11.3	2.8	2.8	0.0	0.0	0.0	0.0	5.6	3	84.3	8	48		
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	67	0	2	0.0	26.1	58.0	7.2	4.3	1.4	0.0	0.0	0.0	0.0	2.9	7	80.0	16	49	
	MANCHESTER	FLYBE LTD	S	A	143	0	0	2.1	49.0	35.7	5.6	2.8	4.9	0.0	0.0	0.0	0.0	0.0	9	80.2	10	168	

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	143	0	0	0.0	31.5	50.3	9.1	4.9	2.8	0.7	0.7	0.0	0.0	0.0	11	78.5	10	168	
	NEWCASTLE	FLYBE LTD	S	A	79	0	0	1.3	59.5	27.8	3.8	5.1	2.5	0.0	0.0	0.0	0.0	0.0	6	86.7	8	83	
	NEWCASTLE	FLYBE LTD	S	D	79	0	0	0.0	29.1	49.4	10.1	8.9	2.5	0.0	0.0	0.0	0.0	0.0	11	79.5	11	82	
<b>TOTAL SOUTHAMPTON</b>					<b>1483</b>	<b>0</b>	<b>7</b>	<b>5.6</b>	<b>43.5</b>	<b>34.9</b>	<b>6.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>79.8</b>	<b>13</b>	<b>1556</b>	
SOUTHEND																							
	ABERDEEN	LOGANAIR LTD	S	A	54	0	0	14.8	44.4	29.6	5.6	1.9	1.9	0.0	1.9	0.0	0.0	0.0	10	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	54	0	0	1.9	51.9	33.3	7.4	1.9	3.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	BOURNEMOUTH	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.5	4	46	
	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	85.1	6	46	
	GLASGOW	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	GLASGOW	LOGANAIR LTD	S	A	53	0	1	0.0	27.8	42.6	16.7	9.3	1.9	0.0	0.0	0.0	0.0	1.9	12	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	53	0	1	0.0	40.7	46.3	7.4	1.9	1.9	0.0	0.0	0.0	0.0	1.9	6	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	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	141	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	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	139	0.0	0	0	
	JERSEY	EASYJET UK LTD	S	A	22	0	0	13.6	54.5	13.6	4.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	14	95.2	2	21	
	JERSEY	EASYJET UK LTD	S	D	22	0	0	9.1	40.9	31.8	4.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	15	85.7	6	21	
	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	11	1	
	GATWICK	JOTA AVIATION LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	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	19	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	22	0.0	49	1	
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.7	9	69	
	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	81.7	7	69	
	MANCHESTER	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	2	1	
	SOUTHAMPTON	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL SOUTHEND</b>					<b>265</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>41.2</b>	<b>35.2</b>	<b>9.0</b>	<b>3.7</b>	<b>2.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>84.9</b>	<b>7</b>	<b>279</b>	
SPLIT																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	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	100.0	0	7	
	BELFAST INTERNATIONAL	EASYJET UK 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	0.0	4	87.5	3	8	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	5	4	
	BRISTOL	EASYJET UK LTD	S	A	15	0	1	6.3	31.3	37.5	6.3	0.0	0.0	0.0	12.5	0.0	0.0	6.3	36	0.0	0	0	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S	D	15	0	1	0.0	43.8	43.8	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	16	0.0	0	0		
CARDIFF WALES	CROATIA AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
EAST MIDLANDS 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	75.0	5	4		
EAST MIDLANDS INTERNATIONAL	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	1	4		
EDINBURGH	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	4	100.0	2	3		
EDINBURGH	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	66.7	10	3		
GLASGOW	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	3	7		
GLASGOW	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	11	85.7	5	7		
LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
GATWICK	CROATIA AIRLINES	S	A	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	26	8		
GATWICK	CROATIA AIRLINES	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	13	33.3	35	6		
GATWICK	EASYJET UK LTD	S	A	32	0	0	9.4	28.1	43.8	3.1	12.5	3.1	0.0	0.0	0.0	0.0	0.0	12	76.0	14	25		
GATWICK	EASYJET UK LTD	S	D	32	0	0	0.0	34.4	46.9	15.6	0.0	3.1	0.0	0.0	0.0	0.0	0.0	7	88.0	9	25		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	62.5	10	8		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	7	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	0.0	0	50.0	49	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	50.0	21	2		
GATWICK	TITAN AIRWAYS LTD	C	A	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	233	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	50.0	45	2		
GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	22	1		
HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	0.0	30.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	40.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
HEATHROW	CROATIA AIRLINES	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	15	4		
HEATHROW	CROATIA AIRLINES	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	20	4		
LUTON	EASYJET UK LTD	S	A	18	0	0	5.6	22.2	38.9	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	15	78.6	10	14		

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	11	14			
	STANSTED	EASYJET UK LTD	S	A	15	0	0	0.0	33.3	33.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	16	86.7	9	15			
	STANSTED	EASYJET UK LTD	S	D	15	0	0	0.0	40.0	53.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	93.3	2	15			
	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	50.0	12	2			
	STANSTED	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	4	100.0	3	2			
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	38.5	23.1	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	10	13			
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	10	13			
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8			
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	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	0.0	0	100.0	0	5			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5			
	MANCHESTER	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	0.0	4	100.0	4	4			
	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	25	100.0	0	2			
<b>TOTAL SPLIT</b>					<b>337</b>	<b>0</b>	<b>3</b>	<b>5.6</b>	<b>32.9</b>	<b>40.0</b>	<b>12.1</b>	<b>4.1</b>	<b>2.9</b>	<b>0.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>76.4</b>	<b>9</b>	<b>279</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	87.0	6	23			
	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	95.7	2	23			
<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>91.3</b>	<b>4</b>	<b>46</b>			
ST KITTS																									
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	8			
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	20	9			
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</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>11</b>	<b>88.2</b>	<b>13</b>	<b>17</b>			
ST LUCIA (HEWANORRA)																									
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	60.0	14	5			
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	5			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	60.0	16	5			
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>10</b>	<b>16</b>			
ST PETERSBURG																									
	GATWICK	ROSSIYA AIRLINES	S	A	31	0	0	3.2	22.6	29.0	22.6	16.1	3.2	0.0	3.2	0.0	0.0	0.0	21	80.6	8	31			
	GATWICK	ROSSIYA AIRLINES	S	D	31	0	0	3.2	51.6	25.8	12.9	0.0	3.2	0.0	3.2	0.0	0.0	0.0	14	90.3	4	31			
	HEATHROW	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	96.8	1	31			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	90.3	3	31	
	LUTON	WIZZ AIR UK LTD	S	A	30	0	4	0.0	29.4	23.5	8.8	26.5	0.0	0.0	0.0	0.0	0.0	11.8	16	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	32	0	2	0.0	32.4	23.5	11.8	8.8	17.6	0.0	0.0	0.0	0.0	5.9	27	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	75.0	29	12	
	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	41.7	42	12	
<b>TOTAL ST PETERSBURG</b>					<b>128</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>35.1</b>	<b>25.4</b>	<b>13.4</b>	<b>12.7</b>	<b>6.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>19</b>	<b>84.5</b>	<b>9</b>	<b>148</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	7	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	126	0	0	7.1	46.0	30.2	4.0	8.7	3.2	0.8	0.0	0.0	0.0	0.0	10	76.0	11	121	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	126	0	0	0.8	55.6	20.6	9.5	8.7	4.0	0.8	0.0	0.0	0.0	0.0	11	74.8	13	123	
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	25.0	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	83.9	8	93	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.1	7	93	
	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	12	100.0	0	1	
	BOURNEMOUTH	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	18	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BRISTOL	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	51	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	31	0.0	0	0	
	DONCASTER SHEFFIELD	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	6	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	110	0	0	9.1	31.8	23.6	11.8	10.9	9.1	3.6	0.0	0.0	0.0	0.0	21	57.5	28	112	
	EDINBURGH	EASYJET UK LTD	S	D	110	0	0	0.0	38.2	28.2	12.7	12.7	6.4	1.8	0.0	0.0	0.0	0.0	18	60.2	27	112	
	EDINBURGH	RYANAIR	S	A	15	0	0	20.0	33.3	6.7	20.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	20	45.4	28	119	
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	33.3	26.7	20.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	20	52.1	25	119	
	GLASGOW	EASYJET UK LTD	S	A	89	0	0	10.1	49.4	23.6	10.1	5.6	0.0	0.0	1.1	0.0	0.0	0.0	9	61.1	24	90	
	GLASGOW	EASYJET UK LTD	S	D	89	0	0	1.1	64.0	20.2	5.6	7.9	0.0	0.0	1.1	0.0	0.0	0.0	8	69.7	22	89	
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	GLASGOW	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.1	19	39	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.3	30	38	
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											OCT 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
LIVERPOOL (JOHN LENNON)		2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
LIVERPOOL (JOHN LENNON)		JOTA AVIATION 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	12	0.0	0	0
LIVERPOOL (JOHN LENNON)		JOTA AVIATION LTD		C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
GATWICK		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	
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	100.0	0	1	
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	
LUTON		EASYJET UK 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	34	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	15	0.0	0	0	
LUTON		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	40	50.0	19	2	
LUTON		WIZZ AIR UK LTD		S	A	2	1	0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	36	0.0	0	0
LUTON		WIZZ AIR 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	
DURHAM TEES VALLEY		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	130	1	
<b>TOTAL STANSTED STAVANGER</b>						<b>717</b>	<b>1</b>	<b>1</b>	<b>4.7</b>	<b>45.1</b>	<b>24.2</b>	<b>9.9</b>	<b>10.4</b>	<b>3.8</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>14</b>	<b>65.4</b>	<b>20</b>	<b>1158</b>
ABERDEEN		DANISH AIR TRANSPORT		S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
ABERDEEN		SAS		S	A	49	0	1	0.0	48.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	2.0	4	79.2	9	53	
ABERDEEN		SAS		S	D	48	0	2	0.0	58.0	36.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	2	83.0	7	53	
ABERDEEN		WIDEROE FLYVESELSKAP A/S		S	A	76	0	1	3.9	67.5	22.1	2.6	0.0	2.6	0.0	0.0	0.0	1.3	4	85.2	5	52	
ABERDEEN		WIDEROE FLYVESELSKAP A/S		S	D	76	0	1	2.6	64.9	28.6	0.0	0.0	2.6	0.0	0.0	0.0	1.3	3	87.0	4	52	
EDINBURGH		LOGANAIR LTD		S	A	17	0	0	11.8	23.5	29.4	29.4	5.9	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
EDINBURGH		LOGANAIR LTD		S	D	17	0	0	0.0	47.1	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LIVERPOOL (JOHN LENNON)		WIDEROE FLYVESELSKAP A/S		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	100.0	8	1	
LIVERPOOL (JOHN LENNON)		WIDEROE FLYVESELSKAP A/S		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	90	100.0	0	1	
GATWICK		NORWEGIAN AIR INTERNATIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	17	7	
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	71.4	14	7	
GATWICK		NORWEGIAN AIR SHUTTLE		S	A	27	0	0	7.4	33.3	33.3	7.4	14.8	3.7	0.0	0.0	0.0	0.0	12	92.6	7	27	

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

		Origin/Destinations: S																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								3.7	25.9	48.1	3.7	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	27	0	0	3.7	25.9	48.1	3.7	11.1	7.4	0.0	0.0	0.0	0.0	0.0	14	92.6	8	27
	HEATHROW	SAS	S	A	27	0	0	3.7	40.7	25.9	7.4	18.5	3.7	0.0	0.0	0.0	0.0	0.0	16	76.0	11	48
	HEATHROW	SAS	S	D	27	0	0	0.0	48.1	25.9	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	82.0	6	48
	LUTON	WIZZ AIR UK LTD	S	A	15	0	0	13.3	20.0	13.3	13.3	13.3	13.3	0.0	13.3	0.0	0.0	0.0	59	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	15	0	0	0.0	33.3	20.0	13.3	6.7	13.3	0.0	13.3	0.0	0.0	0.0	53	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	8	10
	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	90.9	3	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	100.0	3	22
	NEWCASTLE	LOGANAIR LTD	S	A	26	0	1	18.5	55.6	7.4	3.7	3.7	3.7	3.7	0.0	0.0	0.0	3.7	11	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	26	0	1	0.0	44.4	37.0	0.0	7.4	3.7	3.7	0.0	0.0	0.0	3.7	14	0.0	0	0
<b>TOTAL STAVANGER STOCKHOLM (ARLANDA)</b>					<b>495</b>	<b>0</b>	<b>7</b>	<b>3.6</b>	<b>49.4</b>	<b>30.9</b>	<b>6.0</b>	<b>4.4</b>	<b>3.2</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>84.6</b>	<b>7</b>	<b>440</b>
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	25	4
	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	25.0	33	4
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	8.3	8.3	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	17	9
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	21	9
	EDINBURGH	SAS	S	A	30	0	0	0.0	30.0	30.0	20.0	13.3	3.3	3.3	0.0	0.0	0.0	0.0	19	50.0	14	32
	EDINBURGH	SAS	S	D	30	0	0	3.3	36.7	26.7	16.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	15	59.4	17	32
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	109	0	0	11.0	29.4	32.1	15.6	8.3	3.7	0.0	0.0	0.0	0.0	0.0	12	75.7	18	136
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	109	0	0	0.0	32.1	44.0	11.0	10.1	2.8	0.0	0.0	0.0	0.0	0.0	11	75.0	16	136
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	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	24	0.0	31	3
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	38	0.0	33	3
	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	9	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	1	18.3	27.5	28.8	15.7	7.8	1.3	0.0	0.0	0.0	0.0	0.7	9	77.2	9	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	1	0.0	37.3	43.1	10.5	5.2	2.6	0.7	0.0	0.0	0.0	0.7	10	79.6	9	167
	HEATHROW	SAS	S	A	88	0	4	2.2	20.7	31.5	14.1	16.3	10.9	0.0	0.0	0.0	0.0	4.3	21	51.0	21	95
	HEATHROW	SAS	S	D	88	0	5	0.0	37.6	33.3	5.4	12.9	5.4	0.0	0.0	0.0	0.0	5.4	13	70.0	11	93
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	81	0	0	2.5	19.8	28.4	23.5	18.5	4.9	1.2	1.2	0.0	0.0	0.0	24	51.3	24	78

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	D	81	0	0	0.0	35.8	35.8	14.8	9.9	2.5	1.2	0.0	0.0	0.0	0.0	14	71.8	14	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	43.8	29	16	
	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	46.7	26	15	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	9	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	14	22.2	26	9	
	MANCHESTER	SAS	S	A	58	0	0	1.7	27.6	50.0	12.1	6.9	1.7	0.0	0.0	0.0	0.0	10	62.9	36	56	
	MANCHESTER	SAS	S	D	58	0	0	0.0	46.6	36.2	12.1	3.4	1.7	0.0	0.0	0.0	0.0	7	68.9	12	55	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1082</b>	<b>0</b>	<b>11</b>	<b>4.3</b>	<b>30.3</b>	<b>36.5</b>	<b>14.0</b>	<b>9.8</b>	<b>3.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>67.4</b>	<b>16</b>	<b>1207</b>
STOCKHOLM (SKAVSTA)																						
	EDINBURGH	RYANAIR	S	A	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	41	2	
	EDINBURGH	RYANAIR	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	2	50.0	24	2	
	STANSTED	RYANAIR	S	A	52	0	0	7.7	51.9	26.9	11.5	0.0	0.0	0.0	1.9	0.0	0.0	10	67.1	26	70	
	STANSTED	RYANAIR	S	D	52	0	0	0.0	40.4	46.2	11.5	1.9	0.0	0.0	0.0	0.0	0.0	6	58.6	20	70	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>45.8</b>	<b>39.0</b>	<b>10.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>23</b>	<b>144</b>
STORNOWAY																						
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.8	19	18	
	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	39.1	25	18	
	EDINBURGH	LOGANAIR LTD	S	A	41	0	0	14.6	53.7	24.4	4.9	2.4	0.0	0.0	0.0	0.0	0.0	3	73.3	14	44	
	EDINBURGH	LOGANAIR LTD	S	D	41	0	0	0.0	51.2	41.5	4.9	2.4	0.0	0.0	0.0	0.0	0.0	4	75.6	18	45	
	GLASGOW	LOGANAIR LTD	S	A	106	0	1	5.6	38.3	38.3	10.3	3.7	1.9	0.9	0.0	0.0	0.9	9	83.6	13	110	
	GLASGOW	LOGANAIR LTD	S	D	107	0	1	0.0	38.9	46.3	5.6	5.6	1.9	0.9	0.0	0.0	0.9	8	85.2	12	108	
<b>TOTAL STORNOWAY</b>					<b>295</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>42.4</b>	<b>39.7</b>	<b>7.1</b>	<b>4.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>76.6</b>	<b>14</b>	<b>343</b>	
STRASBOURG																						
	STANSTED	RYANAIR	S	A	7	0	0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	16	42.9	17	7	
	STANSTED	RYANAIR	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	4	85.7	7	7	
<b>TOTAL STRASBOURG</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.3</b>	<b>12</b>	<b>14</b>	
STUTT GART																						
	BIRMINGHAM	FLYBE LTD	S	A	47	0	0	19.1	34.0	25.5	8.5	4.3	8.5	0.0	0.0	0.0	0.0	12	79.2	13	48	
	BIRMINGHAM	FLYBE LTD	S	D	47	0	0	0.0	6.4	59.6	17.0	10.6	6.4	0.0	0.0	0.0	0.0	18	81.6	12	48	
	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	35	1	
	EDINBURGH	EASYJET UK LTD	S	A	7	0	0	14.3	42.9	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	17	88.9	5	9	
	EDINBURGH	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	14	100.0	4	9	
	JERSEY	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	



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

		Origin/Destinations: S																	OCT 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
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	43	0	0	9.3	37.2	23.3	18.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	9	43
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	30.2	53.5	9.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	12	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	10.7	33.9	23.2	17.9	5.4	5.4	1.8	1.8	0.0	0.0	0.0	19	66.1	14	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	32.1	55.4	7.1	3.6	1.8	0.0	0.0	0.0	0.0	0.0	7	89.3	6	56
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	78	0	3	6.2	34.6	34.6	9.9	8.6	1.2	1.2	0.0	0.0	0.0	3.7	11	51.9	25	81
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	78	0	3	0.0	34.6	43.2	8.6	8.6	0.0	1.2	0.0	0.0	0.0	3.7	10	53.1	25	81
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	26	22
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	19	22
<b>TOTAL STUTTGART</b>					<b>464</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>31.5</b>	<b>38.9</b>	<b>11.5</b>	<b>8.1</b>	<b>2.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>69.3</b>	<b>16</b>	<b>519</b>
SUCEAVA																						
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3
	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	85.2	7	27
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	5	27
	LUTON	WIZZ AIR UK LTD	S	A	40	0	0	22.5	35.0	25.0	2.5	5.0	7.5	2.5	0.0	0.0	0.0	0.0	15	0.0	19	1
	LUTON	WIZZ AIR UK LTD	S	D	38	0	0	0.0	31.6	52.6	7.9	2.6	5.3	0.0	0.0	0.0	0.0	0.0	12	0.0	31	1
<b>TOTAL SUCEAVA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.3</b>	<b>38.5</b>	<b>5.1</b>	<b>3.8</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
SULAYMANIYAH INT																						
	GATWICK	IRAQI AIRWAYS	S	A	2	0	2	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	2	100.0	0	4
	GATWICK	IRAQI AIRWAYS	S	D	2	0	2	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	100.0	1	5
<b>TOTAL SULAYMANIYAH INT</b>					<b>4</b>	<b>0</b>	<b>4</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>9</b>
SUMBURGH																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.0	107	60
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	45	58
	ABERDEEN	LOGANAIR LTD	S	A	130	0	1	12.2	43.5	29.8	4.6	3.8	4.6	0.8	0.0	0.0	0.0	0.8	10	81.3	12	125
	ABERDEEN	LOGANAIR LTD	S	D	132	0	1	0.0	40.6	43.6	5.3	3.8	5.3	0.8	0.0	0.0	0.0	0.8	10	80.2	14	124
	EDINBURGH	LOGANAIR LTD	S	A	82	0	0	14.6	47.6	31.7	0.0	4.9	0.0	1.2	0.0	0.0	0.0	0.0	6	76.5	16	96
	EDINBURGH	LOGANAIR LTD	S	D	83	0	0	1.2	53.0	37.3	2.4	3.6	0.0	2.4	0.0	0.0	0.0	0.0	8	71.1	17	96
	GLASGOW	LOGANAIR LTD	S	A	40	0	1	14.6	41.5	24.4	7.3	4.9	2.4	0.0	2.4	0.0	0.0	2.4	13	76.9	16	37
	GLASGOW	LOGANAIR LTD	S	D	39	0	1	2.5	42.5	42.5	0.0	7.5	2.5	0.0	0.0	0.0	0.0	2.5	8	84.6	16	39
	MANCHESTER	LOGANAIR LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	LOGANAIR LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SUMBURGH</b>					<b>514</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>44.4</b>	<b>35.9</b>	<b>3.5</b>	<b>4.2</b>	<b>2.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>65.3</b>	<b>26</b>	<b>635</b>

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SYDNEY																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	29.0	45.2	19.4	3.2	0.0	3.2	0.0	0.0	0.0	0.0	14	80.6	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	48.4	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	64.5	14	31
	HEATHROW	QANTAS	S	A	31	0	0	0.0	6.5	35.5	41.9	16.1	0.0	0.0	0.0	0.0	0.0	0.0	19	51.6	25	31
	HEATHROW	QANTAS	S	D	31	0	0	0.0	29.0	41.9	9.7	12.9	3.2	0.0	3.2	0.0	0.0	0.0	18	83.9	8	31
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.2</b>	<b>42.7</b>	<b>24.2</b>	<b>10.5</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>16</b>	<b>70.2</b>	<b>14</b>	<b>124</b>
SZCZECIN (GOLENOW)																						
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	46	8
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	34	8
	LIVERPOOL (JOHN LENNON)	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	7	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8
	STANSTED	RYANAIR	S	A	31	0	0	16.1	41.9	29.0	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	9	80.6	15	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	58.1	29.0	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	80.6	11	31
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>47.5</b>	<b>36.3</b>	<b>3.8</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.3</b>	<b>17</b>	<b>94</b>
SZYMANY (MAZURY)																						
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	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	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	2	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	91.7	5	12
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	36	100.0	0	1
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	39	0.0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	15.4	30.8	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	69.2	13	13
	STANSTED	RYANAIR	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	69.2	14	13
<b>TOTAL SZYMANY (MAZURY)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>25.0</b>	<b>43.2</b>	<b>9.1</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>83.0</b>	<b>8</b>	<b>53</b>

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	21	0	0	33.3	28.6	14.3	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	45.5	18	22
	GATWICK	CHINA AIRLINES	S	D	21	0	0	0.0	81.0	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	8	22
	HEATHROW	EVA AIR	S	A	31	0	0	16.1	16.1	22.6	25.8	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	35.5	33	31
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	22.6	45.2	22.6	3.2	6.5	0.0	0.0	0.0	0.0	0.0	13	51.6	22	31
<b>TOTAL TAIPEI</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.7</b>	<b>25.0</b>	<b>19.2</b>	<b>6.7</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>11</b>	<b>52.8</b>	<b>22</b>	<b>106</b>
TALLIN																						
	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	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	1
	EDINBURGH	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	1	100.0	2	1
	GATWICK	AIR BALTIC	S	A	17	0	0	0.0	17.6	35.3	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	20	77.8	5	9
	GATWICK	AIR BALTIC	S	D	17	0	0	0.0	17.6	47.1	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	18	77.8	7	9
	GATWICK	EASYJET UK LTD	S	A	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	17	9
	GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	16	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	77.8	8	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
	LUTON	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	2	15
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	15
	LUTON	WIZZ AIR UK LTD	S	A	7	0	2	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	22.2	8	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	7	0	1	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	0.0	0	0
	STANSTED	RYANAIR	S	A	16	0	0	6.3	12.5	56.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	13	18
	STANSTED	RYANAIR	S	D	16	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	18
<b>TOTAL TALLIN</b>					<b>119</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>34.4</b>	<b>38.5</b>	<b>15.6</b>	<b>4.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10</b>	<b>89.8</b>	<b>7</b>	<b>127</b>
TAMPA																						
	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	1	0	0	0.0	100.0	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	30	0	0	13.3	20.0	33.3	13.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	76.7	16	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	56.7	10.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	12	67.7	14	30
	GATWICK	NORWEGIAN AIR UK LTD	S	A	9	0	0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	NORWEGIAN 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	9	100.0	0	1

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T										OCT 2018									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		C A				1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
		STANSTED		VIRGIN ATLANTIC AIRWAYS LTD		C D				1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL TAMPA</b>										<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>29.3</b>	<b>37.8</b>	<b>13.4</b>	<b>3.7</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>17</b>	<b>72.6</b>	<b>15</b>	<b>61</b>	
		TANGIERS (IBN BATUTA)																											
		GATWICK		AIR ARABIA MAROC		S A				13	0	0	7.7	38.5	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	17	9	
		GATWICK		AIR ARABIA MAROC		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	0.0	12	33.3	17	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>										<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>30.8</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>17</b>	<b>18</b>	
		TARBES-LOURDES INTERNATIONAL																											
		BELFAST INTERNATIONAL		ALBA STAR		C A				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
		BELFAST INTERNATIONAL		TRANSAVIA		C D				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1	
		STANSTED		RYANAIR		S A				17	0	0	23.5	47.1	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	64.7	11	17		
		STANSTED		RYANAIR		S D				17	0	0	0.0	35.3	47.1	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.6	16	17	
		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	50.0	12	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	0.0	0	0.0	23	2	
		SOUTHEND		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	0.0	3	0.0	0	0	
		SOUTHEND		JOTA AVIATION 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	0.0	66	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>										<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>30.6</b>	<b>11.1</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.0</b>	<b>15</b>	<b>40</b>	
		TASHKENT																											
		HEATHROW		UZBEKISTAN AIRLINES		S A				9	0	0	11.1	11.1	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	34	55.6	16	9	
		HEATHROW		UZBEKISTAN AIRLINES		S D				9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	43	44.4	21	9	
<b>TOTAL TASHKENT</b>										<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
		TATRY-POPRAD																											
		LUTON		WIZZ AIR		S A				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	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	75.0	15	12		
		LUTON		WIZZ AIR UK LTD		S A				14	0	0	14.3	42.9	21.4	0.0	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	30	100.0	0	1	
		LUTON		WIZZ AIR UK LTD		S D				14	0	0	0.0	21.4	57.1	0.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1	
<b>TOTAL TATRY-POPRAD</b>										<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>39.3</b>	<b>0.0</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.9</b>	<b>14</b>	<b>26</b>	
		TBILISI																											
		GATWICK		GEORGIAN AIRWAYS		S A				12	0	0	41.7	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	6	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T										OCT 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GATWICK	GEORGIAN AIRWAYS	S	D	12	0	0	0.0	25.0	58.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	90.0	3	9						
<b>TOTAL TBILISI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>25.0</b>	<b>37.5</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.2</b>	<b>4</b>	<b>18</b>						
TEHRAN IMAM KHOMEINI																												
	HEATHROW	IRAN AIR	S	A	14	0	0	14.3	35.7	14.3	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	53.8	15	13						
	HEATHROW	IRAN AIR	S	D	14	0	0	0.0	35.7	28.6	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	18	92.3	6	13						
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>17.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>10</b>	<b>26</b>						
TEL AVIV																												
	EDINBURGH	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1						
	GLASGOW	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1						
	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	13	64.3	25	14						
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	64.3	23	14						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	14.5	25.0	27.6	17.1	9.2	5.3	1.3	0.0	0.0	0.0	0.0	16	71.6	14	81						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	0.0	7.9	55.3	18.4	11.8	3.9	1.3	1.3	0.0	0.0	0.0	20	72.5	14	80						
	HEATHROW	EL AL	S	A	39	0	0	12.8	38.5	35.9	10.3	2.6	0.0	0.0	0.0	0.0	0.0	6	85.4	11	48							
	HEATHROW	EL AL	S	D	40	0	0	0.0	10.0	60.0	12.5	12.5	2.5	0.0	2.5	0.0	0.0	0.0	18	49.0	23	49						
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	33.3	30.0	23.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	13.3	76.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
	LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	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						
	LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	34	3						
	LUTON	EASYJET UK LTD	S	A	54	0	0	1.9	13.0	25.9	31.5	14.8	11.1	0.0	1.9	0.0	0.0	0.0	30	48.3	20	58						
	LUTON	EASYJET UK LTD	S	D	54	0	0	0.0	3.7	55.6	29.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	18	53.4	17	58						
	LUTON	EL AL	S	A	33	0	0	9.1	42.4	33.3	9.1	6.1	0.0	0.0	0.0	0.0	0.0	7	71.4	11	35							
	LUTON	EL AL	S	D	33	0	0	0.0	15.2	45.5	30.3	6.1	3.0	0.0	0.0	0.0	0.0	0.0	15	60.0	19	35						
	LUTON	ISRAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2						
	LUTON	ISRAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	2						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	19	28						
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	27						
	LUTON	WIZZ AIR UK LTD	S	A	29	0	0	3.4	13.8	34.5	20.7	17.2	6.9	0.0	0.0	3.4	0.0	0.0	52	100.0	0	1						
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	3.3	40.0	46.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	19	100.0	15	1						
	STANSTED	ARKIA	S	A	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	80.0	10	15							
	STANSTED	ARKIA	S	D	10	0	0	0.0	10.0	10.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	24	14						
	STANSTED	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	81	1						
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	67	11.1	46	9						
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	0.0	40.0	10.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	35	55.6	27	9						

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	EL AL	S	A	9	0	0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	EL AL	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL TEL AVIV</b>					<b>587</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>16.7</b>	<b>40.9</b>	<b>20.4</b>	<b>10.4</b>	<b>4.4</b>	<b>0.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.3</b>	<b>18</b>	<b>588</b>	
TENERIFE (SURREINA SOFIA)																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	0.0	50.0	0.0	12.5	0.0	12.5	12.5	0.0	0.0	190	44.4	16	9	
	ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	9	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	50.0	16.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	3	13	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	6	13	
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	13	8	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	20	8	
	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	90.9	6	11	
	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	90.9	4	11	
	BELFAST INTERNATIONAL	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	18	0.0	0	0	
	BELFAST INTERNATIONAL	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	46	50.0	719	2	
	BIRMINGHAM	EUROATLANTIC AIRWAYS	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	146	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	51	0	0	39.2	39.2	15.7	0.0	3.9	0.0	2.0	0.0	0.0	0.0	0.0	6	75.0	10	36	
	BIRMINGHAM	JET2.COM LTD	S	D	53	0	0	0.0	17.0	60.4	13.2	7.5	1.9	0.0	0.0	0.0	0.0	0.0	11	77.8	11	36	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	11.1	55.6	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	88.2	5	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	44.4	38.9	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	70.6	15	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	0.0	0	63.2	21	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	60.0	22	20	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	16	0	0	12.5	43.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	14	18	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	88.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	9	16	
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	20.0	46	5	
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	26	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	8	0	0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	14	9	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	9	
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	16.7	44.4	16.7	22.2	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	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	RYANAIR	S	A	15	0	0	6.7	46.7	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BRISTOL	RYANAIR	S	D	15	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	0.0	28	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	11	0	0	9.1	18.2	36.4	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BRISTOL	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	2	0.0	0	0		
CARDIFF WALES	RYANAIR	S A	4	1	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	2	80.0	4	5		
CARDIFF WALES	RYANAIR	S D	4	1	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	5	80.0	8	5		
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	80.0	7	10		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	11		
CARDIFF WALES	TUI AIRWAYS LTD	C A	12	0	0	8.3	33.3	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	53.3	15	14		
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	2	14		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	12	0	0	16.7	41.7	8.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	92.9	7	14		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	13	0	0	7.7	30.8	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	14		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	27	0	0	63.0	18.5	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	24		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	28	0	0	0.0	46.4	39.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.0	8	23		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	31	0	0	19.4	41.9	25.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	54.8	19	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	31	0	0	0.0	41.9	45.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	11	31		
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	55.6	33	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	0.0	0	66.7	24	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	16	13		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	15	13		
EDINBURGH	EASYJET UK LTD	S A	14	0	0	7.1	35.7	28.6	0.0	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	24	78.6	20	14		
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	7.7	69.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	57.1	24	14		
EDINBURGH	JET2.COM LTD	S A	20	0	0	65.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18		
EDINBURGH	JET2.COM LTD	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	0.0	4	82.4	6	17		
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	0.0	0	62.5	12	8		
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	8		
EDINBURGH	RYANAIR	S A	17	0	0	0.0	29.4	41.2	17.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	21	68.4	18	19		
EDINBURGH	RYANAIR	S D	17	0	0	0.0	29.4	52.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	89.5	13	19		
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9		
EDINBURGH	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	12	9		
EXETER	TUI AIRWAYS LTD	C A	0	10	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	92.3	4	13		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR OCTOBER 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							
EXETER	TUI AIRWAYS LTD	C D	0	14	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	1	14		
GLASGOW	JET2.COM LTD	S A	39	0	0	59.0	30.8	7.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	25		
GLASGOW	JET2.COM LTD	S D	36	0	0	0.0	36.1	55.6	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	25		
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	45.0	76	19		
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	72.2	65	18		
GLASGOW	TUI AIRWAYS LTD	C 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	0.0	10	55.6	19	9		
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	15	9		
LEEDS BRADFORD	JET2.COM LTD	S A	31	0	0	48.4	22.6	12.9	6.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	90.3	6	31		
LEEDS BRADFORD	JET2.COM LTD	S D	33	0	0	0.0	27.3	51.5	9.1	6.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	10	74.2	11	31		
LEEDS BRADFORD	RYANAIR	S A	13	0	0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	4	13		
LEEDS BRADFORD	RYANAIR	S D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	2	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	60.0	13	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	4		
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	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	14	0	0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	4	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	8	13		
GATWICK	BRITISH AIRWAYS PLC	S A	47	0	0	48.9	21.3	19.1	6.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	6	31		
GATWICK	BRITISH AIRWAYS PLC	S D	47	0	0	0.0	17.0	59.6	8.5	10.6	4.3	0.0	0.0	0.0	0.0	0.0	0.0	13	80.6	9	31		
GATWICK	EASYJET UK LTD	S A	59	0	0	23.7	32.2	27.1	6.8	6.8	0.0	1.7	0.0	1.7	0.0	0.0	0.0	16	66.7	15	63		
GATWICK	EASYJET UK LTD	S D	59	0	0	0.0	6.8	64.4	15.3	6.8	5.1	1.7	0.0	0.0	0.0	0.0	0.0	18	64.5	18	62		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	10	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	22	0	0	9.1	45.5	22.7	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.5	6	21		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	22	0	0	0.0	36.4	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	7	21		
GATWICK	NORWEGIAN AIR UK LTD	S D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
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	52.0	31	24		



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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.8	33	24		
GATWICK	TITAN AIRWAYS LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C	A	27	0	0	3.7	22.2	33.3	11.1	18.5	7.4	3.7	0.0	0.0	0.0	0.0	23	39.1	32	23		
GATWICK	TUI AIRWAYS LTD	C	D	28	0	0	0.0	10.7	46.4	21.4	7.1	10.7	3.6	0.0	0.0	0.0	0.0	21	59.1	26	22		
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	4		
HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	11	4		
LUTON	EASYJET UK LTD	S	A	14	0	0	57.1	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	7	13		
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	0.0	9	92.3	6	13		
LUTON	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	55.6	16	9		
LUTON	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	9	9		
LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	44.4	20	9		
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	47	66.7	21	9		
STANSTED	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	JET2.COM LTD	S	A	54	0	0	31.5	37.0	25.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	12	39		
STANSTED	JET2.COM LTD	S	D	55	0	0	0.0	52.7	45.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.4	3	39		
STANSTED	RYANAIR	S	A	35	0	0	8.6	37.1	31.4	5.7	14.3	2.9	0.0	0.0	0.0	0.0	0.0	11	51.3	21	39		
STANSTED	RYANAIR	S	D	35	0	0	0.0	37.1	60.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	18	39		
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	40.0	23	9		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9		
STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	24	9		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	77.8	7	9		
MANCHESTER	EASYJET UK LTD	S	A	33	0	1	38.2	38.2	14.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	2.9	5	75.0	20	24		
MANCHESTER	EASYJET UK LTD	S	D	32	0	0	0.0	31.3	59.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	29	24		
MANCHESTER	JET2.COM LTD	S	A	68	0	0	48.5	23.5	13.2	4.4	2.9	4.4	1.5	0.0	1.5	0.0	0.0	16	88.2	4	51		
MANCHESTER	JET2.COM LTD	S	D	70	0	0	0.0	17.1	60.0	12.9	5.7	0.0	4.3	0.0	0.0	0.0	0.0	15	84.3	8	51		
MANCHESTER	MONARCH AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
MANCHESTER	RYANAIR	S	A	40	0	0	17.5	42.5	27.5	7.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	8	74.4	14	43		
MANCHESTER	RYANAIR	S	D	40	0	0	0.0	27.5	60.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.7	9	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	74.1	14	27		
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	69.0	17	28		
MANCHESTER	TUI AIRWAYS LTD	C	A	31	0	0	3.2	19.4	38.7	16.1	9.7	12.9	0.0	0.0	0.0	0.0	0.0	22	48.6	38	35		
MANCHESTER	TUI AIRWAYS LTD	C	D	32	0	0	0.0	6.3	62.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	65.7	26	35		

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	NEWCASTLE	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		
	NEWCASTLE	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	100.0	13	1		
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	58.1	29.0	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	2	86.4	6	22		
	NEWCASTLE	JET2.COM LTD	S	D	32	0	0	0.0	28.1	50.0	12.5	6.3	3.1	0.0	0.0	0.0	0.0	11	76.2	11	21		
	NEWCASTLE	RYANAIR	S	A	9	0	0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	53.8	41	13		
	NEWCASTLE	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	7	61.5	34	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	54.5	16	11		
	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	91.7	12	12		
	NEWCASTLE	TUI AIRWAYS LTD	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	7	64.3	13	14		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	10	13		
	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	100.0	0	1		
	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	19	1		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1924</b>	<b>26</b>	<b>5</b>	<b>14.0</b>	<b>29.5</b>	<b>38.1</b>	<b>9.0</b>	<b>4.2</b>	<b>2.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.2</b>	<b>1.3</b>	<b>0.3</b>	<b>10</b>	<b>70.4</b>	<b>15</b>	<b>2016</b>	
THIRA (SANTORINI)	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	1	3		
	BIRMINGHAM	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		
	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	11	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		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	2	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	35	0	0	14.3	28.6	31.4	8.6	11.4	5.7	0.0	0.0	0.0	0.0	13	61.8	22	34		
	GATWICK	EASYJET UK LTD	S	D	35	0	0	0.0	14.3	60.0	14.3	5.7	5.7	0.0	0.0	0.0	0.0	14	55.9	23	34		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	4		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	17	50.0	34	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	100.0	2	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	100.0	8	2		
	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		
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	2		
	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	20	100.0	0	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	18.2	36.4	18.2	13.6	9.1	0.0	0.0	0.0	4.5	0.0	74	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 2018		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
HEATHROW		BRITISH AIRWAYS PLC		S	D	22	0	0	0.0	40.9	36.4	18.2	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	55	0.0	0	0														
MANCHESTER		EASYJET UK LTD		S	A	12	0	0	33.3	41.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	12	13														
MANCHESTER		EASYJET UK LTD		S	D	11	0	0	0.0	36.4	45.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	9	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	0.0	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	0.0	0.0	0	75.0	9	4														
MANCHESTER		TUI AIRWAYS LTD		C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	4														
MANCHESTER		TUI AIRWAYS LTD		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	0.0	55	100.0	0	2														
NEWCASTLE		MIAMI AIR		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0														
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1														
<b>TOTAL THIRA (SANTORINI)</b>						<b>163</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>30.1</b>	<b>35.0</b>	<b>13.5</b>	<b>5.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>70.2</b>	<b>16</b>	<b>130</b>															
TIANJIN																																						
HEATHROW		TIANJIN AIRLINES		S	A	10	0	10	5.0	10.0	5.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	34	73.1	10	26															
HEATHROW		TIANJIN AIRLINES		S	D	10	0	10	0.0	20.0	10.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	50.0	15	96.2	3	26															
<b>TOTAL TIANJIN</b>						<b>20</b>	<b>0</b>	<b>20</b>	<b>2.5</b>	<b>15.0</b>	<b>7.5</b>	<b>5.0</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>24</b>	<b>84.6</b>	<b>6</b>	<b>52</b>															
TIMISOARA																																						
DONCASTER SHEFFIELD		WIZZ AIR		S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0															
DONCASTER SHEFFIELD		WIZZ AIR		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															
LUTON		WIZZ AIR		S	A	49	0	0	8.2	28.6	38.8	12.2	10.2	2.0	0.0	0.0	0.0	0.0	0.0	12	77.4	7	31															
LUTON		WIZZ AIR		S	D	49	0	0	0.0	20.4	38.8	20.4	14.3	4.1	2.0	0.0	0.0	0.0	0.0	21	74.2	15	31															
<b>TOTAL TIMISOARA</b>						<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>29.3</b>	<b>37.9</b>	<b>14.7</b>	<b>10.3</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>14</b>	<b>75.8</b>	<b>11</b>	<b>62</b>															
TIRANA																																						
GLASGOW		AIR X CHARTER		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1															
GATWICK		BRITISH AIRWAYS PLC		S	A	28	0	0	7.1	32.1	32.1	14.3	7.1	3.6	3.6	0.0	0.0	0.0	0.0	15	87.5	9	24															
GATWICK		BRITISH AIRWAYS PLC		S	D	28	0	0	0.0	10.7	64.3	10.7	3.6	10.7	0.0	0.0	0.0	0.0	0.0	16	79.2	16	24															
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	1	2															
LUTON		ABELAG AVIATION		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	3															
LUTON		ABELAG AVIATION		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	3															
LUTON		WIZZ AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	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	66.7	13	12															
LUTON		WIZZ AIR UK LTD		S	A	29	0	0	17.2	24.1	31.0	3.4	20.7	0.0	3.4	0.0	0.0	0.0	0.0	18	0.0	0	0															
LUTON		WIZZ AIR UK LTD		S	D	30	0	0	0.0	6.7	40.0	23.3	26.7	0.0	3.3	0.0	0.0	0.0	0.0	26	0.0	0	0															
<b>TOTAL TIRANA</b>						<b>115</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>18.3</b>	<b>41.7</b>	<b>13.0</b>	<b>14.8</b>	<b>3.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.3</b>	<b>14</b>	<b>81</b>															

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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: T		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 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			
TIREE		GLASGOW	LOGANAIR LTD	S	A	56	0	0	26.8	48.2	12.5	0.0	5.4	3.6	3.6	0.0	0.0	0.0	10	79.7	13	55				
		GLASGOW	LOGANAIR LTD	S	D	57	0	1	1.7	55.2	29.3	3.4	1.7	3.4	3.4	0.0	0.0	0.0	1.7	10	83.1	10	56			
<b>TOTAL TIREE</b>						<b>113</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>51.8</b>	<b>21.1</b>	<b>1.8</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.4</b>	<b>11</b>	<b>111</b>				
TIRGU MURES		LUTON	ABELAG AVIATION	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3				
		LUTON	ABELAG AVIATION	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3				
		LUTON	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	87.5	10	16				
		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	80.0	59	15				
		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
<b>TOTAL TIRGU MURES</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.8</b>	<b>29</b>	<b>37</b>				
TIVAT		GATWICK	EASYJET UK LTD	S	A	8	0	0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	11	77.8	17	9				
		GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	9				
		GATWICK	MONTENEGRO AIRLINES	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	9	100.0	0	5				
		GATWICK	MONTENEGRO AIRLINES	S	D	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	28	60.0	15	5				
		MANCHESTER	EASYJET UK LTD	S	A	7	0	1	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	71.4	10	7				
		MANCHESTER	EASYJET UK 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	1	71.4	7	6				
<b>TOTAL TIVAT</b>						<b>46</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>29.8</b>	<b>42.6</b>	<b>6.4</b>	<b>8.5</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>9</b>	<b>78.6</b>	<b>10</b>	<b>41</b>			
TOBAGO		GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	8	9				
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	26	88.9	14	9				
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	40.0	31	5				
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	4				
<b>TOTAL TOBAGO</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>14</b>	<b>27</b>				
TOKYO (HANEDA)		HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	1	22.6	12.9	29.0	25.8	3.2	0.0	0.0	3.2	0.0	3.2	18	83.9	6	31				
		HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	2	0.0	21.9	50.0	12.5	6.3	0.0	0.0	3.1	0.0	0.0	6.3	15	93.5	3	31			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	35.5	19.4	12.9	16.1	6.5	0.0	0.0	0.0	0.0	18	71.0	13	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	51.6	3.2	3.2	6.5	0.0	0.0	3.2	0.0	0.0	55	80.6	12	31			
		HEATHROW	JAPAN AIRLINES	S	A	61	0	1	17.7	29.0	29.0	11.3	9.7	0.0	0.0	0.0	1.6	0.0	1.6	15	85.5	8	62			

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

		Origin/Destinations: T																	OCT 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8.6	26.5	40.4	11.8	6.5	2.4	0.0	0.8	0.8	0.0	0.0	1.7	8	88.7	8
	HEATHROW	JAPAN AIRLINES	S	D	57	0	1	0.0	25.9	58.6	8.6	1.7	3.4	0.0	0.0	0.0	0.0	1.7	8	88.7	8	62
<b>TOTAL TOKYO (HANEDA)</b>					<b>240</b>	<b>0</b>	<b>5</b>	<b>8.6</b>	<b>26.5</b>	<b>40.4</b>	<b>11.8</b>	<b>6.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>84.7</b>	<b>9</b>	<b>248</b>
TOKYO (NARITA)																						
	HEATHROW	AEROFLOT	S	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	7	100.0	12	2
	HEATHROW	AEROFLOT	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	32.3	29.0	16.1	3.2	6.5	0.0	3.2	0.0	0.0	0.0	19	77.4	20	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	45.2	16.1	16.1	12.9	0.0	0.0	3.2	0.0	0.0	61	64.5	26	31
<b>TOTAL TOKYO (NARITA)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>20.5</b>	<b>39.7</b>	<b>16.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>21</b>	<b>72</b>
TORONTO																						
	ABERDEEN	SUNWING AIRLINES INC	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
	GLASGOW	AIR TRANSAT	S	A	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	1	93.8	1	16
	GLASGOW	AIR TRANSAT	S	D	18	0	0	0.0	77.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	16
	GLASGOW	WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	5	18
	GLASGOW	WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	18
	GATWICK	AIR TRANSAT	S	A	31	0	0	9.7	38.7	35.5	9.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	11	80.6	14	31
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	22.6	58.1	3.2	12.9	0.0	0.0	3.2	0.0	0.0	0.0	16	77.4	15	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	23	5
	GATWICK	WEST JET AIRLINES	S	A	31	0	1	25.0	25.0	25.0	15.6	0.0	3.1	0.0	3.1	0.0	0.0	3.1	15	67.7	13	31
	GATWICK	WEST JET AIRLINES	S	D	31	0	2	0.0	24.2	60.6	6.1	0.0	3.0	0.0	0.0	0.0	0.0	6.1	8	54.8	25	31
	HEATHROW	AIR CANADA	S	A	122	0	0	19.7	23.0	30.3	12.3	9.8	3.3	0.8	0.0	0.8	0.0	0.0	17	82.1	9	123
	HEATHROW	AIR CANADA	S	D	122	0	0	0.0	36.9	49.2	6.6	4.1	1.6	0.8	0.8	0.0	0.0	0.0	11	82.1	9	123
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	24.6	36.1	23.0	6.6	4.9	1.6	1.6	1.6	0.0	0.0	0.0	12	83.1	13	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	9.8	50.8	19.7	9.8	4.9	3.3	1.6	0.0	0.0	0.0	25	57.6	25	59
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	AIR CANADA	S	A	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	AIR CANADA	S	D	6	0	0	0.0	33.3	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	MANCHESTER	AIR TRANSAT	S	A	16	0	0	12.5	31.3	37.5	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	87.5	7	16
	MANCHESTER	AIR TRANSAT	S	D	16	0	0	0.0	43.8	37.5	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	13	75.0	11	16
<b>TOTAL TORONTO</b>					<b>571</b>	<b>0</b>	<b>3</b>	<b>10.3</b>	<b>31.0</b>	<b>38.3</b>	<b>9.1</b>	<b>5.9</b>	<b>3.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>78.2</b>	<b>12</b>	<b>600</b>

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

		Origin/Destinations: T																	OCT 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
TOULON / HYERES		EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	GLASGOW	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	19	1
<b>TOTAL TOULON / HYERES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
TOULOUSE (BLAGNAC)		BRISTOL	EASYJET UK LTD	S	A	26	0	0	7.7	26.9	15.4	34.6	7.7	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	26	0	0	0.0	34.6	23.1	34.6	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BRISTOL	LOGANAIR LTD	C	A	39	0	0	20.5	59.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BRISTOL	LOGANAIR LTD	C	D	38	0	0	7.9	47.4	34.2	2.6	5.3	2.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	11	1
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	11.1	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	44	66.7	10	9
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	30.0	30.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
	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	0	3
	GATWICK	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	GATWICK	EASYJET UK LTD	S	A	60	0	0	10.0	35.0	23.3	5.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	19	64.1	30	76
	GATWICK	EASYJET UK LTD	S	D	60	0	0	0.0	10.0	43.3	21.7	11.7	13.3	0.0	0.0	0.0	0.0	0.0	23	55.7	30	76
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	0	0	18.4	52.6	18.4	6.1	2.6	1.8	0.0	0.0	0.0	0.0	0.0	5	72.8	14	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	0	0.0	52.6	38.6	2.6	3.5	1.8	0.9	0.0	0.0	0.0	0.0	7	76.1	10	91
	LUTON	EASYJET UK LTD	S	A	22	0	0	4.5	50.0	18.2	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	12	60.9	19	23
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	18.2	54.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	78.3	12	23
	STANSTED	RYANAIR	S	A	62	0	0	12.9	35.5	32.3	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	9	42.9	34	63
	STANSTED	RYANAIR	S	D	62	0	0	0.0	43.5	41.9	4.8	8.1	1.6	0.0	0.0	0.0	0.0	0.0	8	61.3	20	62
	MANCHESTER	FLYBE LTD	S	A	17	0	0	17.6	29.4	35.3	0.0	0.0	11.8	5.9	0.0	0.0	0.0	0.0	21	82.1	13	28
	MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	41.2	35.3	5.9	0.0	17.6	0.0	0.0	0.0	0.0	0.0	21	85.7	14	28
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>698</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>41.0</b>	<b>30.7</b>	<b>8.9</b>	<b>6.6</b>	<b>5.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.4</b>	<b>20</b>	<b>587</b>
TOURS		STANSTED	RYANAIR	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	3	70.6	8	17
	STANSTED	RYANAIR	S	D	17	0	0	0.0	82.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	8	17
<b>TOTAL TOURS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>70.6</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.4</b>	<b>8</b>	<b>34</b>
TREVISO		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	15	58.3	21	12
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	15	12
	EDINBURGH	RYANAIR	S	A	12	0	0	8.3	50.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	57.1	22	14

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
EDINBURGH	RYANAIR	S	D	12	0	0	0.0	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	18	14									
LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	57	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	0.0	0	75.0	87	8									
HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	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	62.7	20	75									
STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	15	75									
MANCHESTER	RYANAIR	S	A	14	0	0	0.0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	13									
MANCHESTER	RYANAIR	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	0.0	5	92.3	8	13									
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	0.0	8	0.0	0	0									
SOUTHEND	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	3	0.0	0	0									
<b>TOTAL TREVISO</b>				<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>39.2</b>	<b>48.6</b>	<b>6.8</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>67.8</b>	<b>20</b>	<b>245</b>									
TRIESTE (RONCHI DEI LEGIONARI)																															
STANSTED	RYANAIR	S	A	17	0	0	0.0	35.3	23.5	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	61.1	23	18									
STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	52.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	20	18									
MANCHESTER	MALETH AERO	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>37.1</b>	<b>20.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.1</b>	<b>21</b>	<b>36</b>									
TROMSOE																															
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	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	0.0	31	100.0	8	2									
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	3	100.0	0	2									
<b>TOTAL TROMSOE</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>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>17</b>	<b>100.0</b>	<b>4</b>	<b>4</b>									
TRONDHEIM (VAERNES)																															
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	5.9	23.5	47.1	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	89.5	4	19									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	58.8	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.5	3	19									
<b>TOTAL TRONDHEIM (VAERNES)</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>41.2</b>	<b>38.2</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>8</b>	<b>89.5</b>	<b>3</b>	<b>38</b>									
TULSA																															
MANCHESTER	AMERICAN AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
<b>TOTAL TULSA</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>										
TUNIS																															
GATWICK	TUNISAIR	S	A	10	0	0	0.0	0.0	30.0	20.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	57	53.8	33	13									
GATWICK	TUNISAIR	S	D	10	0	0	0.0	0.0	30.0	0.0	40.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	75	46.2	41	13									
HEATHROW	TUNISAIR	S	A	17	0	0	0.0	23.5	17.6	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	21	35.3	39	17									
HEATHROW	TUNISAIR	S	D	17	0	0	0.0	11.8	35.3	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	22	41.2	40	17									
<b>TOTAL TUNIS</b>				<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>27.8</b>	<b>20.4</b>	<b>27.8</b>	<b>9.3</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>43.3</b>	<b>39</b>	<b>60</b>									

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											OCT 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	18.2	39.4	24.2	3.0	12.1	3.0	0.0	0.0	0.0	0.0	0.0	11	86.1	11	36
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	42.4	39.4	12.1	6.1	0.0	0.0	0.0	0.0	0.0	8	80.6	12	36	
	GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	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	77.8	10	9	
	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	100.0	1	7	
	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	42.9	18	7	
	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	66.7	15	9	
	STANSTED	RYANAIR	S	A	31	0	0	9.7	51.6	32.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	83.9	6	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	74.2	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2	90.3	5	31	
	MANCHESTER	ALITALIA (CAI)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	ALITALIA (CAI)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TURIN</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>51.6</b>	<b>29.7</b>	<b>4.7</b>	<b>6.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.9</b>	<b>9</b>	<b>170</b>	
TURKU	LUTON	WIZZ AIR UK LTD	S	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	1	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	1	0	2	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	5	0.0	0	0
<b>TOTAL TURKU</b>					<b>2</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



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

		Origin/Destinations: V																	OCT 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VAGAR	EDINBURGH	ATLANTIC AIRWAYS	S	A	9	0	0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	55	77.8	8	9
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	0	0.0	66.7	0.0	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	57	66.7	8	9
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>72.2</b>	<b>8</b>	<b>18</b>
VALENCIA	BELFAST INTERNATIONAL	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	87.5	2	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8
	BIRMINGHAM	DANISH AIR TRANSPORT	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BRISTOL	RYANAIR	S	A	8	0	0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BRISTOL	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	5	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	0	88.2	4	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.5	18	17
	EDINBURGH	RYANAIR	S	A	13	0	0	7.7	38.5	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	20	13
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.9	13	13
	EDINBURGH	SMARTWINGS	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
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	8
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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	0.0	0	79.3	21	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	86.2	14	29
	GATWICK	EASYJET UK LTD	S	A	85	0	0	5.9	35.3	32.9	14.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	72.1	17	86
	GATWICK	EASYJET UK LTD	S	D	85	0	0	0.0	22.4	61.2	7.1	8.2	1.2	0.0	0.0	0.0	0.0	0.0	9	75.6	16	86
	HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	0	16.2	45.9	16.2	8.1	8.1	2.7	0.0	0.0	2.7	0.0	0.0	36	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	48.6	43.2	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	14	0	0	7.1	21.4	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	84.6	6	13
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	64.3	28.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	84.6	7	13
	STANSTED	RYANAIR	S	A	41	0	0	7.3	24.4	31.7	19.5	12.2	4.9	0.0	0.0	0.0	0.0	0.0	16	63.9	19	36
	STANSTED	RYANAIR	S	D	41	0	0	0.0	36.6	46.3	7.3	9.8	0.0	0.0	0.0	0.0	0.0	0.0	8	83.8	9	36
	MANCHESTER	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
	MANCHESTER	AIR NOSTRUM	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	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	100.0	3	1
	MANCHESTER	EVELOP	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										OCT 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										OCT 2018		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
VALENCIA		MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	21	13															
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	46.2	16	13															
		MANCHESTER	SMARTWINGS	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	30	0.0	0	0																
<b>TOTAL VALENCIA</b>						<b>466</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>37.3</b>	<b>38.6</b>	<b>10.1</b>	<b>6.2</b>	<b>2.4</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>73.9</b>	<b>15</b>	<b>450</b>															
VAN NUYS		BELFAST INTERNATIONAL	JOURNEY AVIATION	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	33	0.0	0	0																
<b>TOTAL VAN NUYS</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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>																
VANCOUVER		GLASGOW	AIR TRANSAT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	45	2																
		GLASGOW	AIR TRANSAT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2																
		GATWICK	AIR TRANSAT	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	9	58.3	49	12																
		GATWICK	AIR TRANSAT	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	58.3	59	12																
		GATWICK	WEST JET AIRLINES	S	A	18	0	0	27.8	38.9	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	10	87.5	9	16																
		GATWICK	WEST JET AIRLINES	S	D	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	6	58.8	25	17																
		HEATHROW	AIR CANADA	S	A	31	0	0	9.7	35.5	35.5	9.7	6.5	3.2	0.0	0.0	0.0	0.0	10	71.0	11	31																
		HEATHROW	AIR CANADA	S	D	31	0	0	0.0	54.8	32.3	3.2	3.2	6.5	0.0	0.0	0.0	0.0	10	83.9	18	31																
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	22.6	35.5	6.5	3.2	6.5	3.2	0.0	0.0	0.0	14	90.3	4	31																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	48.4	19.4	16.1	3.2	3.2	0.0	0.0	0.0	21	77.4	17	31																
		MANCHESTER	AIR TRANSAT	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	11	100.0	5	3																
		MANCHESTER	AIR TRANSAT	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	9	3																
<b>TOTAL VANCOUVER</b>						<b>174</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>32.2</b>	<b>36.8</b>	<b>9.2</b>	<b>7.5</b>	<b>4.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.4</b>	<b>19</b>	<b>191</b>																
VARADERO		GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	50	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	66.7	27	3																
		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	75.0	8	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	25.0	20	4																
<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>60.0</b>	<b>26</b>	<b>15</b>																
VARNA		LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	12	0.0	0	0																
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0																
		LUTON	WIZZ AIR	S	A	37	0	1	7.9	39.5	31.6	10.5	5.3	0.0	2.6	0.0	0.0	2.6	11	96.2	6	26																
		LUTON	WIZZ AIR	S	D	37	0	1	0.0	15.8	42.1	23.7	13.2	0.0	0.0	2.6	0.0	2.6	19	80.8	11	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	125	1																

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

		Origin/Destinations: V																				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE											OCT 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
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL VARNA</b>					<b>90</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>27.2</b>	<b>38.0</b>	<b>15.2</b>	<b>10.9</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>87.0</b>	<b>11</b>	<b>54</b>
VASTERAS																						
	STANSTED	RYANAIR	S	A	14	0	0	0.0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	13	18
	STANSTED	RYANAIR	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.1	13	18
<b>TOTAL VASTERAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>53.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.6</b>	<b>13</b>	<b>36</b>
VAXJO																						
	CARDIFF WALES	CSA CZECH AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	CARDIFF WALES	CSA CZECH AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL VAXJO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>2</b>
VENICE																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	77.8	10	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	77.8	12	9
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	0.0	25.0	37.5	12.5	0.0	12.5	0.0	12.5	0.0	0.0	118	77.8	11	9
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9
	BRISTOL	EASYJET EUROPE	S	A	30	0	1	3.2	29.0	45.2	12.9	3.2	3.2	0.0	0.0	0.0	0.0	3.2	9	0.0	0	0
	BRISTOL	EASYJET EUROPE	S	D	30	0	1	0.0	16.1	51.6	22.6	3.2	3.2	0.0	0.0	0.0	0.0	3.2	12	0.0	0	0
	BRISTOL	RYANAIR	S	A	22	0	0	0.0	18.2	40.9	27.3	4.5	9.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BRISTOL	RYANAIR	S	D	22	0	0	0.0	59.1	31.8	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	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	100.0	1	8
	EDINBURGH	EASYJET EUROPE	S	A	22	0	0	4.5	36.4	22.7	27.3	0.0	4.5	4.5	0.0	0.0	0.0	0.0	18	0.0	0	0
	EDINBURGH	EASYJET EUROPE	S	D	22	0	0	0.0	18.2	27.3	22.7	22.7	4.5	4.5	0.0	0.0	0.0	0.0	27	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	81.8	9	22
	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	40.9	29	22
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	12.5	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	30	85.7	4	7
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	7
	GLASGOW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	3
	GLASGOW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	25	3
	GLASGOW	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	0.0	3	100.0	0	1
	GLASGOW	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	12	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	25.0	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	36	9

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

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OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	D	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	66.7	16	9	
	LIVERPOOL (JOHN LENNON)	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	1	91.7	4	12		
	LIVERPOOL (JOHN LENNON)	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	3	91.7	6	12		
	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	1	24.3	38.8	20.4	4.9	2.9	6.8	1.0	0.0	0.0	1.0	11	78.3	17	115		
	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	1	1.0	48.5	38.8	4.9	1.9	3.9	0.0	0.0	0.0	1.0	7	75.6	12	115		
	GATWICK	EASYJET UK LTD	S	A	114	0	1	7.0	30.4	25.2	14.8	8.7	7.8	3.5	1.7	0.0	0.0	0.9	26	74.2	16	118	
	GATWICK	EASYJET UK LTD	S	D	114	0	1	0.0	16.5	43.5	21.7	12.2	3.5	1.7	0.0	0.0	0.0	0.9	20	75.2	14	118	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	2	9.7	38.7	33.9	11.3	3.2	0.0	0.0	0.0	0.0	3.2	6	76.8	9	82		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	0.0	37.7	39.3	16.4	3.3	0.0	0.0	0.0	0.0	3.3	9	70.7	11	82		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	11	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	58.3	28	12		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	11	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	41.7	28	12		
	LUTON	EASYJET UK LTD	S	A	26	0	1	0.0	11.1	29.6	18.5	29.6	7.4	0.0	0.0	0.0	3.7	25	67.7	11	31		
	LUTON	EASYJET UK LTD	S	D	26	0	1	0.0	18.5	44.4	11.1	18.5	3.7	0.0	0.0	0.0	3.7	16	83.9	7	31		
	STANSTED	RYANAIR	S	A	84	0	0	0.0	2.4	25.0	31.0	26.2	14.3	1.2	0.0	0.0	0.0	33	0.0	0	0		
	STANSTED	RYANAIR	S	D	84	0	0	0.0	48.8	38.1	4.8	4.8	3.6	0.0	0.0	0.0	0.0	9	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	19	0	0	0.0	52.6	15.8	10.5	15.8	5.3	0.0	0.0	0.0	0.0	14	62.5	20	16		
	MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	47.4	42.1	5.3	0.0	5.3	0.0	0.0	0.0	0.0	9	68.8	17	16		
	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	35	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	100.0	4	1		
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	0.0	28.6	19.0	33.3	9.5	4.8	0.0	0.0	4.8	0.0	38	95.2	2	21		
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	19.0	71.4	4.8	0.0	0.0	4.8	0.0	0.0	0.0	10	76.2	6	21		
	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	14	0	0	0.0	7.1	42.9	28.6	14.3	0.0	7.1	0.0	0.0	0.0	24	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	13	0	0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL VENICE</b>					<b>1125</b>	<b>22</b>	<b>12</b>	<b>4.6</b>	<b>30.3</b>	<b>33.8</b>	<b>13.8</b>	<b>8.2</b>	<b>4.9</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>1.9</b>	<b>1.0</b>	<b>16</b>	<b>68.0</b>	<b>13</b>	<b>953</b>	
VERONA VILLAFRANCA																							
	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		
	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	1	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	7	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	18	88.9	3	9		
	BIRMINGHAM	RYANAIR	S	D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	9		
	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	100.0	0	8		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	CARDIFF WALES	FLYBE LTD	S	D	0	0	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		
	EAST MIDLANDS 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	1	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		
	EDINBURGH	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		
	EDINBURGH	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		
	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		
	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	10	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	2	20.5	31.8	22.7	11.4	4.5	4.5	0.0	0.0	0.0	4.5	10	86.0	8	50		
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	2	0.0	43.2	34.1	11.4	4.5	2.3	0.0	0.0	0.0	4.5	10	94.0	7	50		
	GATWICK	EASYJET UK LTD	S	A	34	0	2	0.0	30.6	25.0	19.4	11.1	5.6	2.8	0.0	0.0	5.6	19	44.8	23	29		
	GATWICK	EASYJET UK LTD	S	D	34	0	2	0.0	30.6	44.4	5.6	8.3	5.6	0.0	0.0	0.0	5.6	13	55.2	21	29		
	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		
	STANSTED	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	13	0.0	0	0		
	STANSTED	RYANAIR	S	A	19	0	0	15.8	26.3	42.1	15.8	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	21	20		
	STANSTED	RYANAIR	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	2	85.0	7	20		
	MANCHESTER	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	4	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	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	13	0.0	0	0		
	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	0.0	0	0		
<b>TOTAL VERONA VILLAFRANCA</b>					<b>225</b>	<b>0</b>	<b>8</b>	<b>6.0</b>	<b>35.6</b>	<b>33.9</b>	<b>12.4</b>	<b>5.2</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>11</b>	<b>77.4</b>	<b>12</b>	<b>232</b>	
VIENNA																							
	BIRMINGHAM	EMIRATES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	16	0	1	11.8	23.5	35.3	11.8	5.9	5.9	0.0	0.0	0.0	5.9	14	63.6	12	19		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	16	0	1	0.0	23.5	29.4	11.8	17.6	11.8	0.0	0.0	0.0	5.9	22	54.5	19	19		
	BIRMINGHAM	LAUDA MOTION GMBH	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BIRMINGHAM	LAUDA MOTION GMBH	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	15.4	7.7	38.5	15.4	7.7	0.0	15.4	0.0	0.0	0.0	31	53.8	18	13		
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	61.5	0.0	0.0	0.0	15.4	0.0	0.0	0.0	24	84.6	9	13		
	EDINBURGH	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	9		
	EDINBURGH	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9		

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EDINBURGH	LAUDA MOTION GMBH	S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
EDINBURGH	LAUDA MOTION GMBH	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
GLASGOW	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
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	77.6	9	58		
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	79.3	12	58		
GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3		
GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	3		
GATWICK	EASYJET UK LTD	S	A	52	0	0	0.0	3.8	36.5	15.4	34.6	9.6	0.0	0.0	0.0	0.0	0.0	29	54.9	25	82		
GATWICK	EASYJET UK LTD	S	D	52	0	0	0.0	17.3	57.7	13.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	75.6	13	82		
HEATHROW	AUSTRIAN AIRLINES	S	A	124	0	0	1.6	21.8	41.1	18.5	10.5	6.5	0.0	0.0	0.0	0.0	0.0	18	64.2	15	120		
HEATHROW	AUSTRIAN AIRLINES	S	D	124	0	0	0.0	8.9	55.6	18.5	13.7	2.4	0.8	0.0	0.0	0.0	0.0	16	62.5	16	120		
HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	1	10.5	36.8	30.3	11.2	8.6	1.3	0.0	0.7	0.0	0.0	0.7	10	76.8	11	151		
HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	1	0.0	30.3	53.9	9.9	2.6	2.0	0.0	0.7	0.0	0.0	0.7	9	78.1	10	151		
LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	17.6	29.4	11.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	29	66.7	19	18		
LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	29.4	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	22	61.1	15	18		
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	20		
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	60.0	22	20		
STANSTED	LAUDA MOTION GMBH	S	A	59	0	0	0.0	16.9	45.8	22.0	10.2	5.1	0.0	0.0	0.0	0.0	0.0	18	50.0	19	8		
STANSTED	LAUDA MOTION GMBH	S	D	59	0	0	0.0	11.9	52.5	18.6	6.8	8.5	1.7	0.0	0.0	0.0	0.0	20	12.5	36	8		
MANCHESTER	AUSTRIAN AIRLINES	S	A	29	0	1	0.0	20.0	53.3	6.7	6.7	6.7	3.3	0.0	0.0	0.0	3.3	18	73.3	20	30		
MANCHESTER	AUSTRIAN AIRLINES	S	D	29	0	1	0.0	46.7	33.3	6.7	3.3	6.7	0.0	0.0	0.0	0.0	3.3	11	93.3	13	30		
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	21	14		
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	11	13		
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	87.5	4	16		

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

		Origin/Destinations: V																		OCT 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
	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	81.3	5	16
<b>TOTAL VIENNA</b>					<b>986</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>22.8</b>	<b>44.0</b>	<b>14.1</b>	<b>10.6</b>	<b>4.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>69.5</b>	<b>14</b>	<b>1124</b>
VIGO																						
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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
<b>TOTAL VIGO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
VILNIUS																						
	BELFAST INTERNATIONAL	WIZZ AIR	S	A	9	0	0	22.2	11.1	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	11	9
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	9	0	0	0.0	11.1	44.4	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	35	44.4	20	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	100.0	3	9
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	12	0	0	0.0	41.7	16.7	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	22	77.8	7	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	12	0	0	0.0	25.0	33.3	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	66.7	9	9
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	6	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	9
	LIVERPOOL (JOHN LENNON)	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	88.9	16	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	13	9
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0
	LUTON	RYANAIR	S	A	23	0	0	0.0	26.1	39.1	21.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	15	86.4	7	22
	LUTON	RYANAIR	S	D	23	0	0	0.0	56.5	30.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	95.5	5	22
	LUTON	WIZZ AIR	S	A	45	0	0	4.4	26.7	33.3	26.7	8.9	0.0	0.0	0.0	0.0	0.0	0.0	12	83.9	6	55
	LUTON	WIZZ AIR	S	D	45	0	0	2.2	31.1	31.1	24.4	8.9	2.2	0.0	0.0	0.0	0.0	0.0	14	63.2	17	56
	STANSTED	RYANAIR	S	A	32	0	0	0.0	25.0	40.6	25.0	6.3	0.0	3.1	0.0	0.0	0.0	0.0	15	87.1	8	31
	STANSTED	RYANAIR	S	D	32	0	0	0.0	28.1	28.1	18.8	18.8	3.1	3.1	0.0	0.0	0.0	0.0	21	35.5	27	31
	SOUTHEND	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
	SOUTHEND	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	0	0.0	0	0
<b>TOTAL VILNIUS</b>					<b>280</b>	<b>106</b>	<b>2</b>	<b>1.3</b>	<b>21.6</b>	<b>26.3</b>	<b>14.7</b>	<b>5.7</b>	<b>1.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>27.3</b>	<b>0.5</b>	<b>14</b>	<b>74.8</b>	<b>12</b>	<b>307</b>
VOLOS NEA ANCHIOS																						
	GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
<b>TOTAL VOLOS NEA ANCHIOS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										OCT 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WARSAW (CHOPIN)																						
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	6	10
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	11.1	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	30.0	23	10
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	15	0	0	0.0	13.3	60.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	94.1	4	17
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	15	0	0	0.0	13.3	46.7	26.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13	94.1	4	17
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	7.7	0.0	15.4	30.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	32	69.2	14	13
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	23.1	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	36	53.8	22	13
	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	20	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	1	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	38.7	27.4	11.3	11.3	8.1	1.6	0.0	0.0	0.0	0.0	17	75.6	12	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	37.1	56.5	1.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	78.2	11	78
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	1.1	13.3	25.6	21.1	30.0	7.8	1.1	0.0	0.0	0.0	0.0	28	67.0	13	90
	HEATHROW	LOT-POLISH AIRLINES	S	D	89	0	1	0.0	13.3	35.6	16.7	18.9	13.3	1.1	0.0	0.0	0.0	1.1	27	65.9	15	89
	LONDON CITY	LOT-POLISH AIRLINES	S	A	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0
	LONDON CITY	LOT-POLISH AIRLINES	S	D	0	53	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0	0.0	0	0
	LUTON	WIZZ AIR	S	A	101	0	0	2.0	18.8	33.7	28.7	10.9	5.0	0.0	1.0	0.0	0.0	0.0	20	87.3	7	110
	LUTON	WIZZ AIR	S	D	101	0	0	0.0	13.9	40.6	26.7	11.9	5.9	0.0	1.0	0.0	0.0	0.0	23	76.4	13	110
	LUTON	WIZZ AIR UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	115	0.0	0	0
	STANSTED	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
	STANSTED	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL WARSAW (CHOPIN)</b>					<b>581</b>	<b>106</b>	<b>3</b>	<b>1.0</b>	<b>16.4</b>	<b>30.6</b>	<b>17.0</b>	<b>12.9</b>	<b>5.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>15.4</b>	<b>0.4</b>	<b>21</b>	<b>75.1</b>	<b>12</b>	<b>639</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	88.9	7	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	0.0	0	44.4	22	9
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	4	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	84.6	7	13
	BRISTOL	RYANAIR	S	A	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	5	0.0	0	0
	BRISTOL	RYANAIR	S	D	19	0	0	0.0	63.2	31.6	5.3	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	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	53.8	15	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	15	13
	EDINBURGH	RYANAIR	S	A	15	0	0	6.7	40.0	40.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	13



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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	15	0	0	0.0	40.0	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	9	100.0	3	13		
	GLASGOW	RYANAIR	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	9	25.0	89	4		
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	50.0	64	4		
	LEEDS BRADFORD	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	1	77.8	7	9		
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	35.7	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	8	63.2	14	19		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.2	10	19		
	STANSTED	RYANAIR	S	A	85	0	0	7.1	49.4	30.6	7.1	3.5	1.2	1.2	0.0	0.0	0.0	8	61.3	18	111		
	STANSTED	RYANAIR	S	D	85	0	0	0.0	32.9	45.9	14.1	4.7	2.4	0.0	0.0	0.0	0.0	10	59.1	27	110		
	MANCHESTER	RYANAIR	S	A	12	0	1	23.1	23.1	15.4	30.8	0.0	0.0	0.0	0.0	0.0	7.7	7	69.2	12	13		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	69.2	14	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	3	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	77.8	8	9		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>369</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>41.9</b>	<b>39.2</b>	<b>11.1</b>	<b>3.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>18</b>	<b>425</b>		
WASHINGTON (DULLES)																							
	EDINBURGH	UNITED AIRLINES	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	75.0	29	4		
	EDINBURGH	UNITED AIRLINES	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	24.2	24.2	27.4	17.7	1.6	0.0	1.6	1.6	0.0	1.6	12	84.8	6	65		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	19.4	41.9	19.4	14.5	1.6	0.0	1.6	0.0	1.6	17	65.2	15	66		
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	34.4	34.4	16.1	5.4	2.2	4.3	2.2	0.0	1.1	0.0	17	91.4	9	93		
	HEATHROW	UNITED AIRLINES	S	D	91	0	2	2.2	64.5	21.5	2.2	1.1	4.3	1.1	0.0	1.1	0.0	18	87.1	10	93		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	25.8	51.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	9	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	58.1	35.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3	90.3	6	31		
	LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>377</b>	<b>0</b>	<b>4</b>	<b>15.7</b>	<b>41.5</b>	<b>24.9</b>	<b>8.4</b>	<b>3.9</b>	<b>2.4</b>	<b>1.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>14</b>	<b>83.6</b>	<b>10</b>	<b>388</b>		
WICK JOHN O GROATS																							
	ABERDEEN	FLYBE LTD	S	A	36	0	1	8.1	51.4	16.2	10.8	8.1	2.7	0.0	0.0	0.0	2.7	9	40.9	50	33		
	ABERDEEN	FLYBE LTD	S	D	38	0	1	2.6	64.1	20.5	2.6	2.6	5.1	0.0	0.0	0.0	2.6	6	53.5	43	33		
	EDINBURGH	LOGANAIR LTD	S	A	24	0	0	4.2	54.2	37.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	18	26		

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

		Origin/Destinations: W																	OCT 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	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL WICK JOHN O GROATS</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>54.0</b>	<b>28.2</b>	<b>6.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>56.0</b>	<b>34</b>	<b>118</b>
WINDSOR LOCKS BRADLEY INTL																						
	BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
<b>TOTAL WINDSOR LOCKS BRADLEY INTL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>1</b>
WROCLAW																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	21	9
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	77.8	12	9
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	35	66.7	18	9
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	42	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	0.0	50.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	88.9	4	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	10.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	99	100.0	3	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	5.9	11.8	52.9	5.9	5.9	17.6	0.0	0.0	0.0	0.0	0.0	24	82.6	6	23
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	35.3	23.5	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	22	91.3	7	23
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	14	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	13	9
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	11	9
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	31	9
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	8
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	8
	LIVERPOOL (JOHN LENNON)	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	0.0	1	100.0	3	12
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	12
	LUTON	WIZZ AIR	S	A	43	0	0	4.7	39.5	23.3	23.3	7.0	2.3	0.0	0.0	0.0	0.0	0.0	11	97.5	6	40
	LUTON	WIZZ AIR	S	D	43	0	0	0.0	18.6	46.5	18.6	9.3	7.0	0.0	0.0	0.0	0.0	0.0	16	87.5	11	40
	STANSTED	RYANAIR	S	A	52	0	0	1.9	51.9	36.5	5.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	71.2	12	52
	STANSTED	RYANAIR	S	D	52	0	0	0.0	25.0	40.4	23.1	7.7	1.9	0.0	1.9	0.0	0.0	0.0	17	28.8	31	52
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	7	13

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	12	13			
	NEWCASTLE	RYANAIR	S	A	11	0	0	18.2	27.3	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	8				
	NEWCASTLE	RYANAIR	S	D	11	0	0	0.0	27.3	45.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	15	8				
<b>TOTAL WROCLAW</b>					<b>408</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>32.8</b>	<b>40.2</b>	<b>14.7</b>	<b>6.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.7</b>	<b>13</b>	<b>402</b>			
WUHAN TIANHE INTERNATIONAL																									
	HEATHROW	CHINA SOUTHERN	S	A	13	0	0	7.7	7.7	23.1	7.7	30.8	23.1	0.0	0.0	0.0	0.0	0.0	35	28.6	33	14			
	HEATHROW	CHINA SOUTHERN	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	8	100.0	1	14				
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>17</b>	<b>28</b>			

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZADAR																						
	GATWICK	EASYJET UK LTD	S	A	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	8	0	0	12.5	25.0	25.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	39	87.5	3	8
	LUTON	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	0.0	7	87.5	6	8
	STANSTED	RYANAIR	S	A	12	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	19	12
	STANSTED	RYANAIR	S	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	58.3	25	12
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	1	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	100.0	0	1
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	A	8	0	1	11.1	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	11	87.5	3	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	3	100.0	2	8
	MANCHESTER	TITAN AIRWAYS LTD	C	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	TITAN AIRWAYS LTD	C	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	0	1
<b>TOTAL ZADAR</b>					<b>85</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>35.6</b>	<b>36.8</b>	<b>11.5</b>	<b>3.4</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>10</b>	<b>78.0</b>	<b>11</b>	<b>59</b>
ZAGREB																						
	CARDIFF WALES	CROATIA AIRLINES	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	CROATIA AIRLINES	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	19	100.0	9	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	25.0	38.9	19.4	5.6	2.8	0.0	5.6	2.8	0.0	0.0	0.0	18	67.7	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	30.6	52.8	8.3	5.6	0.0	2.8	0.0	0.0	0.0	0.0	12	93.5	4	31
	HEATHROW	CROATIA AIRLINES	S	A	13	0	0	0.0	15.4	23.1	15.4	30.8	15.4	0.0	0.0	0.0	0.0	0.0	31	50.0	26	14
	HEATHROW	CROATIA AIRLINES	S	D	13	0	0	0.0	0.0	7.7	30.8	46.2	15.4	0.0	0.0	0.0	0.0	0.0	42	28.6	39	14
	MANCHESTER	CROATIA AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ZAGREB</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>27.5</b>	<b>31.4</b>	<b>11.8</b>	<b>12.7</b>	<b>3.9</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.5</b>	<b>15</b>	<b>92</b>
ZAKINTHOS																						
	BELFAST INTERNATIONAL	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	100.0	2	2
	BELFAST INTERNATIONAL	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	4	100.0	1	1
	BIRMINGHAM	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	1	2
	BIRMINGHAM	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	10	50.0	15	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	88.9	7	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	0.0	0	88.9	11	18

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	33.3	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9			
BIRMINGHAM	TUI AIRWAYS LTD	C D	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	24	57.1	19	7			
BRISTOL	EASYJET UK LTD	S A	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
BRISTOL	EASYJET UK LTD	S D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	45	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	6	0	0	0.0	50.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	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	50.0	16	4			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	10	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	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	5	100.0	0	2			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	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	10			
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	8	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	1	80.0	12	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	1	100.0	1	3			
EDINBURGH	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			
EDINBURGH	JET2.COM LTD	S D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	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	6	100.0	5	2			
GLASGOW	JET2.COM LTD	S D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	2			
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	42.9	98	7			
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	5	7			
LEEDS BRADFORD	JET2.COM LTD	S A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	1			
LEEDS BRADFORD	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	22	100.0	0	1			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	7	0	0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	17	8			
LIVERPOOL (JOHN LENNON)	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	0.0	1	100.0	0	8			
GATWICK	EASYJET UK LTD	S A	21	0	0	9.5	38.1	28.6	9.5	4.8	4.8	0.0	4.8	0.0	0.0	0.0	26	47.1	30	17			

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	EASYJET UK LTD	S D	21	0	0	0	4.8	28.6	57.1	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	76.5	16	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	0	85.7	11	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	0.0	0	100.0	7	6		
GATWICK	TITAN AIRWAYS LTD	C A	2	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	30	66.7	9	9		
GATWICK	TUI AIRWAYS LTD	C D	7	0	0	0	0.0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	23	85.7	7	7		
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	100.0	0	5		
LUTON	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	47	100.0	3	4		
STANSTED	EASYJET UK LTD	S A	4	0	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	25	4		
STANSTED	EASYJET UK LTD	S D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	4		
STANSTED	JET2.COM LTD	S A	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	4	100.0	2	3		
STANSTED	JET2.COM LTD	S D	3	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	3		
STANSTED	MIAMI AIR	C 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	163	0.0	0	0		
STANSTED	RYANAIR	C A	2	0	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	111	0.0	0	0		
STANSTED	THOMAS COOK AIRLINES LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7		
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7		
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
MANCHESTER	EUROPE AIRPOST	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
MANCHESTER	JET2.COM LTD	S A	4	0	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	13	2		
MANCHESTER	JET2.COM LTD	S D	4	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	3	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	0	92.9	6	14		
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	92.3	4	13		
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9		
MANCHESTER	TUI AIRWAYS LTD	C D	7	0	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	100.0	1	7		
NEWCASTLE	JET2.COM LTD	S A	2	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	100.0	0	1		
NEWCASTLE	JET2.COM LTD	S D	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	12	100.0	0	1		
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	0	60.0	11	5		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
<b>TOTAL ZAKINTHOS</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>33.6</b>	<b>35.5</b>	<b>8.9</b>	<b>7.0</b>	<b>4.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.1</b>	<b>11</b>	<b>299</b>		
ZARAGOZA																							
GATWICK	ENTER AIR	C A	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
STANSTED	RYANAIR	S A	23	0	0	0	21.7	26.1	30.4	4.3	13.0	0.0	0.0	0.0	4.3	0.0	0.0	26	69.6	15	23		

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					OCT 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	STANSTED	RYANAIR	S	D	23	0	0	0.0	39.1	52.2	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.6	13	23			
<b>TOTAL ZARAGOZA</b>					<b>46</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>31.9</b>	<b>40.4</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.6</b>	<b>14</b>	<b>46</b>			
ZHENGZHOU XINZHENG																									
	HEATHROW	CHINA SOUTHERN	S	A	7	0	0	0.0	0.0	0.0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0			
	HEATHROW	CHINA SOUTHERN	S	D	7	0	0	0.0	42.9	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
<b>TOTAL ZHENGZHOU XINZHENG</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
ZURICH																									
	BIRMINGHAM	SWISS AIRLINES	S	A	53	0	2	3.6	29.1	38.2	21.8	1.8	1.8	0.0	0.0	0.0	0.0	3.6	9	89.1	6	54			
	BIRMINGHAM	SWISS AIRLINES	S	D	53	0	2	0.0	21.8	49.1	18.2	5.5	1.8	0.0	0.0	0.0	0.0	3.6	10	76.4	10	54			
	BRISTOL	FREEBIRD AIRLINES	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
	EDINBURGH	EDELWEISS AIR	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	66.7	12	9			
	EDINBURGH	EDELWEISS AIR	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	0.0	6	66.7	9	9			
	GATWICK	EASYJET UK LTD	S	A	48	0	0	2.1	41.7	35.4	10.4	8.3	2.1	0.0	0.0	0.0	0.0	0.0	11	68.1	16	47			
	GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	25.0	54.2	12.5	6.3	2.1	0.0	0.0	0.0	0.0	0.0	11	75.0	12	47			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	1	8.3	38.7	30.9	11.0	9.9	0.6	0.0	0.0	0.0	0.0	0.6	9	80.4	9	179			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	1	0.0	34.8	48.6	9.4	6.1	0.6	0.0	0.0	0.0	0.0	0.6	8	76.0	11	179			
	HEATHROW	SWISS AIRLINES	S	A	209	0	8	5.1	25.8	41.0	10.6	11.1	2.8	0.0	0.0	0.0	0.0	3.7	13	75.9	11	216			
	HEATHROW	SWISS AIRLINES	S	D	208	0	9	0.0	14.3	49.8	17.1	10.6	4.1	0.0	0.0	0.0	0.0	4.1	15	69.9	14	215			
	LONDON CITY	BA CITYFLYER LTD	S	A	0	94	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	79.2	11	94			
	LONDON CITY	BA CITYFLYER LTD	S	D	0	95	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	86.5	7	95			
	LONDON CITY	SWISS AIRLINES	S	A	0	147	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.8	5.2	0	85.2	5	153			
	LONDON CITY	SWISS AIRLINES	S	D	0	146	11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	7.0	0	77.3	10	153			
	LUTON	EASYJET UK LTD	S	A	50	0	1	3.9	43.1	29.4	5.9	5.9	7.8	2.0	0.0	0.0	0.0	2.0	16	76.1	8	46			
	LUTON	EASYJET UK LTD	S	D	50	0	1	0.0	29.4	49.0	11.8	3.9	3.9	0.0	0.0	0.0	0.0	2.0	10	78.3	12	46			
	STANSTED	SWISS AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	MANCHESTER	SWISS AIRLINES	S	A	60	0	1	0.0	32.8	47.5	8.2	6.6	3.3	0.0	0.0	0.0	0.0	1.6	10	83.6	9	55			
	MANCHESTER	SWISS AIRLINES	S	D	60	0	1	0.0	4.9	59.0	16.4	14.8	3.3	0.0	0.0	0.0	0.0	1.6	17	63.6	18	55			
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL ZURICH</b>					<b>1228</b>	<b>482</b>	<b>46</b>	<b>1.8</b>	<b>20.2</b>	<b>31.2</b>	<b>9.0</b>	<b>6.0</b>	<b>1.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>27.4</b>	<b>2.6</b>	<b>11</b>	<b>77.4</b>	<b>11</b>	<b>1706</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	69	0	0	4.3	14.5	42.0	15.9	8.7	5.8	1.4	5.8	1.4	0.0	0.0	45	69.0	15	71
SCHEDULED FLIGHTS(ALL ROUTES)	3676	0	97	5.4	44.2	32.8	7.1	4.2	2.6	0.7	0.5	0.0	0.0	2.6	9	72.5	14	3592
<b>AIRPORT TOTAL</b>	<b>3745</b>	<b>0</b>	<b>97</b>	<b>5.4</b>	<b>43.6</b>	<b>33.0</b>	<b>7.3</b>	<b>4.3</b>	<b>2.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10</b>	<b>72.4</b>	<b>14</b>	<b>3663</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	18	4
SCHEDULED FLIGHTS(ALL ROUTES)	2885	0	17	4.6	45.8	35.6	7.1	3.9	2.1	0.3	0.2	0.0	0.0	0.6	7	84.6	7	2974
<b>AIRPORT TOTAL</b>	<b>2888</b>	<b>0</b>	<b>17</b>	<b>4.6</b>	<b>45.8</b>	<b>35.5</b>	<b>7.1</b>	<b>3.9</b>	<b>2.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>84.6</b>	<b>7</b>	<b>2978</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	21	0	0	0.0	4.8	19.0	42.9	19.0	4.8	9.5	0.0	0.0	0.0	0.0	38	75.3	27	93
SCHEDULED FLIGHTS(ALL ROUTES)	3588	0	0	7.2	45.7	26.9	8.8	6.6	3.9	0.7	0.2	0.0	0.0	0.0	11	74.2	14	3716
<b>AIRPORT TOTAL</b>	<b>3609</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>45.4</b>	<b>26.8</b>	<b>9.0</b>	<b>6.7</b>	<b>3.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.3</b>	<b>14</b>	<b>3809</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	578	0	0	8.1	27.0	44.6	9.3	5.4	3.1	1.9	0.3	0.2	0.0	0.0	16	76.5	14	588
SCHEDULED FLIGHTS(ALL ROUTES)	8051	0	19	8.3	32.3	38.6	10.8	6.2	2.8	0.5	0.3	0.1	0.0	0.2	11	75.8	13	8634
<b>AIRPORT TOTAL</b>	<b>8629</b>	<b>0</b>	<b>19</b>	<b>8.2</b>	<b>31.9</b>	<b>39.0</b>	<b>10.7</b>	<b>6.1</b>	<b>2.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>75.8</b>	<b>13</b>	<b>9222</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	119	0	0	8.4	45.4	33.6	5.0	6.7	0.8	0.0	0.0	0.0	0.0	0.0	6	81.5	8	119
SCHEDULED FLIGHTS(ALL ROUTES)	370	0	0	8.9	42.2	28.4	13.2	5.4	0.8	0.5	0.5	0.0	0.0	0.0	9	76.8	12	292
<b>AIRPORT TOTAL</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>42.9</b>	<b>29.7</b>	<b>11.2</b>	<b>5.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.2</b>	<b>11</b>	<b>411</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: BRISTOL (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	433	0	0	11.1	44.3	32.8	6.2	3.7	1.2	0.5	0.2	0.0	0.0	0.0	6	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	5055	0	12	4.6	36.1	36.4	11.5	7.3	2.9	0.5	0.4	0.1	0.0	0.2	13	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>5488</b>	<b>0</b>	<b>12</b>	<b>5.1</b>	<b>36.8</b>	<b>36.1</b>	<b>11.1</b>	<b>7.0</b>	<b>2.7</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	300	3	0	2.6	30.7	41.6	10.6	7.3	5.9	0.3	0.0	0.0	1.0	0.0	13	77.5	13	304
SCHEDULED FLIGHTS(ALL ROUTES)	978	70	13	3.6	36.7	37.8	7.0	4.5	1.4	0.6	0.7	0.0	6.6	1.2	9	80.9	11	1196
<b>AIRPORT TOTAL</b>	<b>1278</b>	<b>73</b>	<b>13</b>	<b>3.4</b>	<b>35.3</b>	<b>38.6</b>	<b>7.8</b>	<b>5.1</b>	<b>2.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>5.4</b>	<b>1.0</b>	<b>10</b>	<b>80.2</b>	<b>11</b>	<b>1500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	280	0	0	13.6	31.8	34.3	9.3	5.7	4.3	0.7	0.4	0.0	0.0	0.0	12	91.4	14	210
SCHEDULED FLIGHTS(ALL ROUTES)	532	0	1	5.1	33.4	46.9	8.3	3.2	1.1	1.1	0.6	0.2	0.0	0.2	11	82.2	8	432
<b>AIRPORT TOTAL</b>	<b>812</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>32.8</b>	<b>42.6</b>	<b>8.6</b>	<b>4.1</b>	<b>2.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>85.2</b>	<b>10</b>	<b>642</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	47	3
SCHEDULED FLIGHTS(ALL ROUTES)	283	0	13	4.4	34.1	37.8	9.8	6.8	1.4	0.7	0.7	0.0	0.0	4.4	12	75.2	14	287
<b>AIRPORT TOTAL</b>	<b>288</b>	<b>0</b>	<b>13</b>	<b>4.7</b>	<b>34.2</b>	<b>37.9</b>	<b>9.6</b>	<b>6.6</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>11</b>	<b>74.9</b>	<b>15</b>	<b>290</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 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)	279	0	0	10.4	42.3	34.4	8.6	3.6	0.4	0.0	0.4	0.0	0.0	0.0	6	76.2	18	273	
SCHEDULED FLIGHTS(ALL ROUTES)	2746	0	3	9.2	43.6	32.0	7.9	4.1	2.2	0.3	0.5	0.1	0.0	0.1	9	78.4	12	3164	
<b>AIRPORT TOTAL</b>	<b>3025</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>43.5</b>	<b>32.2</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>78.2</b>	<b>12</b>	<b>3437</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: EDINBURGH (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	107	0	1	4.6	33.3	37.0	11.1	9.3	3.7	0.0	0.0	0.0	0.0	0.9	12	74.6	11	117
SCHEDULED FLIGHTS(ALL ROUTES)	10783	0	43	5.9	37.9	34.5	11.0	6.6	2.9	0.6	0.3	0.1	0.0	0.4	11	71.8	15	10839
<b>AIRPORT TOTAL</b>	<b>10890</b>	<b>0</b>	<b>44</b>	<b>5.9</b>	<b>37.8</b>	<b>34.5</b>	<b>11.0</b>	<b>6.6</b>	<b>2.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>71.8</b>	<b>15</b>	<b>10956</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	123	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	81.1	19	120
SCHEDULED FLIGHTS(ALL ROUTES)	0	1036	18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.7	0	85.1	9	972
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>1159</b>	<b>18</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.5</b>	<b>1.5</b>	<b>0</b>	<b>84.6</b>	<b>10</b>	<b>1092</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: GATWICK (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	955	0	21	4.8	22.3	38.8	15.3	9.2	4.9	1.5	0.7	0.2	0.0	2.2	19	66.8	19	1021
SCHEDULED FLIGHTS(ALL ROUTES)	23082	0	96	7.1	29.3	35.5	13.2	9.1	4.3	0.8	0.3	0.1	0.0	0.4	15	69.8	18	23680
<b>AIRPORT TOTAL</b>	<b>24037</b>	<b>0</b>	<b>117</b>	<b>7.0</b>	<b>29.0</b>	<b>35.6</b>	<b>13.2</b>	<b>9.1</b>	<b>4.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>69.7</b>	<b>18</b>	<b>24701</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	263	0	0	9.1	28.9	40.7	9.1	6.5	3.4	0.8	0.0	1.5	0.0	0.0	21	67.6	14	247
SCHEDULED FLIGHTS(ALL ROUTES)	6512	0	38	6.4	43.0	32.7	8.7	5.4	2.5	0.7	0.1	0.0	0.0	0.6	9	76.9	13	7253
<b>AIRPORT TOTAL</b>	<b>6775</b>	<b>0</b>	<b>38</b>	<b>6.5</b>	<b>42.5</b>	<b>33.1</b>	<b>8.7</b>	<b>5.4</b>	<b>2.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>76.6</b>	<b>13</b>	<b>7500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: HEATHROW (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	64	0	0	15.6	20.3	40.6	6.3	14.1	3.1	0.0	0.0	0.0	0.0	0.0	13	77.4	13	61
SCHEDULED FLIGHTS(ALL ROUTES)	40953	0	373	7.8	32.3	36.0	11.8	7.4	2.8	0.5	0.2	0.1	0.0	0.9	12	76.1	12	41184
<b>AIRPORT TOTAL</b>	<b>41017</b>	<b>0</b>	<b>373</b>	<b>7.8</b>	<b>32.3</b>	<b>36.0</b>	<b>11.8</b>	<b>7.5</b>	<b>2.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>76.1</b>	<b>12</b>	<b>41245</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	75.0	10	8
SCHEDULED FLIGHTS(ALL ROUTES)	1116	0	6	8.4	45.3	31.9	6.9	4.4	1.7	0.9	0.1	0.0	0.0	0.5	8	84.1	8	1116
<b>AIRPORT TOTAL</b>	<b>1116</b>	<b>0</b>	<b>6</b>	<b>8.4</b>	<b>45.3</b>	<b>31.9</b>	<b>6.9</b>	<b>4.4</b>	<b>1.7</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>84.0</b>	<b>8</b>	<b>1124</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	29	0	0	3.4	31.0	44.8	10.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	32	14
SCHEDULED FLIGHTS(ALL ROUTES)	2051	0	2	5.6	44.8	31.1	6.7	6.4	4.1	1.0	0.2	0.0	0.0	0.1	12	77.2	14	1938
<b>AIRPORT TOTAL</b>	<b>2080</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>44.6</b>	<b>31.3</b>	<b>6.7</b>	<b>6.4</b>	<b>4.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>77.1</b>	<b>14</b>	<b>1952</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	4.2	45.8	37.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	90
SCHEDULED FLIGHTS(ALL ROUTES)	2668	0	13	9.1	36.8	37.5	8.5	4.5	2.3	0.4	0.3	0.0	0.0	0.5	9	81.4	11	2655
<b>AIRPORT TOTAL</b>	<b>2692</b>	<b>0</b>	<b>13</b>	<b>9.0</b>	<b>36.9</b>	<b>37.5</b>	<b>8.5</b>	<b>4.5</b>	<b>2.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>81.3</b>	<b>11</b>	<b>2745</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	28	0	0	0.0	10.7	42.9	25.0	10.7	10.7	0.0	0.0	0.0	0.0	0.0	22	76.0	9	25
SCHEDULED FLIGHTS(ALL ROUTES)	3061	0	6	7.0	46.7	32.3	6.8	4.7	1.7	0.4	0.1	0.1	0.0	0.2	8	83.0	9	3237
<b>AIRPORT TOTAL</b>	<b>3089</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>46.4</b>	<b>32.4</b>	<b>7.0</b>	<b>4.7</b>	<b>1.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>83.0</b>	<b>9</b>	<b>3262</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	0	7198	117	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	1.6	0	79.6	11	6773
<b>AIRPORT TOTAL</b>	<b>0</b>	<b>7199</b>	<b>117</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98.4</b>	<b>1.6</b>	<b>0</b>	<b>79.6</b>	<b>11</b>	<b>6773</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	119	0	0	2.5	9.2	37.0	17.6	13.4	17.6	2.5	0.0	0.0	0.0	0.0	30	62.4	21	205
SCHEDULED FLIGHTS(ALL ROUTES)	9870	1	69	4.7	27.7	37.3	13.6	10.4	4.7	0.7	0.3	0.1	0.0	0.7	16	73.9	13	9359
<b>AIRPORT TOTAL</b>	<b>9989</b>	<b>1</b>	<b>69</b>	<b>4.7</b>	<b>27.5</b>	<b>37.3</b>	<b>13.6</b>	<b>10.4</b>	<b>4.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>73.6</b>	<b>13</b>	<b>9564</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: MANCHESTER (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	903	0	0	3.5	19.3	47.1	13.3	8.6	6.6	0.8	0.7	0.1	0.0	0.0	19	72.1	20	955
SCHEDULED FLIGHTS(ALL ROUTES)	15763	0	79	6.5	33.0	40.8	10.0	5.9	2.4	0.6	0.2	0.1	0.0	0.5	11	77.9	16	16348
<b>AIRPORT TOTAL</b>	<b>16666</b>	<b>0</b>	<b>79</b>	<b>6.3</b>	<b>32.2</b>	<b>41.2</b>	<b>10.2</b>	<b>6.1</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>77.6</b>	<b>16</b>	<b>17303</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	8	0	0	25.0	12.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	3587	0	42	7.4	33.4	41.3	9.6	4.9	1.7	0.2	0.2	0.0	0.0	1.2	9	78.1	12	3866
<b>AIRPORT TOTAL</b>	<b>3595</b>	<b>0</b>	<b>42</b>	<b>7.5</b>	<b>33.4</b>	<b>41.3</b>	<b>9.6</b>	<b>4.9</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>78.1</b>	<b>12</b>	<b>3866</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	30.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	22	12
SCHEDULED FLIGHTS(ALL ROUTES)	2612	0	46	4.3	41.3	38.4	6.2	5.1	2.4	0.5	0.0	0.0	0.0	1.7	8	81.2	12	2910
<b>AIRPORT TOTAL</b>	<b>2622</b>	<b>0</b>	<b>46</b>	<b>4.4</b>	<b>41.2</b>	<b>38.4</b>	<b>6.2</b>	<b>5.1</b>	<b>2.4</b>	<b>0.5</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>12</b>	<b>2922</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

OCT 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	1876	0	8	6.2	44.9	31.4	8.6	5.0	2.5	0.6	0.2	0.1	0.0	0.4	9	84.5	14	1680
<b>AIRPORT TOTAL</b>	<b>1876</b>	<b>0</b>	<b>8</b>	<b>6.2</b>	<b>44.9</b>	<b>31.4</b>	<b>8.6</b>	<b>5.0</b>	<b>2.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>84.5</b>	<b>14</b>	<b>1680</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2019

Reporting Airport: STANSTED (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										OCT 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	210	0	1	3.3	29.4	47.4	8.1	6.2	3.3	1.4	0.5	0.0	0.0	0.5	13	69.9	12	210
SCHEDULED FLIGHTS(ALL ROUTES)	14895	0	28	6.0	39.8	35.1	9.9	6.0	2.3	0.5	0.2	0.1	0.0	0.2	10	66.0	18	15674
<b>AIRPORT TOTAL</b>	<b>15105</b>	<b>0</b>	<b>29</b>	<b>5.9</b>	<b>39.6</b>	<b>35.3</b>	<b>9.9</b>	<b>6.0</b>	<b>2.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>66.1</b>	<b>18</b>	<b>15884</b>